

April 29, 2025

No.	Comment	Applicant Response																																				
Town of Caledon - Development Planning																																						
1.	Staff are unable to support the current Official Plan Amendment at this time until all comments listed in this letter and accompanying comment letters/attachments are addressed.	Noted. This resubmission is intended to respond to all comments.																																				
2.	On June 25, 2024, By-law 2024-058 was passed by Town Council for the subject lands. This By-law is currently in the appeal period and not in full force and in effect. If this By-law is not appealed, it will be in effect, with a series of Holding Symbols. Please reference By-law 2024-058 and ensure that any permissions granted through this By-law are also referenced in the Draft Official Plan Amendment language.	Noted. However, it is not typical to have zoning by-law references in a secondary plan document or its policies.																																				
3.	Please contact the Ministry of Transportation (MTO) Highway 413 group and Permitting group to discuss the phasing of development approvals for the subject lands as it relates to the proposed Highway 413 interchange. A portion of these lands are within the Focused Analysis Area (FAA) and the preferred route alignment.	Noted. We acknowledge that the FAA abuts the subject lands. The MTO will be contacted at the subsequent Draft Plan of Subdivision Stage.																																				
4.	Please note that the Future Caledon Official Plan was adopted by Town Council on March 26, 2024. This document is with the Province for approval. For your interest, please see the link to the document here: <a href="https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=38569">https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=38569</a>	Noted.																																				
5.	Staff have provided track-changed revisions to the draft Official Plan Amendment. Please review the changes and comments as provided in the document.	Noted.																																				
6.	Please include a comment response matrix as part of a revised submission.	Noted. This document represents the response matrix required as part of the resubmission.																																				
Town of Caledon - Energy																																						
7.	The Town is in the process of finalizing Green Development Standards (GDS), which have been adopted by Council. The GDS will apply to all new draft plan of subdivision and site plan applications. Please see the link here for more information: <a href="https://www.caledon.ca/en/town-services/green-development-standards.aspx">https://www.caledon.ca/en/town-services/green-development-standards.aspx</a>	Noted. The Green Development Standards will be addressed separately at the Draft Plan of Subdivision stage.																																				
Town of Caledon - Finance																																						
8.	<div>Development Charges would be applicable at the Residential and Non-Residential (Other) rates in effect at the time of building permit issuance. Currently, those rates are:</div> <table><tr><th>Building Types</th><th>Town of Caledon</th><th>Region of Peel</th><th>School Boards</th><th>Transit</th><th>Total</th></tr><tr><td>Singles/ Semi-detached per unit</td><td>\$56,605.27</td><td>\$72,122.63</td><td>\$4,572.00</td><td>\$810.24</td><td>\$134,110.14</td></tr><tr><td>Townhouse per unit, except stacked townhouses</td><td>\$43,094.36</td><td>\$57,121.45</td><td>\$4,572.00</td><td>\$810.24</td><td>\$105,598.05</td></tr><tr><td>Large apartment per unit - apartment &gt; 70 m²</td><td>\$32,886.49</td><td>\$52,315.55</td><td>\$4,572.00</td><td>\$578.79</td><td>\$90,352.83</td></tr><tr><td>Small apartment per unit -apartment = &lt; 70 m²</td><td>\$19,299.52</td><td>\$27,668.20</td><td>\$4,572.00</td><td>\$299.94</td><td>\$51,839.66</td></tr><tr><td>Commercial space (per m²)</td><td>\$96.12</td><td>\$289.13</td><td>\$9.69</td><td>0</td><td>\$394.94</td></tr></table>	Building Types	Town of Caledon	Region of Peel	School Boards	Transit	Total	Singles/ Semi-detached per unit	\$56,605.27	\$72,122.63	\$4,572.00	\$810.24	\$134,110.14	Townhouse per unit, except stacked townhouses	\$43,094.36	\$57,121.45	\$4,572.00	\$810.24	\$105,598.05	Large apartment per unit - apartment > 70 m²	\$32,886.49	\$52,315.55	\$4,572.00	\$578.79	\$90,352.83	Small apartment per unit -apartment = < 70 m²	\$19,299.52	\$27,668.20	\$4,572.00	\$299.94	\$51,839.66	Commercial space (per m²)	\$96.12	\$289.13	\$9.69	0	\$394.94	Noted. Development Changes will be calculated and paid at the appropriate time.
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9.	Effective February 1, 2016, the Region began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for most residential developments, at the time of subdivision agreement execution.	Noted.
10.	The Development Charges comments and estimates above are as at April 3, 2024, 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 24 months after application approval date. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.	Noted.
<b>Town of Caledon - Fire</b>		
11.	The Community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within Caledon’s Rural Service Centers. This gap will only increase with housing growth if fire suppression services are not accounted for in the design and approval of new developments and the expansion of the Rural Service Centers. Fire Services does not recommend increasing this risk until significant improvements are made in fire suppression deployment benchmarks to a level where 10 firefighters can respond within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within the rural service center boundaries. Any areas approved for growth that are underserved by fire suppression services shall have sprinklered residential (houses) and commercial-use buildings until the level of service reaches this benchmark.	The subject application is for approval of a Secondary Plan. Development Approvals will not be considered until the Draft Plan of subdivision stage. These matters can be revisited at that time.
<b>Town of Caledon - Heritage</b>		
12.	Development Concept Plan (September 25, 2023)  Heritage staff are in support of the proposed relocation of the Snell Farmhouse to the single-detached block on the south side of the collector road ‘Street A’, as shown by the ‘H’ symbol on the revised Development Concept Plan. The proposed location generally satisfies key heritage conservation goals of integration of the resource within the new community for continued residential use and its retention as a gateway feature. Details concerning appropriate lot size and configuration will be confirmed at the Draft Plan of Subdivision stage.	Noted. The development team looks forward to working with Heritage staff in relation to the relocation of the Snell Farmhouse at the Draft Plan of Subdivision stage.
13.	Draft OPA Schedule B-1  Please move the ‘H’ symbol for the Cultural Heritage Resource from the SWMP to the adjacent Low Density Residential block as per the revised Development Concept Plan dated September 25, 2023.	It is intended that the ‘H’ symbol reflect the current location of the heritage resource. This is typically how such resources are identified in Secondary Plans. The determination of what to do with the resource is typically addressed at the subsequent Draft Plan of Subdivision Stage using the policy framework set out in the Secondary Plan text. We suggest that the location of ‘H’ symbol is appropriate for the Secondary Plan and can be relocated, as appropriate, without amendment to the Plan.
<b>Revised Heritage Impact Assessment for 12097 Kennedy Road</b>		
14.	While the revised Heritage Impact Assessment (HIA) for the Snell Farmhouse at 12097 Kennedy Road addressed some aspects of staff’s initial comments (e.g., inclusion of a Statement of Cultural Heritage Value, reorganization of mitigation recommendations), most of staff’s initial comments regarding the historical research, evaluation of the dwelling, and conclusions about its age and construction were not addressed.	As discussed with the Heritage Consultant, MHBC, these matters will be addressed at the future Plan of Subdivision Stage for the lands containing the Snell Farmhouse.
15.	It was recently determined that the applicant never received Heritage staff’s detailed comments on the April 2021 version of the HIA; these comments have subsequently been provided. As staff’s unaddressed comments affect the Statement of Cultural Heritage Value, among other matters, Heritage staff request a meeting with the heritage consultant to review staff’s outstanding concerns and a joint site visit to achieve a mutual understanding of the structure. Interior access to the structure will be required.	The requested meeting was held in September, 2024. MHBC will be contacting Heritage staff to coordinate a site visit.
16.	Subsequent to the above-requested meeting(s), the proponent must submit a revised HIA to address both previously submitted and current comments. The major overarching comment on the revised HIA is provided below; detailed comments are provided in a separate document.	As discussed with the Heritage Consultant, MHBC, these matters will be addressed at the future Plan of Subdivision Stage for the lands containing the Snell Farmhouse.

No.	Comment	Applicant Response
17.	The mitigation recommendations outlined in Section 8 and carried forward in Section 9 are disjointed and need further review to ensure consistent terminology and direction between the two sections, especially with regard to timing and methods of implementation.	As discussed with the Heritage Consultant, MHBC, these matters will be addressed at the future Plan of Subdivision Stage for the lands containing the Snell Farmhouse.
18.	As the HIA's recommended Heritage Conservation Plan (sometimes referred to in the HIA as a Conservation Plan and a Relocation Plan) won't be approved until the Draft Plan of Subdivision stage, a Heritage Easement Agreement will be required as part of a complete Draft Plan of Subdivision application to ensure implementation of the HIA's recommended short term conservation measures to stabilize and secure the Snell Farmhouse.	Acknowledged. Although, we trust the Heritage Easement Agreement will be required as a Condition of Draft Plan Approval.
19.	Please note that the Town intends to proceed with issuance of a Notice of Intention to Designate the property at 12097 Kennedy under section 29 of the Ontario Heritage Act in advance of any Draft Plan of Subdivision application to ensure the protection of the property.	Noted.
20.	Heritage staff are willing to work with the Owner to extend the designation by-law timeline until the plan of subdivision is registered so that the designation is limited to the lot to which the Snell Farmhouse is relocated. The Heritage Easement Agreement will support the conservation of the Snell Farmhouse until the designation by-law is registered on title.	Noted.
21.	<p>Urban Design and Architectural Design Guidelines</p> <p>As part of a complete Draft Plan of Subdivision application, revise Section 2.6 Cultural Heritage of the UD&amp;A Guidelines to note the following:</p> <p>a. The Snell Farmhouse shall be provided with an adequate lot size to provide space for its fulsome adaptive re-use, including future additions, a garage, and landscaping in accordance with its original context and character.</p> <p>b. Include up-to-date photos of the Snell Farmhouse.</p> <p>c. Revise the reference to the landscape features. While certain landscape features (remnant orchard/fruit trees, mature sugar maples, honey locust trees) had cultural heritage value at the time the property was listed on the Heritage Register, they have since been removed. The remaining vegetation has no cultural heritage value.</p>	Updates have been made in the Urban Design Guidelines in Section 2.6 Cultural Heritage on page 18.
<b>Town of Caledon - Municipal Numbers</b>		
22.	Should the application be approved, municipal numbers shall be issued to each new dwelling in accordance with the Municipal Numbering By-law and Guidelines. These numbers will be issued in accordance with these documents, based on approved driveway locations and a new street name.	Noted.
23.	Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.	Noted.
24.	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.
25.	In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The owner is advised to post the number (once issued) on the townhouses in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at municipalnumbers@caledon.ca or 905-584-2272 x. 7338.	Noted.
26.	There are no concerns with the proposed Official Plan Amendment.	Noted.

No.	Comment	Applicant Response
27.	A minimum of one (1) street name of local historical significance is required and more are encouraged where possible a. Please see the lists of available street names approved for use in Caledon (heritage names, veteran names and non-heritage names). The lists of available names can be found by visiting <a href="https://www.caledon.ca/en/town-services/street-naming.aspx">https://www.caledon.ca/en/town-services/street-naming.aspx</a> b. Please be advised that the names on these lists are available on a “first come first serve basis” and are subject to change at any time based on qualifying development requests. Staff will do their best to keep the list as up to date as possible. c. Due to local historical significance, some heritage names are intended for use in specific areas of the Town and are identified as such	Noted.
28.	If the applicant wishes to submit alternate names for consideration as street names in Caledon, they may do so through the Town, for consideration by the Region of Peel Street Naming Committee. Only those names that adhere to the requirements of the Town of Caledon Corporate Policy on Street Naming and the Region of Peel Street Naming Guidelines will be considered.	Noted.
29.	The Region of Peel has a street naming webpage available for members of the public to search to see if a particular street name is presently in use or reserved for use Caledon, Brampton, Mississauga, or has otherwise been previously declined: <a href="https://www.peelregion.ca/planning/business/index.asp">https://www.peelregion.ca/planning/business/index.asp</a>	Noted.
30.	The new proposed street segments will also require suffixes in accordance with the Town of Caledon Corporate Policy on Street Naming.	Noted.
<b>Town of Caledon - Development Engineering and Stormwater</b>		
31.	Engineering has reviewed the following documents submitted as part of the second submission: a. Comprehensive Environmental Study and Management Plan (CEISMP) – Snell’s Hollow East Secondary Plan Part A and Part B (Burnside et. al., January 2024) b. Functional Servicing & Stormwater Management Report for Snell’s Hollow East Secondary Plan Area (DSEL, November 2023) c. Civil Engineering Drawings (DSEL et. al., October 2023)	Noted.
32.	Please be advised that Engineering Services requires that all of the following comments be addressed as part of a subsequent OPA submission. Engineering Services requests that a meeting to arranged to discuss the comments provided herein in order to discuss approaches to addressing the comments.	Noted.
33.	The following comments are provided on the Comprehensive Environmental Study and Management Plan (CEISMP) – Snell’s Hollow East Secondary Plan Part A and Part B (Burnside et. al., January 2024):	Noted
33. a	Page 3 indicates that the submitted CEISMP includes Part A and Part B as per the approved Terms of Reference and that Part C will be part of a future report submission. Engineering Services can support the proposed approach if the applicant is suggesting that the full CEISMP inclusive of Part A, Part B and Part C for the entire Secondary Plan area will be submitted prior to draft plan approval.	As discussed with the Town on November 08, 2024, the full CEISMP inclusive of Part A, Part B and Part C for the entire Secondary Plan area will be submitted prior to draft plan approval. Part A and B will be submitted first as part of the agency's review of the 3 <sup>rd</sup> CEISMP submission. See also response below under Town Parks and Natural Heritage, Comment No. 1.
33. b	As a general note, the appendices that accompany the CEISMP do not include the full reports.	For efficiency, and to avoid duplication, the body of the FSR was included in the CEISMP Appendices but the entire FSR with figures, drawings, appendices, etc. was submitted as a separate file due to size, etc. This applies to the 3 <sup>rd</sup> submission as well. The other reports included in the CEISMP Appendices are complete.
33. c	Figure 2 [GEO Morphix report] includes a number of the monitoring locations discussed throughout the report but appears to miss the locations discussed in section 5.5 (e.g. W inlet, S inlet, Bridge, outlet). All monitoring locations should be identified on Figure 2 so that the results can be reviewed and assessed.	We assume that Figure 2 in the comment is referring to a map in an appendix of the GEO Morphix Fluvial Geomorphological Assessment and Baseline Monitoring report (i.e., Appendix C of the CEISMP), which depicted surface water monitoring locations. To avoid unclear figure/map references in the CEISMP, the map that was formerly an appendix in the GEO Morphix report is now imbedded as Figure 1 in the GEO Morphix report (dated April 11, 2025, Appendix C of the CEISMP). Figure 2 of the CEISMP depicts Ecological Land Classification (ELC) vegetation communities. Clarification has also been added to Sections 5.3.1 and 5.5.2 of the CEISMP.

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33. d	Section 5.5.2.3 [CEISMP] outlines the pond elevation monitoring approach and provides a summary of the minimum, maximum and average water level elevations. The full data set and graphical presentation of the water levels in relation to precipitation do not appear to accompany Appendix C. The full data set needs to be provided to understand pre-development and inform post-development strategies.	<p>Surface water elevation and daily rainfall for the north and south ponds was provided in Appendix G of the Fluvial Geomorphological Assessment and Baseline Monitoring Report (i.e., Appendix C of the CEISMP) in the 2<sup>nd</sup> CEISMP submission, organized by year. This data is now contained in Appendix F of the revised GEO Morphix Report (dated April 11, 2025), contained in Appendix C of the 3<sup>rd</sup> CEISMP submission.</p> <p>For ease of reference, the data is presented in the Fluvial Geomorphological Assessment and Baseline Monitoring Report (dated April 11, 2025) on the following pages:  Year 2019 – pages 77 to 110 of the  Year 2020 - pages 111 to 151 of PDF file  Year 2021 – pages 152 to 193 of PDF file  Year 2022 – pages 194 to 235 of PDF file</p>
33. e	Section 5.4 [CEISMP] includes a target for the overall site water balance of 42,100 m3/year (please note that comments on the overall water balance methodology is provided within the Hydrogeology Report section of these comments). Section 5.6.3 Headwater Drainage Feature Assessment includes the requirement to replicate the flow into the wetland via H2, H3, H4, H9, H10, H11, H12 through Bioswales. It appears that the overall site water balance analysis did not take into consideration the area that is being managed by bioswales to replicate the headwater drainage feature function. Further work is required to ensure that the water resource strategy maintains the overall site water balance, the headwater drainage feature replicated function and the feature based water balance as it doesn't appear that the strategy has been looked at comprehensively.	<p>As discussed with the Town on November 08, 2024, typical grassed swales are proposed between the development limit and the trail in certain locations to replicate the Headwater Drainage Features. Culverts are proposed beneath the trail to convey surface drainage from the grassed swales to the wetlands. The site wide water balance has been updated to only account for LID measures that will provide infiltration to meet the pre-development volumes.</p> <p>Please refer to the updated FSR, LID Plan (Figure 15), Grading Plan (Drawing 1). and Cross-sections (Drawing 6) as prepared by DSEL.</p>
33. f	Within section 5.6.3 [CEISMP] it is indicated that the bioswales will be placed within the buffer. Stormwater infrastructure that requires hard infrastructure (e.g. hard infrastructure) and ongoing maintenance is not permitted within the buffer, unless approved by the Town's Natural Heritage group and Engineering Services, and will need to be placed within a service block.	<p>Please see the response to Comment 33 e.</p> <p>Bioswales are not proposed within the buffer, and Sections 5.6.3 (HDF Assessments) and 9.6 (LID Strategies) of the CEISMP have been updated to reflect the proposed grassed swale replication. Additionally, ecological impacts and mitigation measures of the grassed swales and culverts in select locations are discussed in Section 11.0 of the CEISMP. Please refer to the updated CEISMP.</p>
33. g	Figure 8 Draft Concept Plan depicts the location of the stormwater ponds. The location of Pond 1 is situated over a heritage building. This may be acceptable but the location of the heritage building should be identified on the concept plan to ensure consideration has been given to informing the feasibility of the stormwater pond location. For the Secondary Plan, the ponds can be identified as icons to ensure that the appropriate location of the stormwater management facilities are determined pending further details.	<p>As per the Concept Plan submitted in support of the Application, a conceptual location for the relocation of the heritage resource has been identified immediately east of the SWM pond. This location has been accepted by the Town's Heritage Section, in principle.</p> <p>As the Town will prepare their own version of the Draft Official Plan Amendment document prior to bringing the amendment forward for approval, we are open to having the Town determine how best to depict the SWM pond designation on the Secondary Plan Land Use Schedule.</p>
33. h	Section 9.3.2 indicates that the outlet's will generally meet Appendix E2 of TRCA's Stormwater Management Criteria (2012) and that effort will be made to limit disturbance to the wetlands resulting in the outfall and plunge pool installation. Given the sensitivity of the receiving feature, Engineering Services is highlighting the need to for the CEISMP to consider and provide more thoughtful recommendations to inform the design of the outfall with consideration for the construction and maintenance of the outfall. The specific details can be determined as part of detailed design but recommendations to inform the design with the findings in Part A of the CEISMP should be provided within section 9.3.2.	<p>Recommendations to limit wetland disturbance for the headwall design include restoration plans, erosion and sediment control, and monitoring measures, which have been added to Section 9.3.2.</p> <p>Please refer to the updated CEISMP.</p>
33. i	The Town has developed an Inspection, Maintenance and Monitoring Requirements guidance document that will need to be followed for any stormwater ponds that will be in public ownership. This monitoring guide will need to be followed. Please reference the need to follow this guideline within Section 9.3.	The Town's guide (e.g. CLI ECA documentation) has been referenced in Section 9.3.2 that will guide the stormwater pond works. Please refer to the updated CEISMP.
33. j	Given the sensitivity of the receiving system, the Town requires a redundant erosion and sediment control plan be developed and implemented, as well as a robust during development monitoring plan. In part, this should look at catchbasin filtration products like the Envirobasin with a construction liner, as an example. As well, monitoring of the erosion and sediment control practices should be triggered more regularly to ensure no failure. Update Table 22 to discuss additional erosion and sediment control measures that should be considered to protect the receiving feature.	<p>The erosion and sediment control plan can be prepared during the draft plan process. As confirmed with the Town on November 08, 2024, the ESC drawings should conform with the TRCA's Erosion and Sediment Control Guidelines. Best practices such as silt control fencing, mud mats, temporary cut-off swales, sediment control ponds, and double row silt fence with straw bales will be incorporated into the ESC Plan.</p> <p>An ESC monitoring plan will be developed during detailed design.</p> <p>These recommendations have been included in Section 9.3.2 and Table 22 of the CEISMP under section 'Soils, Erosion and Sediment control, and Surface Water.' Please refer to the updated CEISMP.</p>



No.	Comment	Applicant Response			
34.	The following comments are provided on the <b>Hydrogeological Assessment &amp; Water Balance</b> – Snell’s Hollow Secondary Plan Area Appendix B (Burnside, January 2024):	Noted.			
34. a	P-PET from the Pearson gauge is 169 mm which is approximately 100 mm less per year than the gauges that the Town’s Water Balance TOR indicates would be acceptable for the development area, Georgetown (Climate ID: 6152695), Richmond Hill (Climate ID: 6157012). P-PET should be around 270 mm/year, this would put the existing condition annual infiltration from pervious areas around 60,000 m3. Confirm the level of mitigation proposed is enough to meet a revised deficit.	Cassie Schembri noted that she would sign-off on the water balance calcs using Pearson Airport Climate Data as opposed to the preferred climate stations listed on the DRAFT Terms of Reference: Water Balance Assessment provided by the Town of Caledon, during our meeting on September 23, 2024. As such, the climate data has not been revised.			
34. b	Page 20/21 indicates Pond 1 and Pond 2 Roof runoff to rear/side yard is credited for 25% infiltration per TRCA/CVC SWM criteria for Low Density Rear Roof Areas. The Town does not credit downspout disconnection to residential lawns for water balance unless additional storage is provided by LID. It should be assumed that all roof runoff from rear roof areas of low density lots (9,450 m2 and 13,334 m2, for ponds 1 and 2 respectively per Table H9) are conveyed to the infiltration trenches.	All LIDs initially proposed in private spaces are no longer quantified in the water balance calculations to provide additional infiltration including downspout disconnection. It is noted however, that downspout disconnection does provide increased infiltration opportunity for stormwater runoff.			
34. c	There is no description of Table H-8 in the main report. The Title of H-8 indicates Pre-Development Monthly Water Development components, but I believe it is post development as additional topsoil is indicated. The Town of Caledon does not credit topsoil amendments for water balance assessments. The post development monthly water balance components for urban lawns should be the same as Table H6.	Noted. The additional topsoil proposed as part of the SWM strategy will not be credited for providing infiltration in the water balance calcs as part of the CLI-ECA. As such, the post-development monthly water balance component for urban lawns presented in Table H-6 is used in the new Table H-8. It is noted however, that additional topsoil does provide increased infiltration opportunity for stormwater runoff.			
34. d	LID mitigation is summarized in the Hydrogeology Report and FSR. Water Balance assessment Table H9 indicates 105,551 m3/year infiltration can be achieved with mitigation, The LID summary in Appendix F of the FSR indicates 81,736 m3/year can be achieved with mitigation. Can you please elaborate on/resolve the discrepancies with post-development (with mitigation) infiltration volumes between the two reports, so they have consistent information?	The discrepancies between the two reports have been resolved and have consistent information.			
34. e	Tables H7 and H9 – There is no impervious fraction indicated for the park land use for Pond 1 and Pond 2 Areas. Commentary in table H9 suggests that a portion of the park is impervious as indicated below. Confirming if impervious fraction for park should be included to account for impervious Park area.	The impervious fraction for the Park land use blocks in the Pond 1 and Pond 2 areas have been revised to 0.3 to reflect impervious park areas.			
34. f	<table border="1"><tr><td>Pond 1</td><td>Park</td><td>Runoff from 2.23 ha of Park (impervious (1.1393 ha) and pervious (1.6107 ha)) and 0.52 ha from ROW (impervious (0.4829 ha) and pervious (0.0371 ha)) sent to infiltration gallery designed to accommodate the 25 mm storm event. The 25 mm storm event accounts for approximately 94% of all rain (i.e., 81% of all precipitation).<sup>b</sup></td></tr></table>	Pond 1	Park	Runoff from 2.23 ha of Park (impervious (1.1393 ha) and pervious (1.6107 ha)) and 0.52 ha from ROW (impervious (0.4829 ha) and pervious (0.0371 ha)) sent to infiltration gallery designed to accommodate the 25 mm storm event. The 25 mm storm event accounts for approximately 94% of all rain (i.e., 81% of all precipitation). <sup>b</sup>	See response above for Comment 34. e
Pond 1	Park	Runoff from 2.23 ha of Park (impervious (1.1393 ha) and pervious (1.6107 ha)) and 0.52 ha from ROW (impervious (0.4829 ha) and pervious (0.0371 ha)) sent to infiltration gallery designed to accommodate the 25 mm storm event. The 25 mm storm event accounts for approximately 94% of all rain (i.e., 81% of all precipitation). <sup>b</sup>			
35.	The following comments are provided on the Functional Servicing & Stormwater Management Report for Snell’s Hollow East Secondary Plan Area (DSEL, November 2023):	Noted.			
35. a	The FSR&SWM have indicated that Pond 1 and Pond 2 may be constrained by groundwater depths and require a clay line. The groundwater monitoring provided in the Hydrogeology Report appeared to indicate that the groundwater at Pond 1 was about 10 metres below surface. Please further elaborate on the preliminary results of the groundwater monitoring and the design implications of Pond 1. The groundwater monitoring provided in the Hydrogeology Report appeared to indicate that the groundwater fluctuated to above surface to approximately 2 metres below surface. Further elaborate on the implications of the groundwater elevations in this location on the pond design as well as the construction and permanent dewatering needs.	<p>Discussion of the preliminary groundwater monitoring results, including the recommendations for a clay liner, has been added to the text. Further testing through the draft plan/ detailed design process can refine the clay liner sizing and recommendations.</p> <p>Please refer to revised Section 5.0 of the FSR.</p>			

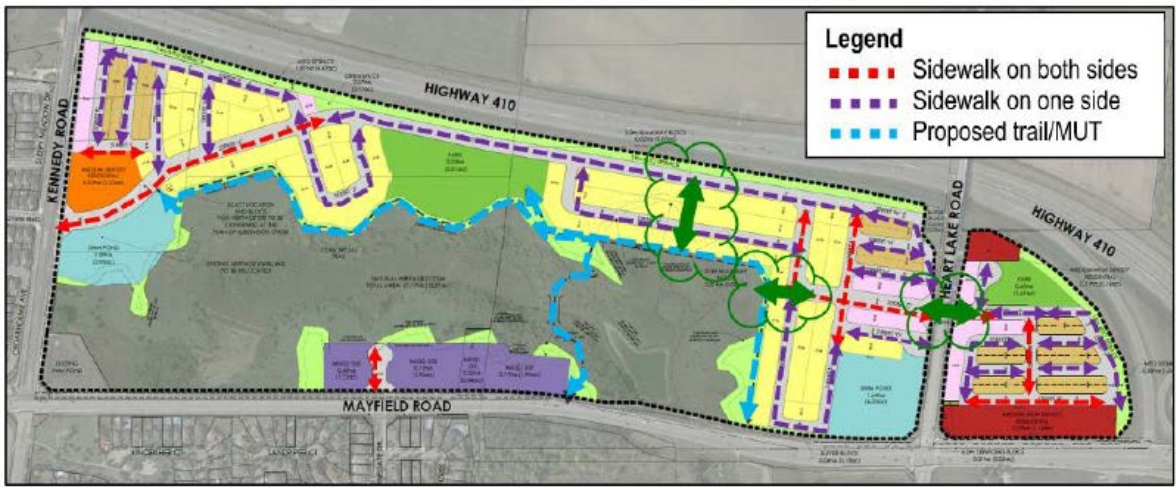
No.	Comment	Applicant Response
35. b	The FSR&SWM identifies potential Thermal Mitigation Measures in Table 5-7 and further described in Section 5.4. The recommendations provided in Section 5.4 should be implemented as part of detailed design as opposed to be considered as part of detailed design.	Text has been revised to recommend that a combination of thermal mitigation measures should be implemented during detailed design.  Please refer to revised Section 5.4 of the FSR.
35. c	Please note that the Town's Green Development Standards will need to be addressed as part of the plan of subdivisions.	Noted
35. d	The FSR&SWM report indicates that a sediment drying area will not be provided. While this is a detailed design matter please note that the Town of Caledon Development Standards must be followed and so if the pond is designed to be cleaned under wet conditions, a sediment drying area must be provided. The CEISMP and FSR&SWM Report must be updated to reflect that the Town's Development Standards will be followed.	A sediment drying area has been added to the proposed SWM Pond design. Please refer to revised Section 5.3.7 and Appendix D of the FSR for details.
35. e	In Section 6.1 of the FSR it states that Burnside identifies the water balance requirements for the property as best efforts post- to pre-development infiltration. The implementation of the water balance requirements is not a best effort approach and will need to be implemented as the area is a significant groundwater recharge area. A feasible strategy that provides direction on how the infiltration deficit will be met is required to be outlined in the CEISMP and/or the FSR & SWM Report.	Text has been revised to refer to the water balance requirements identified in Section 9.5 of the CESIMP.  Please refer to revised Section 6 of the FSR.
35. f	Within Section 6.1 of the FSR it indicates that increased topsoil is a suggested LID measure. Please note that increased topsoil depth is a best management practice but is not a permitted to be an LID measure for which infiltration credit can be provided. Furthermore, the Town requires that downspouts be disconnected as per the Town's Development Standards.	Text has been revised to describe that disconnected roof leaders and increased topsoil depth are located on private property and are not credited as part of the water balance or CLI-ECA criteria.  Please refer to revised Section 6 of the FSR.
35. g	On Page 21 of the FSR it indicates that the CLI-ECA requires that water balance measures be implemented on public property. The implementation of low impact development measures on public property to meet the CLI-ECA requirements is a Town requirement. All reasonable effort will need to be made to place low impact development practices in the public realm and where it is not possible, low impact development practices can be placed on private property as long as there is a legal instrument and a design that supports for the Town to inspect and maintain the infrastructure.	The LID design has been revised to remove LIDs within private property.  Please refer to revised Section 6, and Figure 15 of the FSR.
35. h	The implementation of a treatment train approach is required to meet the water quality criteria as per Appendix A of the CLI-ECA. The FSR outlines that the water quality criteria for the area is enhanced water quality and the proposed strategy for meeting the water quality criteria is through wet ponds, and in the case of the South Block area a Jellyfish unit. The CLI-ECA requires that suspended solids be controlled to the 90th percentile storm event where control must be done through the following hierarchical order, with each step exhausted before proceeding to the next: 1) retention (infiltration, reuse, or evapotranspiration), 2) LID filtration, and 3) conventional Stormwater management. Step 3, conventional Stormwater management, should proceed only once Maximum Extent Possible has been attained for Steps 1 and 2 for retention and filtration. The proposed stormwater strategy needs to be updated to reflect the CLI-ECA requirements and demonstrate that the proposed land uses will allow for achieving the criteria. The proposed rational that there are more points of failure is not an acceptable reason for not implementing a treatment train approach. The exact approach does not need to be determined as part of the Secondary Plan but the proposed strategy needs to be informed by the site constraints (ie. water table, soils infiltration rate etc.).	The FSR text has been revised to reflect the CLI ECA requirements for water balance and water quality following the hierarchy process. The text discusses how water balance criteria, and subsequently hierarchy 1 measures, have been maximized. The text also discusses considerations for further LID measures (i.e. hierarchy 2 filtration) approach can be refined through draft plan but must consider environmental impacts of over-infiltrating and potential cost/ maintenance implications as outlined in the CLI-ECA criteria.  Please refer to revised Section 6.1 of the FSR.


No.	Comment	Applicant Response
35. i	Section 6.1 of the FSR states that the infiltration trenches provided are sized based on the 25mm storm event which generally replicate the existing headwater drainage features by allowing frequent storm events to be captured and infiltrated. Further detail is needed to ensure that the appropriate sized area is being directed to the infiltration trenches in order to replicate the headwater drainage feature function. Please update the reports to provide clarity on the drainage area that needs to be managed to replicated function.	<p>See also Comments 33 e and f. As confirmed with the TRCA, through a meeting in July 2023, the headwater features can be replicated via grassed swales that will convey surface water drainage to the NHS. As such, infiltration trenches within the NHS have been removed. A Feature Based Water Balance was completed to assess and confirm that the pre- to post-development conditions are tolerable for the features. Please refer to Section 9.5 of the CEISMP (FBWB).</p> <p>As discussed with the Town on November 08, 2024, typical grassed swales are proposed between the development limit and the trail in certain locations to replicate the HDFs. Culverts are proposed beneath the trail to convey surface drainage from the grassed swales to the wetlands. The site wide water balance has been updated to only account for LID measures that will provide infiltration to meet the pre-development volumes.</p> <p>Sections 5.6.3 (HDF Assessments) and 9.6 (LID Strategies) of the CEISMP have been updated to reflect the proposed grassed swale replication. Please refer to the updated CEISMP.</p>
35. j	Section 10.1 is titled 'Argo Kennedy and Newhouse' and includes information about a clean water collector. This is assumed to be an error. This section should be updated to reflect what is being proposed for Snell's Hollow and should reflect what can be appropriately included within the buffers as outlined by the Town's Natural Heritage Planner.	<p>The clean-water pipe text has been removed and the section header has been updated for clarity.</p> <p>Please refer to revised Section 10.1 of the FSR.</p>
35. k	Engineering Services shares the concerns provided by TRCA and the Town's Natural Heritage Planner on the <b>feature based water balance</b> . Further to their comments, Engineering Services requires that further consideration be given to the outlet structure of Pond 2. It is our understanding, based on Page 12 of the FSR & SWM that Pond 2 is proposed to have two outlets to reduce drainage diversion and minimize over-control requirements. The outlet of Pond 2 needs to identify a better strategy for managing existing drainage patterns and the hydrology of the receiving systems. As part of this, ensure the stormwater strategy for Area 3 addresses the impact to diverting surface runoff from the top of the feature at Mayfield Road (ie. potentially starving the section below Mayfield Road), ensure that Area 2 continues to maintain existing drainage to the feature off Heart Lake Road, and maintain the hydrology of the east wetland.	<p>Text has been added to further discuss the proposed outfall design of Pond 2 and the intention to maintain existing drainage patterns by providing two outfalls. The feature based water balance has been revised to include analysis of runoff volume, flow, and water levels within the wetlands based on the proposed outfall design. Text has also been added to outline that the subject lands represent less than 5% of the total drainage area to the top of the feature at Mayfield Road, however it is possible to send the equivalent AxC to maintain existing runoff to the feature. Details of the stormwater strategy for the medium density block, and potential impacts to the feature, can be refined during the draft plan process.</p> <p>Please refer to revised Section 5.5 and 6.2 of the FSR.</p>
35. l	Development Engineering does not support the collector road alignment as it approaches Kennedy Road. TAC Chapter 9 - Intersections - 9.7.2 Horizontal Alignment: A suggested tangent length L of 20 m or more on the minor road is shown on all examples in Figure 9.7.2. The designer should ensure that the tangent length is long enough to provide adequate sight distance and to adjust the minor roadway cross-slope from the curve to the intersection. The collector road alignment should be shown as conceptual on the secondary plan and the alignment will be refined during Draft Plan submissions.	<p>Agreed. This can be addressed at the Draft Plan of Subdivision Stage.</p>
35. m	Drainage from Heart Lake Road will need to be accommodated in Stormwater Management Pond 2. This may require adjustments to the sizing of the pond which may impact surrounding land uses. At this stage the Town is requesting the stormwater management facilities be identified as conceptual on the secondary plan and exact sizing and locations will be determined at draft plan stage.	<p>The stormwater management facilities are considered conceptual on the secondary plan. Exact sizing and location will be refined at draft plan. Section 4.3.1 of the FSR has also been updated to discuss existing drainage patterns and stormwater management strategies for adjacent roads.</p>
35. n	Further clarification of the overland flow route for Stormwater Management Pond 2 and the lands east of the Heart lake road will be required so the Town can better understand the ultimate flow path and final discharge location.	<p>100-year capture is proposed along Street P to allow drainage from the lands east of Heart Lake Road to be conveyed through the storm sewers into Pond 2. Under emergency conditions, where a storm larger than the 100-year or blockage of the catchbasins occur, the servicing block offers safe conveyance toward Heart Lake Road as illustrated by the emergency flow arrows shown in yellow on the Grading Plan.</p> <p>Please see the updated Grading Plan (Drawing 1), and Section 4.3 and 4.5 of the FSR for details.</p>
35. o	Development Engineering would prefer to see medium density instead of the low density development being proposed at the corner of Street G and Street A. This is due to potential concerns with noise and being able to provide safe driveway locations.	<p>We do not anticipate adverse noise impacts to these low density units. Noise mitigation can be addressed at this location through typical, board-on-board fencing. Driveways connecting to Street 'G' will need to demonstrate adequate spacing to the adjacent intersections. Should these matters not be adequately addressed, alternate land use configurations can be explored.</p>
35. p	Several road alignments and intersections within the plan do not meet Town Standards and will need to be revised as part of draft plan submission.	<p>Noted. The intersections will be further refined at the Draft Plan of Subdivision stage.</p>



No.	Comment	Applicant Response
<b>Town of Caledon - Transportation</b>		
36.	Due to the proposed location, the application should be circulated to the City of Brampton and Region of Peel.	Noted.
37	Please ensure policies related to active transportation and transportation demand management are included in the Secondary Plan to support the Town of Caledon's objectives. These policies should include, but not be limited to, public transit, transit stops, transportation demand management, a pedestrian and cycling network, a recreational trail network, sidewalks, parking, and electric vehicle infrastructure. Propose a policy to ensure the construction of trails around stormwater management facilities, where feasible.	Noted. We are open to additional transportation-related policies.
38	<p>Comments on the Phasing Plan:</p> <p>a. Ongoing Comment #7.40: Due to the existing traffic congestion along Kennedy Road, connection to Heart Lake Road needs to be completed before Registration of any plan of subdivision.</p> <p>b. Town requests that a policy be added in the Secondary Plan OPA text noting that a connection to Heart Lake Road will be provided prior to occupancy. Update phasing plan as needed.</p> <p>c. Phase Plan 1: Staff require further information regarding the noted ‘temporary access’ in ‘Non-Participating Lands – Phase Plan 1’. Specifically, the road operations along Street ‘E,’ Street ‘F’ and Street ‘I’.</p>	<p>We cannot accept this.</p> <p>Development Phasing needs to be determined based on actual transportation capacity assessment using background data and assumptions coincident with the timing that development is anticipated to occur. Until this is undertaken in conjunction with future Draft Plan of Subdivision Applications, it is premature to implement a policy requiring a connection Heart Lake Road prior to occupancies.</p> <p>The Temporary Access shown on Phasing Plan 1 is intended to accommodate traffic circulation instead of a temporary turn-around or cul-de-sac until such time that the non-participating lands develop. A temporary turn-around or cul-de-sac consumes significantly more land and the temporary crescent option avoids the need for a turnaround. There are no adverse impacts to road operations as the temporary access facilities minor local traffic.</p>
39.	Comments on the Transportation Impact Study (October 2023):	
39. d	LUC 210 has the incorrect equations referenced, and as such, the forecasted trips may not be correct. It is crucial to review and revise this issue, especially where it materially impacts the findings of the report. Please append the relevant ITE Trip Gen Excerpts in the next submission to assist Town Staff in their review.	Both equations and site trip generation have been updated and reflected in the revised analysis. The ITE Trip Generation excerpts are included in Appendix K of the TIS Update.
39. e	Transportation Staff could not confirm the average vehicular trip generation rates for ITE LUC 231 ‘Mid-rise Residential with Ground-Floor Commercial’. Review, clarify, and revise as the results would materially impact the report's conclusions. Please append the relevant ITE Trip Gen Excerpts in the next submission to assist Town Staff in their review.	The average rates and site trip generation have been updated and reflected in the revised analysis. The ITE Trip Generation excerpts are included in Appendix K of the TIS Update.
39. f	Traffic Counts at Kennedy Road and Snellview Boulevard are not included in the Appendix. Revise to include.	It should be noted that this intersection was not counted at the time due to on-going construction and lane shutdown. Instead, the turning movement counts were estimated based on the through movement traffic and trip generation from the existing homes. This methodology was documented in all of our previous submissions.
39. g	Note that consideration should be given to the maneuverability of vehicles, including but not limited to snowplows. This will need be demonstrated at the Draft Plan of Subdivision.	The proposed local road networks follows municipal right-of-way standards. We do not anticipate the need to provide maneuverability plans at the Draft Plan of Subdivision stage but this can be revisited at that time.
39. h	The following comments remain outstanding or were only partially addressed in the latest submission. Original comments are noted below with an explanation of the response and additional items needed to satisfy the comments:	Noted.

No.	Comment	Applicant Response
39. i	<p>Original Comment #7.4: The existing levels of service results (Table 2) notes a few movements operating over capacity. The calibration of the Synchro model should be revisited to adequately model existing conditions by adjusting parameters such as peak hour factors, lane utilization factors, lost time adjustments, saturation flow rate, etc., with appropriate justification. These adjustments need to be approved by the Region.</p> <ul style="list-style-type: none"> <li>▪ It is noted that the report states that the existing conditions were calibrated model existing conditions. Based on the submitted material, a lost time adjustment factor has been applied without any supporting justification in the Appendices. Model calibration is typically done through studies of metrics including but not limited to gap analysis—consultant to review and clarify.</li> <li>▪ The lost time adjustment factor appears to have been applied to intersections without v/c ratios exceeding 1 and to new/proposed signalization treatments. Review and revise where this materially impact the report's findings.</li> <li>▪ Town has received resident complaints indicating that queueing at Kennedy Road and Mayfield Road occasionally backs up over the bridge. It is unclear if this is a regular or rare occurrence. Confirm with evidence whether queueing at Mayfield Road is anticipated to impact the operations of the proposed access at Snellview Boulevard.</li> </ul>	<p>It should be noted that there are no movements that are currently over capacity under the existing conditions, based on the analysis results provided in this Study and previous Study Update. The existing peak hour factors, lane utilization and saturation flow rates are inputs from the existing traffic counts and default Synchro parameters and Peel Region’s Synchro guidelines. We did not adjust any of these parameters.</p> <p>It should be noted that, we have removed lost time adjustments for all of the movements under the existing conditions. Given that some movements are more aggressive with gaps based on our video observations and vehicle behaviours (i.e. short gaps between vehicles), under the future conditions, these movements are subject to some lost time adjustment. This is a typical condition for the majority of the major intersections in the Region of Peel. The City of Mississauga Traffic Impact Study guidelines allow up to -5s lost time adjustment in Synchro as Synchro is conservative.</p> <p>The analyses have been updated based on the above and it is confirmed that lost time has very little impact on the intersection operation.</p> <p>It should be noted that the existing intersection of Snellview Boulevard is located approximately 285 m north of Mayfield Road (from centreline). Therefore, it is not possible to relocate this intersection. It should be noted that this spacing is suitable for traffic signal. Our site observation and video camera indicate that there are some occasional queues along Kennedy Road due to heavy left turning movements. This is typical for any major intersections along this corridor. Our analysis indicates that with the future proposed traffic signal at this location, the intersection and corridor are expected to operate sufficiently. However, in the long term (i.e. prior to or by 2033), double southbound left turn at the Kennedy Road/Mayfield Road will be required to accommodate the background traffic for the area.</p>
39. j	<p>Original Comment #7.25: Please illustrate the recommended/proposed improvements for each horizon year/scenario in Figure 15. Please also illustrate the recommended/proposed improvements in a different color to the existing lane configuration.</p> <ul style="list-style-type: none"> <li>▪ If revisions are required for other matters, please include the differentiation between lanes and capacity in the figure.</li> </ul>	<p>Noted and provided in Figures 16 and 17 of the TIS Update.</p> <p>Noted, no revisions are required.</p>
39. k	<p>Original Comment #7.28 – According to the Town's Road Design Standards, sidewalks are required along both sides of a Local Road with a Right of Way width of 18 meters or greater.</p> <ul style="list-style-type: none"> <li>▪ For clarity, please add a note to the Pedestrian and Cyclist Circulation plan (or Figure 17 ‘Proposed Active Transportation Network’) that local roadways can accommodate sidewalks on both sides but may be implemented with only one sidewalk, to be confirmed at the draft Plan of Subdivision Stage. A policy in the Secondary Plan OPA should also be included to confirm this.</li> </ul>	<p>Noted and has been addressed in the Urban Design and Architectural Guidelines in Appendix L and in the TIS Update.</p> <p>A policy has been included in Section 7.11.8.7 of the Draft Secondary Plan.</p>
39. l	<p>Comment 7.39 – Please ensure consistent road ROW and classifications for the internal road network.</p>	<p>We do not wish to propose a consistent ROW width for the internal collector road as we do not believe all of the elements of a 26-metre collector road standard is required throughout the plan. Different sections of the collector road have different widths depending on the streetscape elements required within different segments of the road. We are available to discuss this in greater detail with Town staff, as needed. The 26-metre ROW standard uses an excessive amount of land and is contrary to the Provincial Policy Statement which requires efficient use of land.</p>
39. m	<p>Transportation Staff request the collector roadway be continuous from Kennedy Road to Heart Lake Road to facilitate the proposed transit route. It is noted that the proposed ROW in the conceptual plan reduces along this stretch. Provide a roadway classification diagram.</p>	<p>The proposed collector road provides for a pavement / travel lane standard which facilitates transit from Kennedy Road to Heart Lake Road. The configuration of the land within the easterly portion of the plan does not promote a continuous collector road design. Such a design will result in inefficient development pattern. We intend to maintain the current collector road design.</p>
39. n	<p>General Town Response to 2<sup>nd</sup> submission Comments 7.29, 7.31, 7.32, &amp; 7.33:</p>	
39. o	<p>Transportation Engineering requests a single comprehensive Active Transportation Network Plan with sidewalk locations, intersection and crossing locations (including controls), cycling facilities, and multi-use trail locations. This should be provided for both existing and proposed facilities, which are either within or close to the site.</p>	<p>Noted and provided in Figures 19 and 20 of the TIS Update.</p>
39. p	<p>Only internal provisions have been highlighted in Figure 17 Proposed Active Transportation Network. Connections the external network (both existing and proposed facilities) should be illustrated in a manner that is easy to distinguish. This would assist in the review of proposed connections.</p>	<p>Noted and provided in Figures 19 and 20 of the TIS Update.</p>

No.	Comment	Applicant Response
39. q	Brampton facilities (both existing and proposed) should be included to ensure this proposal includes seamless connections between municipalities.	Noted and provided in Figures 19 and 20 of the TIS Update.
39. r	As highlighted in other comments, the roadway classification should be reviewed with respect to the proposed transit route, roadway classification and the presence of transit, could impact Active Transportation Facility recommendations.	Noted and provided in Figures 23 and 30 of the TIS Update.
39. s	Ideally the proposed network should follow Council Approved MMTMP and ATMP recommendations with regards to proposed active transportation facilities. Review collector road provisions.	Noted and provided in Figures 19 and 20 of the TIS Update.
39. t	Based on the submitted materials Transportation Staff ask for the following revisions:	
39. u	Proposed cycling facilities should connect from Kennedy Road to Heart Lake Road.	Noted and provided in Figures 19 and 20 of the TIS Update.
39. v	Town Transportation Engineering staff are concerned with the proposed measures to mitigate pedestrian and vehicular conflicts at Street C and Heart Lake Roads. Review the pedestrian lines of desire and proposed mitigation measures to facilitate this crossing as following OTM Book 18 recommendations.	Noted and this comment will be addressed at the engineering design stage. Alternatively, a potential traffic signal could be installed to facilitate pedestrian crossing/transit stop, once warranted and approved by Caledon.
39. w	The following Active Transportation connections should be provided as per the markup below:	Noted and provided in Figures 19 and 20 of the TIS Update.
39. x	<p><b>Figure 17 – Proposed Active Transportation Network</b></p> 	Noted and provided in Figures 19 and 20 of the TIS Update.
40.	Town Transportation Staff will be requesting a pedestrian and cyclist circulation plan confirming local roadway provisions though the Draft Plan of Subdivision Applications. Additionally, Staff will be requesting for 1.8m sidewalks at Detailed Design.	Noted.
41.	Please note that as per the Town's Official Plan, Kennedy Road and Heart Lake Road are arterial Roadways. Please also note that the posted speed limit of Heart Lake Road is currently 80 km/hr.	Noted.
42.	Please note that transit service times have been extended for Brampton Transit Route 81, and Brampton Transit Route 18 has been extended into Caledon.	Noted.

No.	Comment	Applicant Response
43.	Transportation Staff reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the consultant provide a response with the re-submission package clearly reiterating the Town's comments in order and including details for how each comment has been addressed. Town Transportation Staff reserve the right to provide comments relevant to subsequent application types, Draft Plan of Subdivision, Site Plan, and Re-Zoning under their respective applications.	Noted.
Town of Caledon - Parks		
44.	The parkland dedication requirement is 5% of the land included in the plan, in accordance with section 51.1 of the Planning Act, which is equal to 3.08 ha (61.69 ha x 5%).	As discussed with Parks staff, the Parkland dedication requirement has been revised to 5% of total area less 1ha for each 50ha of NHS lands. $(5\% \times 61.69\text{ha}) - (24.25\text{ha NHS} \times 0.02) = 2.60\text{ ha}$ The total parkland dedication requirement has revised to 2.6 hectares.
45.	The Town's Parks Plan requests that adequate frontage along a minimum of one arterial or collector road shall be provided for neighbourhood park.	The proposed Neighbourhood Park has considerable frontage along the main east-west Collector Road through the community (Street "A").
46.	<p>The neighbourhood park block shall expand to include the below highlighted area to improve visibility and safety. The remainder of parkland dedication requirement will be fulfilled through payment in lieu of parkland.</p> 	As discussed with Parks Staff, the Neighbourhood Park Block has been modified in size to match the total parkland dedication requirement, when measured across the Secondary Plan.
47.	Park facility fit plans shall be provided in the Urban Design Guidelines or separate drawings, for review and comments.	Park Facility Fit Plans have been updated per the comments and provided within the document body of the Urban Design Guidelines (page 41).
48.	Provide different colour hatch for walkway and servicing blocks on the concept plan, these blocks will not be considered for parkland dedication.	The Concept Plan has been updated to show the Walkway and Servicing Blocks in a different colour than the Park Blocks.
Town of Caledon - Policy		
49.	Comments have been provided on the working copy of the Draft Official Plan Amendment.	Received. A further updated working draft of the Draft Secondary Plan document has been filed with this resubmission.
Town of Caledon - Parks and Natural Heritage		



No.	Comment	Applicant Response
1. CEISMP Comments	It is indicated that the Part C report will be provided in a future report submission. The intent of this is not clear; however, note that the Part C report should holistically include the entire Secondary Plan area (i.e., separate reports should not be submitted on a draft plan basis).	<p>Noted.</p> <p>As discussed with the Town on November 08, 2024, the full CEISMP inclusive of Part A, Part B and Part C for the entire Secondary Plan Area will be submitted prior to draft plan approval. Part A and B will be submitted first as part of the agency's review of the 3<sup>rd</sup> CEISMP submission. See also response below under Town - Development Engineering &amp; Stormwater, Comment No. 33a.</p> <p>Per the TOR (2019), Long-Term Monitoring Plans (LMP) and Adaptive Management Plans (AMP) are required after baseline conditions are established. Per page 17, Item No. 8 of the TOR (2019), <i>“a report on Part B will be submitted in draft form to the Town of Caledon, Region of Peel and TRCA for review and approval prior to proceeding to Part C of the Comprehensive EIS &amp; MP. Based on the results of Steps 6 and 7, the Part B report will recommend finalized goals and objectives and key targets and strategies for meeting the finalized goals and objectives.”</i></p>
2. CEISMP Comments	10 m buffers to the NHS/EPA are proposed. Inspection of aerial imagery reveals significant residential encroachment into the 10 m buffer and into EPA in the portion of the Secondary Plan area west of Kennedy Road including manicured lawn, ad hoc trails, structures and possibly horticultural plantings. The report should factor this reality when assessing an appropriate buffer width.	While we recognize resident misuse of the publicly-owned buffer areas, we disagree that that this should factor into the determination of appropriate buffer widths. Should larger buffers be provided, residents may further expand their misuse of buffer areas. We believe resident misuse of buffer areas require municipal enforcement. The known presence of by-law enforcement provides a deterrent and discourages unlawful use of public land.
3. CEISMP Comments	It is indicated that TRCA has agreed to bioswales in the NHS buffers subject to municipal approval [Section 5.6.3]. While the proposed locations aren’t clear (refer to comments on civil engineering below), SWM infrastructure other than vegetated swales required to deliver clean water to features to maintain their water balance and required SWM outlets, are not permitted in the NHS and buffers. Further, a trail is also proposed within the 10m buffer [Section 9.2.1]. While the trail is permitted, it is not appropriate to fill the buffers with development. If bioswales adjacent to the NHS are necessary, they must be in a separate block outside of the buffer. However, the engineering materials indicate that infiltration trenches are proposed – not bioswales. Clarification and discussion with the Town is needed.	<p>Please see the response to Town comment 33e. / 33f.</p> <p>Typical grassed swales are proposed to replicate the headwater features rather than bioswales.</p>
4. CEISMP Comments	It is indicated that the top of bank staking may be subject to further adjustments [Section 7.7.2] and a section that isn’t in the report is referred to for more details. Clarify, and note that if the limits of development are intended to be refined at the draft plan of subdivision stage, an OPA policy must be included that indicates that they are preliminary and subject to change based on future study.	The incorrect reference in the report is a mistake and has been removed. Section 7.7.2 has been updated. No more adjustments are proposed to the limit of the top-of-bank. The last adjustments were made via on-site staking on November 15, 2022, as shown on the June 16, 2023 Encroachment and Compensation Plan. Notwithstanding, we propose that the limit of development as shown on the Encroachment and Compensation Plan be considered final. Draft Land Use Schedule B-1 shows an Environmental Policy Area designation that is consistent with the limit of development on the Encroachment and Compensation Plan.



No.	Comment	Applicant Response
5. CEISMP Comments	<p>It is indicated [Section 7.7.5, Table 19, Section 11.0, 14.0, App H ] that candidate reptile hibernaculum and confirmed Monarch and Eastern Wood-pewee Significant Wildlife Habitat (SWH) is proposed for removal and offsetting. Additionally, while Appendix H indicates that Terrestrial Crayfish were observed around MAS2-1, which is proposed for removal, it was not identified as candidate or confirmed SWH. Finally, Appendix H indicates that the total CUM area in the secondary plan area is less than 10 ha but it appears to be approximately 21 ha with large portions that appear to have &gt;25% woody cover (i.e., succeeding to CUT/CUS/CUW). As Shrub/Early Successional Bird SWH species were identified on the property (note there is a discrepancy between Appendix H and G in that regard), this category should be reassessed. As per Official Plan policy, the proposed development is not permitted in SWH. Therefore, removal and off-setting is not appropriate. Final determination of SWH limits must be understood and protected at this stage or an OPA policy must be included that indicates the limits of development are preliminary and subject to change based on future study. As the details/analyses for these species is not clear, discussion with the Town is recommended prior to the next submission. Note that the Town is responsible for SWH, not TRCA as indicated in Section 13.</p>	<p><b>Monarch (CUM):</b> Based on RJB/GSAI’s meeting with the Town on Sep 27, 2024, the Town acknowledged TRCA’s previous acceptance of removal and compensation for Monarch habitat prior to the transition to the Town’s commenting authority on SWH. The Town is willing to honour previous agreements with TRCA, even though it was noted that TRCA did not address the Town’s OP policy regarding no development permitted in SWH.</p> <p><b>Eastern Wood-pewee:</b> Based on RJB/GSAI’s meeting with the Town on Sep 27, 2024, it was agreed that the Report would be revised to make it clearer that the FOM is the SWH and that the other ecosites where EWPE was recorded are not considered SWH. Section 7.1, 7.7.5, Section 11.0/Table 22, App H of the CEIMSP has been updated.</p> <p><b>Terrestrial Crayfish:</b> There is a typo in Appendix H – it should read MAS3-1 and has been corrected for the 3<sup>rd</sup> submission. This wetland is contained entirely within the NHS. Therefore, Terrestrial Crayfish habitat will not be impacted.</p> <p><b>Shrub-Early Successional Bird SWH:</b> According to the Ecoregion 6E criteria (2015), the SWH is the contiguous ELC ecosite field/thicket area and field studies must confirm the presence of nesting or breeding of 1 of the Indicator Species and at least 2 of the Common Species to be SWH. Brown Thrasher (indicator species) was only recorded once on April 24, 2020 during migration (not the breeding window) in a hedgerow on the west side of the study area outside the shrub thicket communities but not during breeding bird surveys. It is an assumed migrant. During many surveys completed during the active breeding window (amphibians, marsh birds, breeding birds, turtle nesting, etc) this species was never recorded. Field Sparrow, Black-billed Cuckoo, and Willow Flycatcher (common species) were all observed during breeding bird surveys displaying probable breeding behaviour in various ecosites throughout the subject property.</p> <p>An additional survey was conducted on August 28, 2024, to verify and / or further refine ELC mapping for the CUM1-1 ecosites. The August 2024 survey verified and / or refined the CUM1-1 ecosite and split it into areas of meadow, shrub thicket (THDM) and regeneration thicket (THMM) to assist with the assessment of SWH. The total area of THDM/THMM ecosites combined on the subject property is 5.66 ha. These shrub thicket ecosites are not contiguous with each other; the largest ecosite is only 2.72 ha. The area of the SWH is the contiguous ELC ecosite field/thicket area; therefore, given the small size of the individual non-contiguous ecosites, with none that are &gt;10 ha in size, and absence of indicator species during breeding bird surveys, the subject property is not considered SWH for shrub/early successional bird breeding habitat. Given the size of any contiguous shrub thicket community is less than 10 ha AND no Indicator Species were recorded during the breeding window; this category is not present in the Secondary Plan Area. Based on RJB/GSAI’s meeting with the Town on Sep 27, 2024, the Town was accepting of this analysis. Section 7.7.5, Table 19, Section 11.0, 14.0, App H of the CEISMP have been updated to clarify the results of the field findings and updated ELC.</p> <p><b>SWH Responsibility:</b> Section 13 of the CEIMSP has been updated to clarify that the Town is now responsible for SWH, not TRCA.</p>
6. CEISMP Comments	<p>It is indicated that impacts to the Endangered Category 2 Butternut will be further assessed once grading details are known [Section 7.7.6]. While this is appropriate, an OPA policy must be included to this effect. If replacement Butternut are ultimately required, they should be provided within the Secondary Plan area. As such, the report should outline an appropriate planting location(s) for inclusion on restoration plans.</p>	<p>A Policy has been added to the Draft Secondary Plan under Section 7.11.6 (Ecosystem Planning and Management) as follows:</p> <p><i>“Prior to Draft Plan Approval, where endangered Butternut Trees are impacted, replacement Butternut should be accommodated within the Secondary Plan Area.”</i></p> <p>Section 7.7.6 of the CEISMP has also been updated to state that if replacement Butternut is ultimately required, they will be provided within the Secondary Plan area. Appropriate planting location(s) will be included in future restoration plans in the NHS. Specific locations will be determined during detailed design.</p>
7. CEISMP Comments	<p>The NHS displayed on Figure 7 and Figure 8 must include the open/space buffers except those along Hwy 410.</p>	<p>Figures 7 and 8 of the CEISMP have been updated. See also Comment 39.</p>
8. CEISMP Comments	<p>It is inaccurately stated [Section 8.0?] that the proposed NHS contains all staked features as portions of the Significant Valleyland is proposed for development with associated land compensation. Official Plan policy prohibits the proposed development in Significant Valleylands. However, as the PPS allows development in Significant Valleylands provided that there is no negative impact, and TRCA who regulates natural hazards and conducted the natural heritage review of the first submission on behalf of the Town is supportive of the encroachments, as long as no other feature is being encroached upon (e.g., SWH see above), this is acceptable to the Town in this Secondary Plan context.</p>	<p>It is acknowledged that this is acceptable to the Town in this Secondary Plan context.</p>

No.	Comment	Applicant Response
9. CEISMP Comments	Clarify why it is stated [Section 8.1] that the compensation area calculations are preliminary and must be refined at the draft plan of subdivision. If limits of development and associated land compensation is not finalized at this planning stage, an OPA policy must be included that that indicates that they are preliminary and subject to change based on future study.	Grading intrusions are preliminary and refined during detailed design; therefore, compensation calculations cannot be finalized. However, the limits of development are considered final at this planning stage. Section 8.1 of the CEISMP has been updated for clarification.
10. CEISMP Comments	The preliminary grading plan displays grading throughout the NHS buffers and into the Significant Valleyland feature north of the proposed mixed use block. The report must include a recommendation that all of the grading areas within the NHS including buffers be restored with appropriate native vegetation.	Additional text has been added to Section 9.2.1 and Section 11.0, Table 22 of the CEISMP. The grading areas within the NHS, including buffers, will be established as a non-mowing area, with native self-sustaining vegetation. These locations will be restored to existing or better conditions. A draft restoration plan for the NHS has been provided by Crozier and approved by TRCA in Appendix A of this report for the Clearbrook Developments Lands. Where feasible, all buffers will be fully vegetated with trees and shrubs, per TRCA's requirements (see also Section 8.2 of the CEISMP).
11. CEISMP Comments	The discussion on feature-based (surface) water balance is minimal and not supported.	Noted.
12. Stormwater Strategy	Similarly, the discussion on site-based (infiltration) water balance is minimal and not supported. Refer to the sub-bullets below for more details. A more robust demonstration that impacts to wetland hydrology will not result from the proposal is required. An analysis of wetland water levels and groundwater influence on the wetlands would help in this regard. Revisions to the stormwater strategy may be needed. Also refer to comments on the engineering materials below.	Noted.
13. Stormwater Strategy	Only the spring period is considered from the surface water balance in concluding that the hydroperiod is sufficiently matched. However, the results show that the monthly runoff hydrographs would change significantly for the west and east wetlands. The west wetland would have reduced surface water contributions for most of the year with the combined deficit made up in December when an excess would be provided. The east wetland would have an excess for most of the year except for March when a deficit would be provided. Further, the discussion conflates LID infiltration measures with surface runoff mitigation.	Runoff volumes and flows have been provided on a monthly, seasonal, and annual basis for comparison. Wetland water levels have also been provided on a continuous basis to allow for a better comparison of wetland hydroperiods. The results of the feature based water balance analysis shows that while runoff volumes and flows are increased, water levels remain relatively unchanged relative to pre-development conditions.  Ecological impacts to the wetlands within the NHS on the subject property were assessed based on the updated feature-based water balance analysis (see Appendix E of the CEISMP) which considered the monthly, seasonal and annual volumes and flows for comparison. Please see updated text in Section 9.5 of the CEISMP for impacts analysis and conclusions.
14. Stormwater Strategy	The FSR/SWM proposes an approximate 40,000m3 (94%) increase in infiltration with the increase focused on the Pond 2 and South Block catchments but this was not considered in the CEISMP. Further, the CEEISMP states that a general lack of permeable soils may preclude the ability to meet recharge targets. The feasibility of providing appropriate mitigation must be demonstrated at this planning stage. While an analysis has not been provided, information in the Hydrogeological Report suggests that the wetlands may be influenced/supported by groundwater. If so, it is not clear how the large increase in infiltration (if it can actually be implemented) may affect wetland water levels. This potential must be assessed in the context of the surface water hydrographs. As it appears that a significant surplus of infiltration is being proposed, consider if this should be reduced to match pre to post-development.	The site-wide water balance has been updated and is now consistent between the FSR and the CEISMP.  Refer to Sections 9.4 and 9.5 of the CEISMP for a discussion on groundwater and its relationship to the wetlands.
15. Stormwater Strategy	Section 7.4 indicates that the outlet of the east wetland (and by extension the west wetland), is a small CSP that appears to allow limited discharge from the wetlands (i.e., only when water levels are high enough). It is not clear how the culvert invert relates to any increased water levels that may result from the proposed surface water and groundwater water balances that result from the proposed SWM strategy.	The perched 450 mm CSP culvert is included in the PCSWMM modelling and is discussed in Section 4.1.1 of the FSR. The perched culvert restricts flows from the East Wetland and causes water levels in the wetland to rise before spilling to the main culvert at Mayfield Road. The culvert has the same impact to water levels under pre- and post-development conditions, as discussed in Section 6.2 of the FSR.
16. Stormwater Strategy	The FSR/SWM report indicates that 5.3 ha of drainage area is proposed to be diverted in the eastern portion of the Secondary Plan area that will result in contributions that currently enter the wetland south of Mayfield and west of Hwy 410 at its top end being diverted to enter the wetland approximately 300 m to the south. The surface water balance for the Heart Lake Outfall only assesses contributions at the south wetland entry point. As it is relatively matched, this appears to represent an overall deficit in surface water contributions to the wetland. This volumetric deficit and spatial difference in contributions must be assessed.	The 5.3 ha area represents a small portion of the total drainage area (190 Ha) to the feature south of Mayfield Road. Text has been added in Section 6.2 of the FSR to discuss the contributing area of the subject lands and the potential to direct flows from the medium density block east of Heart Lake Road to the wetland. A more detailed analysis of the feature can be provided through a site specific study at the draft plan stage.

No.	Comment	Applicant Response
17. Stormwater Strategy	The proposed groundwater and surface water balances must be assessed together in the context of the resulting wetland water levels which may also be influenced by the outlet culvert invert.	Refer to Sections 9.4 and 9.5 of the CEISMP for a discussion on groundwater and surface water and their relationship to the wetlands.
18. Hydrogeological Assessment & Water Balance	A water balance was completed that indicates a 63,400 m3 (151%) surplus of infiltration is proposed post to pre-development. This differs significantly from the water balance provided in the FSR/SWM report which indicates a 39,636 m3 (94%) surplus. Both appear to be based on the same SWM strategy. This difference must be reconciled, and the correct amount incorporated into the CEISMP wetland water balance analysis. To aid in the analysis, a monthly hydrograph of infiltration is needed.	The site-wide water balance has been updated and is now consistent between the FSR and the CEISMP.
19. Hydrogeological Assessment & Water Balance	It is stated that the SWM Pond 1 and 2 catchments have sufficient depth to groundwater to enable the proposed infiltration facilities but that the OSCA area may not seasonally. If Town engineering does not accept this, that facility cannot be implemented. How that would affect the water balance must be outlined.	The proposed LID design has been revised and infiltration measures are no longer proposed within the OSCA area.
20. Snell's Hollow / East and West Wetland Model Calibration and Water Balance	It is stated that LID measures were modelled to achieve a difference in average annual runoff within 5%. As outlined above, the water balance must consider monthly runoff hydrographs. The analyses must consider this in conjunction with the ecological consultant.	Ecological impacts to the wetlands within the NHS on the subject property were assessed based on the updated feature-based water balance analysis (see Appendix E of the CEISMP) which considered the monthly, seasonal and annual volumes and flows for comparison. Please see updated text in Section 9.5 of the CEISMP for impacts analysis and conclusions.
21. Snell's Hollow / East and West Wetland Model Calibration and Water Balance	The analyses used specific infiltration LID BMP volumes and SWM pond orifice sizes. Confirm that these match the proposed SWM strategy from the FSR/SWM and/or ensure that any revised volumes/sizes needed to address comments are included in a revised analysis.	The feature based-water balance analysis is consistent with the proposed SWM Pond design and LID measures. Please refer to the revised feature based water balance in Appendix J of the FSR and discussion of the feature based water balance impacts in Section 9.5 of the CESIMP.
22. FSR/SWM Report	An outdated hydrogeological report is referenced, and the hydrogeological report submitted as part of the CEISMP was prepared after the FSR/SWM report. Confirm that the information/data in the most recent hydrogeological report does not alter the FSR/SWM analysis or proposed SWM strategy.	The site-wide water balance has been updated and is now consistent between the FSR and the CEISMP, reflecting the latest hydrogeological report.
23. FSR/SWM Report	Clarify if/how the proposed sump pumps relate to the site-based water balance (i.e., if they affect they results and/or will intersect groundwater).	A Technical Memo has been prepared estimating potential groundwater volumes collected by foundation drains in areas where groundwater is interpreted to be higher than the elevations of basements. It is concluded that although the foundation drains may encounter groundwater and direct it to the storm system, the estimated infiltration from the proposed stormwater management LID strategy far exceeds what is estimated to be removed by the foundations drains. Refer to attached memo.
24. FSR/SWM Report	It is noted that lack of permeable soils may preclude the ability to meet recharge targets. However, it is also indicated that the location and size of the proposed LIDs has considered the soil conditions. As the water balance proposes a large pre to post-development infiltration surplus, clarify/rectify these opposing statements. The feasibility of implementing the water balance requirements must be demonstrated at this planning stage.	<p>The proposed LID design has been revised. Text has been added to discuss the proposed sizing and design considerations of the LID measures, including infiltration rates. The preliminary LID sizing includes safety correction factors for the estimated infiltration rates and recommendations that groundwater and infiltration rates be confirmed through detailed site specific studies at the draft plan and detailed design stages.</p> <p>Please refer to revised Section 6.1 or the FSR.</p>
25. FSR/SWM Report	It does not appear that all the proposed water balance mitigation measures are appropriate or have been included in the water balance. Additionally, it is not clear which water balance is correct (refer to the comment above regarding differing water balances). Address the following and revise the water balance accordingly.	The site-wide water balance has been updated and is now consistent between the FSR and the CEISMP.
26. FSR/SWM Report	Infiltration galleries are proposed within parks. This must be vetted with Town Parks staff in order to include in the water balance.	This item was discussed with Town Parks staff on November 08, 2024. The Town understands the requirements for infiltration measures within the parks and recommends that the ultimate LID locations be coordinated with park programming at detailed design.

No.	Comment	Applicant Response
27. FSR/SWM Report	Infiltration trenches are proposed on private property (rear yards). As the long-term presence and/or maintenance of these can not be ensured, they are not acceptable.	<p>Infiltration trenches are no longer proposed in private property. All LID measures have been placed in the public right-of-way and parks to ensure Town accessibility for maintenance.</p> <p>Please refer to the updated LID Plan (Figure 15), and Section 6.1 of FSR.</p>
28. FSR/SWM Report	Clarify why Figure 15F indicates that the proposed NHS infiltration galleries (Appendix F calls them infiltration trenches which is a different BMP) are private facilities. The CEISMP indicates LIDs are proposed in the buffers but the figure appears to display them outside the buffer (NHS-1) and inside the Significant Valleyland (NHS-2). Also refer to comments above regarding infrastructure in buffers/NHS.	<p>As discussed with the Town on November 08, 2024, typical grassed swales are proposed alongside the trail, to replicate the Headwater Drainage Features being removed during development. LIDs are no longer proposed within private property or within the NHS.</p> <p>Please refer to the updated LID Plan (Figure 15), Grading Plan (Drawing 1). and Cross-sections (Drawing 6) as prepared by DSEL.</p>
29. FSR/SWM Report	Infiltration trenches are proposed in ROWs. This must be vetted with Town Development Engineering staff in order to be included in the water balance.	As discussed with the Town on November 08, infiltration trenches within the public right-of-way continues to be proposed in the site in order to meet the pre-development infiltration volumes.
30. FSR/SWM Report	Rain gardens are proposed within a Park in Crozier’s letter to TRCA dated July 11, 2023 that is contained within Appendix A of the CEISMP. Clarify if this has been incorporated into the water balance.	<p>Despite being referenced in the Crozier letter, rain gardens are not proposed within the design as the public LID measures are sufficient to meet pre-development infiltration volumes. Details of the proposed park LID measures will be coordinated with Town staff through the detailed design of the parks.</p> <p>Please see the updated FSR for the LID measures proposed for the site'.</p>
31. FSR/SWM Report	The total LID sizing on pg.23/24 is larger than what the Hydrogeological report used for their water balance on pg.3 in the Pond 1 catchment.	<p>The LID sizing has been updated and coordinated between reports to have matching dimensions.</p> <p>Please refer to the updated FSR prepared by DSEL &amp; Hydrogeological Report prepared by RJ Burnside for details.</p>
32. FSR/SWM Report	Clarify what Table 6-2 is indicating. The totals in Column 2 appear to match the water balance in the Hydrogeological Report. Does Column 3 include the downspouts? Why it is indicated that 81736 m3 of infiltration is proposed post-development, a 94% increase when the Hydrogeological report indicates that 105,500 m3 (151%) increase will be provided.	<p>The site-wide water balance has been updated and is now consistent between the FSR and the CEISMP. The FSR discusses the proposed LID measures and their impact on post-development infiltration. The hydrogeological study and site-wide water balance contained within the CEISMP evaluates the LIDs as well as the total site-wide infiltration from non-LID areas.</p> <p>Please refer to the updated FSR text prepared by DSEL for details.</p>
33. FSR/SWM Report	Clean water pipes are mentioned when discussing grading. Clarify where these are proposed and if they were factored into the water balances (site or feature-based).	<p>Clean-water pipes are not proposed within the site, and associated text has been removed from Section 10.1 in the report.</p> <p>Please see the updated FSR&amp;SWM report as prepared by DSEL for details.</p>
34. FSR/SWM Report	The Hydrogeological Report indicates that the OSCA BMPs may not be feasible. If not, they can’t be proposed and included in the water balance.	The proposed LID design has been revised and infiltration measures are no longer proposed within the OSCA area.
35. FSR/SWM Report	Clarify where the 14,500 m3 infiltration target in Appendix F is derived from and why a 564% increase over the target is proposed.	<p>The site-wide water balance has been updated and is now consistent between the FSR and the CEISMP. The impact of the site-wide water balance is discussed in the CEISMP.</p> <p>Please refer to the Hydrogeological assessment prepared by RJ Burnside, and Figure 15F prepared by DSEL for details.</p>
36. Civil Engineering Drawings	Confirm that the wetland buffer on the drawings is 30 m and relabel the legend accordingly.	<p>Wetland buffers on the drawings illustrate a 30m setback from the feature, and the legends have been updated on the drawings.</p> <p>Please see the updated legends on the following plans: Grading (Drawing 1), Storm Servicing (Drawing 2), and Pond 1 &amp; 2 (Figures 6 &amp; 7).</p>
37. Civil Engineering Drawings	Confirm that the proposed LIDs can be accommodated within the standard road cross-sections (i.e., there won’t be a conflict with the stormwater and sanitary infrastructure).	<p>The proposed LIDs within the ROW are designed to be located underneath the road CB and to provide separation to the water, sanitary, and stormwater infrastructure.</p> <p>Please find typical cross-sections illustrating the condition on Figure 15 (LID Plan) and Figures 8-14 for each right-of-way.</p>



No.	Comment	Applicant Response
38. Civil Engineering Drawings	The proposed outlets require further assessment at the draft plan of subdivision stage with the intention to reduce encroachment into EPA and/or associated impacts to the extent feasible.	Noted. The outlets will be reviewed and discussed during the draft plan stage.
39. Preliminary Development Concept Plan	Except for those along Hwy 410, the open space/buffers must be included in the NHS.	The Concept Plan has been revised to show NHS buffers as being part of the NHS. See also Comment 7.
40. OPA	Confirm that the EPA limits of Schedule B-1 includes the open space/buffers from the Preliminary Development Concept Plan.	We confirm that the EPA limits on Schedule B-1 includes the buffers.
41. OPA	Proposed Policy 7.11.5.6.1 is not appropriate as it would permit parkland in the existing EPA buffer west of Kennedy Road. Redesignating that buffer to EPA consistent with the new area designations would rectify this.	We don't see that as an issue for the Town as the Town owns the EPA buffer and can control the land uses within the buffer west of Kennedy Road. However, the Policy has been modified to:  <i>"The Open Space Policy Area designations in the Plan Area as shown on Schedule B-1 shall permit buffers within the areas west of Kennedy Road and buffers, walkways, and parkland within the areas east of Kennedy Road."</i>
42. OPA	While Public Uses is not defined in the Official Plan, it is in the Town's Comprehensive Zoning By-law which does not permit those uses in EPA. As such, proposed Policy 7.11.5.1.5 must be revised to exclude EPA.	Town Planning Staff have revised this Policy to add <i>"in accordance with Section 5.15 Public Uses"</i> to address this concern.
43. OPA	While it made sense for the portion of the Secondary Plan area west of Kennedy Road where no development was proposed in the EPA buffer, Policy 7.11.5.7.3 does not make sense in the context of the proposal for the lands east of Kennedy Road where grading, a trail, and LIDs are proposed (see comments above regarding LIDs in buffers).	The policy has been revised, as follows:  <i>"In general, buffer areas shall be left in their natural state or planted with native species in order to protect adjacent natural features. Grading, trails and LID's may be permitted within buffers, subject to the Town's review and approval. These lands will be zoned to prevent development and ensure the lands remain primarily in a natural state."</i>
<b>Ministry of Transportation</b>		
50.	The Highway 413 team is continuing to advance the design for the Mayfield Rd interchange with Highway 410. As such we would request that site development be phased such that development begins west of Heart Lake Road and construction east of Heart Lake Rd is deferred while grading limits and MTO property requirements associated with the interchange are established.	Noted.
51.	In principle, we have no objection with the proposed Official Plan Amendment Application.	Noted.
52.	Subject lands are located within the ministry's permit control limits; hence, MTO permits will be required (e.g. grading/servicing, building and land use, etc..). Please be aware that ministry permits will need to be secured prior to the commencement of any on-site works.	Noted.
53.	The Traffic Impact Study, must be prepared by a RAQS (Registry, Appraisal and Qualification System) qualified consultant, stamped, and signed by a Professional Engineer of Ontario. a. Nexttrans Consulting Engineers are not RAQS qualified, but I believe they are getting RAQS qualified, please confirm.	Noted. An updated Study from RAQS qualified consultant will be provided at the Draft Plan Approval stage.
54.	MTO Drainage Office: a. Unconventional underground and rooftop storages are not considered in calculations as per MTO's policy. MTO does not consider underground storage provided by chamber system to be permanent in nature. Underground storages provided in manholes, storm sewer, super pipe or storage tank are permitted as such storages are accessible through a manhole and can be easily inspected for their continued functionality. b. MTO will review detailed Stormwater Management Report at a later stage.	Noted.
<b>MTO Conditions of Approval</b>		
55.	That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a Stormwater Management Report indicating the intended treatment of the calculated runoff.	Noted. To be provided as a condition of Draft Plan Approval.



No.	Comment	Applicant Response
56.	That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a Traffic Impact Study to assess the impacts to QEW and identify any related highway improvements.	Noted. To be provided as a condition of Draft Plan Approval.
57.	That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, detailed Grading, Servicing, Survey and Internal Road Construction plans.	Noted. To be provided as a condition of Draft Plan Approval.
58.	That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a detailed Lighting Plan.	Noted. To be provided as a condition of Draft Plan Approval.
59.	That prior to final approval, the owner shall enter into a Legal Agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the construction of all necessary associated highway improvements.	Noted. However, we do not anticipate the need for Provincial highway improvements.
<b>General Notes</b>		
60.	Stormwater Management Reports must adhere to accepted ministry policies/standards and must be signed and stamped by the Drainage Engineer.	Noted.
61.	Traffic Impact Studies must adhere to accepted Ministry practices/standards and must encompass the full build-out of the entire development (e.g. all phases if any).	Noted.
62.	Any proposed access must adhere to the ministry's highway access policy.	Noted.
63.	Any identified highway improvements will require the owner to enter into a legal agreement with Ministry of Transportation whereby the owner agrees to assume 100% financial responsibility for all necessary associated highway improvements.	Noted. However, we do not anticipate the need for Provincial highway improvements.
64.	The ministry requires a minimum setback limit of 14.0m from all ministry lands (may change if ministry priorities in the area change). No features which are essential to the overall viability of the site/lots/blocks are permitted within the MTO 14.0m setback area. Essential features include, but are not limited to, buildings/structures (above or below grade), required parking spaces (required per the municipal zoning by-law), retaining walls, utilities (includes parking lot lighting), stormwater management features, swimming pools, snow storage, loading spaces, fire routes, essential landscaping, etc. Please note that non-essential parking may be located within the MTO 14.0m setback area and must be set back a minimum of 3m from the MTO property line. Information regarding the application process, forms and the policy can be found at the link: a. <a href="http://www.mto.gov.on.ca/english/engineering/management/corridor/building.shtml">http://www.mto.gov.on.ca/english/engineering/management/corridor/building.shtml</a>	Noted. Development shall respect MTO 14m buffer requirements.
65.	MTO's 14.0 m setback limit should be stipulated in the by-law amendment.	Noted. The Town of Caledon Zoning By-law contains a General Provision under Section 4.39.1 requiring the 14-metre setback to all provincial highway rights-of-way.
66.	Noise Attenuation features (e.g., earth berms) must be contained within the subject lands and setback a minimum of 0.3m from all ministry property limits.	Noted.
67.	Encroachment onto the highway right-of-way will not be permitted.	Noted.
68.	Ministry does not permit any lighting trespass onto the MTO's right-of-way.	Noted.
69.	Direct access to ministry lands will not be permitted. All access to the subject site will be via the municipal road system. All access must adhere to the ministry's Highway Access Management policies.	Noted.

No.	Comment	Applicant Response
The following will be required under the Notes to Approval:		
70.	Clearance of Conditions The contact for all Ministry conditions of approval, including the submission and approval of all required reports, plans and agreements, etc. is:  b. Paul Nunes Senior Project Manager (Peel/Halton)   Corridor Management, Central Region West   Operations Division Ministry of Transportation   Ontario Public Service 416-270-3108   paul.nunes@ontario.ca	Noted.
71.	All ministry submissions should be provided in electronic form.	Noted.
72.	Please make the applicant aware that the ministry does not clear individual conditions. The ministry issues a single “Clearance Letter” once all plan conditions have been addressed to our satisfaction.	Noted.
73.	Ministry draft plan comments may need to be updated/revised if the applicant delays securing ministry clearances and/or ministry priorities change.	Noted.
MTO Permits		
74.	Ministry Building and Land Use permits will be required for individual building lots within 800m from all ministry property limits.	Noted.
75.	Ministry permits are required prior to any on site grading being undertaken.	Noted.
76.	Sign permits are required for signing within 400m of the QEW.	Noted.
77.	Permit inquiries can be directed to Ms. Balroop Narwal, Corridor Management Officer, at 416-312-7090 or <a href="mailto:balroop.narwal@ontario.ca">balroop.narwal@ontario.ca</a>	Noted.
78.	Please provide the owner the following link to the ministry’s online services/permitting system - Highway Corridor Management System (HCMS) c. <a href="https://www.hcms.mto.gov.on.ca/">https://www.hcms.mto.gov.on.ca/</a>	Noted.
Region of Peel		
Planning and Development		
Development Phasing	Proposed Phasing of the Secondary Plan is to be coordinated and staged with the Region’s Capital Water and Wastewater Master Plan. Regional staff further note changes and updated timing of Regional wastewater projects that may impact the sequencing of development for these lands. Revisions to the phasing plan may be required. Further details are shared within the Development Engineering Section within this letter.	Noted.

No.	Comment	Applicant Response
Affordable Housing	Region of Peel (ROP) Official Plan To ensure that planning for Snell’s Hollow is supported by a range of housing options, the secondary plan for this community should include a mix of housing form, density, tenure and affordability in alignment with the Region’s Official Plan policies (Section 5.8) including the housing targets in table 4, and Peel Housing Strategy. Public and non-profit sectors are important for helping achieve low-income affordable housing units while for-profit development help contribute to affordable housing targets – especially for moderate income households. Prior to adoption of the Secondary Plan, planning for the community must aim to implement the Region’s housing targets through the development process. The following details can be provided in a revised Planning Justification Report or a separate Housing Assessment.	As shown on the updated Concept Plan, the Snell's Hollow Secondary Plan provides the opportunity to accommodate the full suite of housing forms including singles, semis, and townhouse dwellings, back-to-back townhouse dwellings, other medium density townhouse forms such as stacked townhouse dwellings, and high-density housing forms including apartment dwellings, and mixed-use development. Several medium/high-density residential and mixed-use blocks are proposed which provide opportunity for affordable housing by way of smaller unit sizes. Additional opportunities for affordable housing are achieved through opportunities for secondary dwellings units in the proposed freehold single, semi-, and townhouse dwellings. The Region's affordable housing targets are achieved as over 50% of the proposed housing are in forms other than single and semi-detached dwellings. The proposed medium/high-density residential and mixed-use blocks also provide opportunities for purpose-built rental housing.
Density	It is appreciated that the updated concept plan meets the density target (50% of new units in forms other than detached or semi-detached houses). The applicant is encouraged to include an appropriate proportion of family-sized (two and three or more bedroom) unit types that responds to community need and include units of all sizes that are affordable to moderate-income households.	Noted. It is typical for ground-related townhouse dwellings to comprise 2- and 3-bedroom models.
Rental	The applicant is asked to identify, demonstrate, and promote opportunities with landowners and applicants to incorporate purpose-built rental apartment units and affordable rental condominium apartment units, particularly in medium/high density and mixed-use blocks, to demonstrate a contribution to the rental target (that 25% of all new units be rental tenure).	Opportunities for purpose-built rentals are available through the various medium and medium-high density blocks proposed by way of the Development Concept Plan.
Rental	The applicant is encouraged to review opportunities for having the option of ARU rough-ins in a certain number of detached, semi-detached and townhouse units, including providing separate entrances, fire and safety requirements (such as fire separation of separate entrance), larger basement windows, and adequate ceiling heights as part of pre-construction sales, such as in a certain number of detached homes and townhouses. Where feasible, design elements to accommodate future safe, legal, and livable ARUs should be considered.	Noted. Such opportunities will be reviewed with the Developer/Builder during the Draft Plan of Subdivision stage.
Affordability/land donation	The applicant is encouraged to provide units at prices that are affordable to low- or moderate-income households and are consistent with the definition of ‘affordable housing’ outlined in the Glossary section of the RPOP. This will demonstrate a contribution to the Peel-wide new housing unit target for affordability (that 30% of all new housing units be affordable to moderate income households) and address policy 3.5.3.6 of the Town of Caledon Official Plan and policies 9.8.1 and 9.8.2 of the adopted Future Caledon Plan.	Noted.
Affordability/land donation	Peel staff recommend that the secondary plan identify the provision of a fully serviced parcel of land to be provided to the Region of Peel for Community Housing. This Community Housing site should be identified within Development Phasing Plan. Peel staff would be interested in working with the applicant to establish the terms of such a contribution involving the Region of Peel.	At this time, the dedication of land to the Region of Peel is not being considered.
Human Services	It is appreciated that the applicant is open to exploring the co-location of a child care centre within mixed-use blocks at a subsequent draft plan of subdivision stage. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel’s Human Services Early Years and Child Care Services Division.	Noted. The applicant will reach out when appropriate.
Natural Environment	Water Resource System and Natural Heritage System Policy Conformity: According to the CESIMP, the subject property contains the Heart Lake Provincially Significant Wetland, an unnamed tributary of Spring Creek and a significant valleyland system. The Region of Peel Official Plan designates the Heart Lake PSW Wetland as a Core Area of the Greenlands System on Schedule A of the Region of Peel Official Plan. The TRCA is currently reviewing the CEISMP and providing technical comments to confirm there are no Regional policy concerns with the proposed development and supporting documents.	Noted.

No.	Comment	Applicant Response
Natural Environment	<p>Completion of CEISMP Study Requirements</p> <ul style="list-style-type: none"> <li>• Prior to adoption of the Secondary Plan, confirmation is required from the TRCA that the three-part CEISMP has been finalized and satisfies the requirements of the Terms of Reference approved by the Region, Town and TRCA. The review by the TRCA should ensure that recommendations of the CEISMP are being implemented in the Secondary Plan.</li> </ul>	Noted.
Natural Environment	<p>Conformity with the Regional Official Plan Greenlands System</p> <ul style="list-style-type: none"> <li>• Prior to adoption of the Secondary Plan, confirmation is required from the TRCA that the proposed limits of the Environmental Policy Area (EPA) designation will provide for the protection of the Heart Lake Provincially Significant Wetland with appropriate buffers and provide for the appropriate protection, restoration and enhancement of the significant valleyland system within the Snell's Hollow Secondary Plan.</li> </ul>	Noted.
Public Health	<p>Air Quality and Emissions:</p> <p>The revisions made to the concept plan are a good step to buffer sensitive land uses away from the major highway series 410. However, in place of the single detached dwellings, there is now a medium density building located in close proximity to the highway. Exposure to air pollutants from traffic emissions generally occurs within 300 to 500 metres from a highway or major road, with the highest exposure occurring closest to the road and it decreases with increasing distance from the road. Please indicate what mitigation measures are planned to reduce the health impacts associated with the exposure to traffic emissions from the highway 410 for the medium density residential building.</p>	A standard 14-metre structural setback is required to the Highway 410 right-of-way. The 14-metre setback area is permitted to have landscaping which will serve as a buffer and screening to the highway corridor.
Public Health	<p>Health and Built Environment:</p> <p>The role of the built environment can have a significant impact on human health and sustainability. Creating dense, compact neighbourhoods can encourage being physically active in our daily lives and promote using active transportation over private automobiles. In designing the secondary plan, there is an opportunity to establish a well connected and serviced neighbourhood.</p>	Noted. The Development Concept yields a density of over 100 people and jobs per hectare and represents the densest Secondary Plan proposed within the Town of Caledon to date. The proposed road and active transportation network is well connected and provides excellent multi-modal transportation options for future residents.
Public Health	<p>We encourage including sidewalks on both sides of the local streets where possible. In our current tool we recommend having sidewalks up to 1.8m in width where possible. Please look to see if this will be possible, even if it is on one side of the street, with the other being 1.5m.</p>	Noted. The Town's standard 18-metre local road cross-section is capable of accommodating 1.8-metre sidewalks on both sides, if warranted.
Public Health	<p>The applicant is encouraged to incorporate universal accessibility and design features in the development.</p>	Noted.
Public Health	<p>Some additional considerations in the detailed concept plan and design include:</p> <ul style="list-style-type: none"> <li>o In our current tool we recommend having sidewalks up to 1.8m in width where possible. Please look to see if this will be possible, even if it is on one side of the street.</li> <li>o Please share details on the types of landscaping and streetscape characteristics will be provided to buffer the residential development and park space from the close proximity to the highway. We look forward to reviewing the details submitted through the future site plan stage.</li> <li>o Public outdoor areas such as pedestrian walkways, parks, and parking areas should include pedestrian- scaled lighting, shading and benches.</li> <li>o For future consideration of the medium density and commercial developments, these buildings should be located linearly along major roads, with the main entrance facing the street. This will enhance the pedestrian environment.</li> </ul>	<ul style="list-style-type: none"> <li>• The current 18-metre local road standards is capable of accommodating 1.8m sidewalks on one or both sides;</li> <li>• The requested Landscape details can be provided at the detailed design stage;</li> <li>• Pedestrian-scale lighting will be provided for at the detailed design stage;</li> <li>• Buildings within the Medium-High and Mixed Use land use designations will generally be sited as per the Urban Design Guidelines submitted in support of the application.</li> </ul>

No.	Comment	Applicant Response																
Transportation Planning	<p>2020 Focused Analysis Area</p> <ul style="list-style-type: none"><li>A portion of the subject lands (east of Heart Lake Road) fall within the 2020 Focused Analysis Area Preferred Route for the Highway 413 and the Narrowed Area of Interest for the Northwest GTA Transmission Corridor. As such, the Secondary Plan application must be circulated to the Province for their review and clearance.<ul style="list-style-type: none"><li>In particular, the subject lands fall within close proximity to the Highway 413-Highway 410 connection. As such, the secondary plan must ensure that this connection is protected in accordance with Regional Official Plan policy 5.10.35.12</li></ul></li></ul>	Noted. The proposal has been circulated to the MTO for review.																
Traffic Development	<p>Access and Study</p> <ul style="list-style-type: none"><li>Prior to adoption of the Secondary Plan, a Traffic Impact Study (TIS) acceptable to the Region of Peel will be required detailing the effect of the proposed development on the adjacent Regional Road network and intersections and identifying any mitigation measures. Additional details are noted below:<ul style="list-style-type: none"><li>Please provide a functional design of the proposed lane configurations for the intersection of Mayfield Road and Stonegate Drive/Site Access #3 in a revised TIS, Storage and Taper lengths are to be included.</li></ul></li></ul>	A functional design for the intersection of Mayfield and Stonegate Drive is premature at the current Secondary Plan stage. A functional design can be provided at the future Draft Plan of Subdivision stage.																
Traffic Development	Minimum access spacing of the Regions Road Characterization Study (RCS) must be considered along and in proximity to Mayfield Road.	Noted.																
Traffic Development	<p>Property Requirements</p> <ul style="list-style-type: none"><li>Future property dedication requirements for Regional Road 14 (Mayfield Road) are noted in the table below:</li></ul> <table><tr><td></td><td></td><td>ROW</td><td>Measurement from centreline of Mayfield</td></tr><tr><td></td><td>Mid-block</td><td>50 metres</td><td>25 metres</td></tr><tr><td>245 metres within intersection</td><td>Single-left turn intersection</td><td>55.5 metres</td><td>27.75 metres</td></tr><tr><td>245 metres within intersection</td><td>Dual left turn intersection</td><td>59 metres</td><td>29.5 metres</td></tr></table> <p>15m x 15m Daylight Triangles will be required at Regional Intersections including the intersections of Mayfield Road and Kennedy Road and Heart Lake Road;</p> <ul style="list-style-type: none"><li>Confirmation is required to understand if the site access onto Mayfield Road will be a private site or municipal access. Daylight triangle requirement may also be applicable at the access on Mayfield Road.</li><li>The gratuitous dedication of a 0.3 metre reserve along the frontage of the property along the Mayfield Road, except the approved access point.</li><li>Future development applications will be required to provide a draft reference plan 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.</li></ul>			ROW	Measurement from centreline of Mayfield		Mid-block	50 metres	25 metres	245 metres within intersection	Single-left turn intersection	55.5 metres	27.75 metres	245 metres within intersection	Dual left turn intersection	59 metres	29.5 metres	Noted. The required road widenings will be shown/provided at the future Draft Plan of Subdivision stage.
		ROW	Measurement from centreline of Mayfield															
	Mid-block	50 metres	25 metres															
245 metres within intersection	Single-left turn intersection	55.5 metres	27.75 metres															
245 metres within intersection	Dual left turn intersection	59 metres	29.5 metres															
Traffic Development	<p>Landscaping/Encroachments</p> <ul style="list-style-type: none"><li>Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits.</li></ul>	Noted.																



No.	Comment	Applicant Response
Traffic Development	<p>Regional Roads - Capital</p> <ul style="list-style-type: none"> <li>• The Region will have a requirement for a permanent access easement on the subject lands to allow pedestrian and vehicular access to the Region’s sanitary sewer located in the Hwy 410 corridor on the south side of the highway east of Kennedy Road.</li> </ul>	Noted.
Development Engineering 1	<p>Functional Servicing Report</p> <p>A Functional Servicing Report dated November 2023 and prepared by David Schaeffers Engineering LTD was received. Following the review of the FSR and notwithstanding the proposal included an estimated population beyond the Region’s forecasted growth for this area, no water and wastewater capacity constraints or concerns were identified in servicing the proposal, although please note the timing of wastewater works as noted below:</p>	Noted.
Development Engineering 2	<p>Water Review</p> <ul style="list-style-type: none"> <li>• Existing municipal water infrastructure consist of pressure Zone 7 watermain: <ul style="list-style-type: none"> <li>o 400 mm, 900 mm &amp; 1200 mm dia. feeder mains. on Heart Lake Road,</li> <li>o 600 mm dia. and 300 mm dia. on Kennedy Road;</li> <li>o 300 mm dia., 400 mm dia. and 600 mm dia. on Mayfield Road,</li> </ul> </li> <li>• The Region has no concerns with watermain servicing of the proposed development however a hydrant fire flow test needs to be conducted for the watermain along Kennedy Rd, Mayfield Rd, and Heart Lake Rd. prior to engineering approval.</li> </ul>	Noted.
Development Engineering 3	<p>Wastewater review</p> <ul style="list-style-type: none"> <li>o Existing municipal sanitary sewer facilities consist of 525mm dia. sanitary sewer on Kennedy Road, 1200mm dia. san sewer on Kennedy Road south of Mayfield Road, 375mm dia. sanitary sewer on Ecopark Close approx. 875m south of Mayfield Road.</li> </ul>	Noted.
Development Engineering 4	<p>Wastewater review</p> <p>The site has three proposed sanitary sewer outlets:</p> <ul style="list-style-type: none"> <li>o The west portion of the Plan proposes sanitary sewer outlet to the existing 525mm dia. trunk sewer on Kennedy Road. Since the existing trunk sewer is at the capacity, the Region installed a 1200mm dia. relieve sewer line on Kennedy Road, south of Mayfield Road. However, the 1200mm relieve sewer is not yet connected to the existing 525mm sewer (section across Mayfield Road is still not constructed). The Region is in the process of finalizing the Mayfield’s sewer crossing design, with the anticipated construction schedule for late 2026, maybe early 2027. As a result, the west portion of the subdivision cannot proceed until the 1200mm dia. sanitary sewer is connected to the existing 525mm trunk sewer on Kennedy Road, north of Mayfield Road.</li> <li>o The servicing option of the high density Blocks adjacent to Mayfield Road will be determined through a future site plan approval process.</li> <li>o The eastern portion of the Plan requires approximately 875m of the sanitary sewer extension along Heart Lake Rod, from the existing 375mm dia. sanitary sewer on Heart Lake Road at Ecopark Close.</li> </ul>	Noted.
Development Engineering 5	<p>Regional Roads</p> <ul style="list-style-type: none"> <li>• The proposed development abuts Mayfield Road, Regional Road #14.</li> <li>• Any changes to grading within Mayfield Road ROW along the frontage of the proposed development are subject to Region’s approval.</li> <li>• No lots or blocks shall have direct access to Mayfield Road. Any future access shall be in accordance with The Region Access Control By-law.</li> </ul>	Noted.

No.	Comment	Applicant Response
Development Engineering 6	<p>Stormwater Review</p> <p>The Stormwater design for the secondary plan area is required to be in line with Region’s storm criteria. Additional information for consideration and details for confirmation are noted below:</p>	<p>The design accounts for the Region's storm criteria. Please see detailed responses to the relevant comments below.</p>
Development Engineering 7	<p>Section 4.1 Existing Features and Drainage Patterns</p> <ul style="list-style-type: none"> <li>- The existing South West Pond (located at Kennedy Road and Mayfield Road) does not provide required quantity control storage volume during a part of the year, due to increased PP elevation associated with backwater from wetland. The Region will share a memo with the Applicant regarding Kennedy and Mayfield SWMF – Summary of Investigative Works, Proposed Solution, and Next Steps. Also, Applicant must work with Region’s Mayfield Rd widening project team to achieve the best solution to avoid SWM impacts of development on Mayfield Rd and the Kennedy/Mayfield SWM Pond.</li> <li>- Region will share with the applicant Existing Heartlake Road Pond design, and 2018 retrofit brief with Drawings.</li> </ul>	<p>Additional discussion has been added regarding the pond located at Kennedy Road and Mayfield Road. Section 4.1.1 of the FSR has been updated to include further description of the Region’s proposed retrofits.</p> <p>The latest SWM pond retrofit design, per the 2017 report prepared by GHD, has been incorporated into the pre- and post-conditions PCSWMM model for analysis. The water levels in the wetland (i.e. at the outlet of the existing Region’s pond) were compared under pre- and post-development conditions. The post-development water levels in the wetland are within 3cm of existing conditions during the 2yr through 100yr storm events. The minor increase in wetland water levels under post-development conditions do not have a negative impact on the existing pond as the pond water levels remain unchanged and pond outflows remain within the SWM Pond targets established through the original SWM Pond design (Stantec, 2007). This analysis is discussed in Section 4.6 of the FSR to demonstrate that the proposed development does not have a negative impact on the existing pond.</p> <p>The existing Heart Lake Road pond was also incorporated into the pre- and post-development PCSWMM models. To evaluate the impact of the development on the Heart Lake Road pond, the downstream HGL within the outfall pipe was analyzed. Under existing conditions, the downstream pipe is free-flowing during storm events less than the 100yr storm event and surcharged during the 100yr event. Under post-development conditions the outfall pipe continues to be free-flowing during storm events less than the 100yr event. The HGL in the pipe under the 100yr storm event is the same as pre-development conditions and therefore no negative impacts to the Heart Lake Road pond are anticipated. This analysis is discussed in Section 4.6 of the FSR.</p> <p>The Region provided a 60% detailed design and stormwater management plan for Mayfield Road. The stormwater management plan and design deal with Mayfield Road drainage in isolation of the proposed development. The stormwater management report acknowledges the proposed development and does not require any additional stormwater management measures to be provided on site. The study team will continue to coordinate with the Region’s Mayfield Road widening project team.</p>
Development Engineering 8	<p>Section 4.2 Floodplain Assessment</p> <ul style="list-style-type: none"> <li>- 1050 diameter Mayfield Rd culvert – is this referring to the 1200 culvert on Mayfield, south of the pond that the Spring Ck discharges into?</li> <li>- The Developer must correct a damaged 450 CSP culvert at the outlet of the pond upstream of the 1200 Mayfield culvert.</li> <li>- Assess if the increase of 0.06 m within the valley lands has implications for the Kennedy/Mayfield Pond PP levels.</li> </ul>	<p>The culvert crossing Mayfield Road was identified as 1050mm diameter by surveyors, and the culvert conveys flows from both Spring Creek and the Region's Mayfield / Kennedy Pond.</p> <p>The 450mm diameter culvert was installed prior to the proposed development and is considered an existing condition. Upgrades to the existing culvert are not required as part of the development.</p> <p>Please refer to the comment above for response on the impacts of the proposed development on the Kennedy/ Mayfield SWM Pond.</p>
Development Engineering 9	<p>Section 4.3 Proposed Drainage Patterns</p> <ul style="list-style-type: none"> <li>- Does the TRCA accept a single outlet for Pond 2 towards Etobicoke Ck, to mitigate the water levels within Spring Ck and the valley lands?</li> <li>- Is there a typo on p.9 and p.11 – should say ‘mixed use’ instead of ‘medium density’?</li> </ul>	<p>Pond 2 must have a two outlet system to maintain flows to the existing wetlands north of Mayfield Road and south of Mayfield Road/ East of Heart Lake Road. The requirement for the two-outlet system to maintain existing drainage patterns is discussed in Section 5.5 of the FSR.</p> <p>The typos have been corrected to reference 'mixed-use' blocks. Please refer to the updated FSR Sections 4.3 &amp; 5 as prepared by DSEL for details.</p>
Development Engineering 10	<p>4.3.1 Boundary Road Drainage – Given the problems as outlined in the Kennedy and Mayfield SWMF – Summary of Investigative Works, Proposed Solution, and Next Steps, it may be required to provide additional quality/quantity control on additional lands required by the Region along Mayfield Rd to implement conveyance controls. Applicant should confirm this with the Mayfield Rd Widening capital project team.</p>	<p>Please see the response to Development Engineering 7.</p>

No.	Comment	Applicant Response
Development Engineering 11	5.5, 2nd para: Region would like the Town or City to assume ownership of the upsized 675 diameter sewer on Mayfield conveying Pond 2 flows to the system east of Heartlake Rd. Region’s Mayfield Rd project team will need to review this change. Applicant to confirm downstream pipe capacity, and no negative impact to 450 pipe connecting existing Heartlake SWM Pond to the outlet east of Heartlake Road.	Please see the response to Development Engineering 7.
Development Engineering 12	5.5, last para: please remove this. outfall to Mayfield Rd will not be accepted.	This paragraph has been removed from the FSR & SWM Report.  Please refer to updated Section 5.5 of the FSR.
Development Engineering 13	Table 6-2: Region will need to review Pond 2 calculations and Pond 2 LID infiltration calculations.	Noted.
Development Engineering 14	Drawing 1D- no grading within Regional Road ROW. High point needs to be maintained at property line. - Pipe shown from Spring Ck pond going east towards and connecting to SWM Pond 2 outlet MH – what is the size and conveyance of this proposed infrastructure? Is this to replace the damaged 450 existing culvert here?	No grading is proposed within the Regional ROW. Transition sloping is proposed within the development to match existing grades along Mayfield Road. Grading will be coordinated with the Mayfield Road widening project team to ensure a consistent grade at the boundary.  The pipe at Spring Creek, north of Mayfield Road, is an outlet pipe for SWM Pond2. Please refer to Section 5.5 of the FSR for discussion of the proposed outlet pipe.
Development Engineering 15	Drawing 2D – provide WSE for the ‘100 Y capture hatched area to mh207’.	The water surface elevation for the 100yr capture area will be confirmed at detailed design through detailed major/ minor system stormwater modeling. 100yr capture will be provided along Street P, and the top-of-grate is set below the spill point for the emergency condition to ensure that 100yr flows will be captured into the storm sewer. The storm sewer at the servicing block has been sized to convey the 100-yr storm drainage.  Please see the updated Grading Plan for the top-of-grate elevations at the 100-yr capture points.
Development Engineering 16	SILT-1: show outlet for each of the Temp ESC basins and release rate.	Outlet locations and release rate for the Temp ESC basins have been added to SILT-1.
Development Engineering 17	Figure 4-F – Drainage Area to existing 525 pipe has been increased. Does the Pond 2 release rate to the existing Mayfield pipe match the pre-dev rates? Flows within Region’s pipes shall not be increased.	Please see the response to Development Engineering 7.
Development Engineering 18	Figure 7-F: Need to review Pond 2 Regional storm WSE with Mayfield Rd.	The Regional Water Elevation within Pond 2 is 262.70. A pond berm is proposed at an elevation of 263.00 to prevent discharge to Mayfield Road under a Regional storm event. The SWM Pond outfalls have also been sized to convey the pond outflows during a Regional storm event.
Development Engineering 19	Figure 15-F: LID locations are not clear. Please revise. Please confirm clearance of other utilities and services, and groundwater and soil hydraulic conductivity through field investigations.	LIDs are proposed within the local public right-of-way and parks. The preliminary LID locations have been determined based on groundwater clearance and have been designed to fit within current ROW standards and typical park designs. Further field investigations will be completed through site-specific studies in support of draft plans to confirm groundwater clearance and infiltration rates.  Please refer to Section 6.1 of the FSR for discussion of the LID design considerations.
Development Engineering 20	Hydrogeological Review <ul style="list-style-type: none"> <li>The Hydrological Assessment prepared by R.J Burnside &amp; Associated ltd provides information from the review of the MECP WWRs database with a total of 81 well records identified within the 500 meters area. 30 identified as supply wells, 16 test wells, 12 monitoring wells and 22 abandoned wells. <ul style="list-style-type: none"> <li>The report is missing the door-to-door survey as well as a contingency plan for well complaints. The consultant will need to provide a door-to-door survey within the 500 meters area and invite residents to participate in the monitoring program. A contingency plan for well complaints must also be included within the revised report. <ul style="list-style-type: none"> <li>The applicant has noted the revisions to the hydrogeological study including the door-to-door survey will be completed through proceeding Draft Plan of subdivision process.</li> </ul> </li> </ul> </li> </ul>	A door-to-door well survey will be provided at the Draft Plan of Subdivision stage to establish a baseline prior to site alteration.

No.	Comment	Applicant Response
Waste Development	All townhouse units would be eligible to receive Region of Peel curbside cart-based waste collection of garbage, recycling, and organics provided that the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual are met. o Waste Management Plans will be required through the proceeding Draft Plan of subdivision process.	Noted.
Waste Development	All multi-residential and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and recycling provided that the requirements outlined in Section 2.0 and 4.0 of the waste collection design standards manual are met; o Waste Management Plans will be required through the proceeding development process.	Noted.
Waste Development	Retail and Employment units will be required to receive private waste collection	Noted.
Waste Development	For more information, please consult the following: o The Waste Collection Design Standards Manual available at: <a href="https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf">https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf</a>	Noted.
Waste Development	Heart Lake Road Landfill (7029) • This property is within the vicinity of the Heart Lake Road landfill site. It is an inactive, private landfill located on the southwest corner of Mayfield Rd. and Heart Lake Rd. The exact boundaries are unknown. It was closed sometime in the 1950's. It is catalogued by the M.O.E as 7029. No further information is available.	Noted.
Concluding Remarks	Regional staff look forward to working collaboratively with the Town of Caledon and applicant to advance the application. Regional staff are available to engage further in this process with the applicant to address detailed comments. Revised submission materials as noted above are required. Updated Regional comments will be provided when the requested revised materials are received. If there are any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093 or by email at <a href="mailto:patrick.amaral@peelregion.ca">patrick.amaral@peelregion.ca</a>	Noted.
<b>Toronto and Region Conservation Authority (TRCA)</b>		
Recommendation	As currently submitted, the technical studies received to-date do not fully satisfy TRCA's requirements in support of the Secondary Plan/OPA, as well as the subcomponent documents in support of the planning application including the Comprehensive Environmental Impact Study and Management Plan (CEISMP) and Functional Servicing Report (FSR). Also, the detailed comments in Appendix "B" provide TRCA's recommendations for Town File #RZ 2024-0004. Based on the comments noted below, final recommendations are premature until the comments are addressed to TRCA staff's satisfaction.	Noted.
O. Reg. 41/24 and CA Act	The subject lands are traversed by Spring Creek, a tributary of the Etobicoke Creek Watershed. Also, the subject properties contain portions of the Heart Lake Provincially Significant Wetland (PSW) Complex. As such, a significant portion of the subject lands are located within TRCA's Regulated Area of the Etobicoke Creek Watershed and are subject to O. Reg. 41/24 and the CA Act. Based on our review of the proposed development associated with the OPA, the proposed development is located within the regulation portion of the subject lands. As such, TRCA Permits will be required from TRCA prior to any works commencing within the TRCA Regulated Area including topsoil stripping, rough grading, servicing, and final grading. TRCA staff will discuss permit fees and requirements with the various landowners at such time that the review and approvals have advanced and TRCA Permits are required to facilitate the proposed development.	Noted.

No.	Comment	Applicant Response
Conditions	<p>As noted above, one of the proposed ZBAs (Town File #RZ 2024-0004) scheduled to be brought to Town Council on April 30, 2024, involves the subject lands associated with the Snell’s Hollow East Secondary Plan/OPA. This ZBA is found in Schedule “A9” on the map included with the Town’s Notice. The amendment proposes to rezone the subject properties from “Agricultural” (A1), and “Environmental Policy Area 2” (EPA2) to “Mixed Density Residential – Exception AAA Holding DD” (RMD-AAA-H-DD), “Mixed Density Residential – Exception BBB Holding DD” (RMD-BBB-H-DD), “Mixed Density Residential – Exception CCC Holding DD” (RMD-CCC-H-DD), and “Environmental Policy Area 1” (EPA1).</p> <p>Based on staff’s review, a Holding Provision (H) shall apply to the entirety of the lands noted on the Zoning Schedule attached to the draft by-law and will not be lifted until the following conditions have been met:</p>	This proposed Zoning By-law was ultimately approved by the Town with revisions.
Conditions	<p>a) Approval of Draft Plan of Subdivision has been issued or where the lands are not subject to a Plan of Subdivision, a Site Plan Approval – Final Summary Letter has been issued by the Town, which approval shall include but not limited to a determination of the limits and extent of the Environmental Policy Area 1 (EPA1) Exception CCC Zone and the location of stormwater management facilities, road right of ways or other essential infrastructure within the EPA, as described in the note on Schedule “A” to this By-law. In the event that the extent of the EPA zone increases in area then the permissions of the relevant EPA zone shall apply and in the event that the EPA zone decreases in area then the permissions of the abutting zone shall apply.</p>	Noted.
Comments	<p>TRCA staff have reviewed the proposed by-law and zoning schedule concerning the Snell’s Hollow East Secondary Plan/OPA and have significant concerns. While staff are here to assist the Town of Caledon with achieving its housing pledge and provincial housing requirements, approval of the ZBA as written may lead to significant delay in the future planning processes for the following reasons:</p>	Noted.
1.	<p>The proposed EPA1 area does not include all compensation areas to the natural system that have been negotiated and agreed to through the Secondary Plan/OPA and its supporting CEISMP. Schedule “A” should be revised to be consistent with the constraints mapping identified in the CEISMP. In particular, the NHS Encroachment &amp; Compensation Areas plan, dated June 16, 2023, prepared by GSAI. Please revise the draft Zoning Schedule.</p>	We confirm that the Zoning schedule that was ultimately approved by the Town reflected limits of development as negotiated with the TRCA and is consistent with the NHS Encroachment & Compensation Areas plan, March 3, 2025, prepared and submitted by GSAI in support of the application.
2.	<p>The Holding Provision refers to an Environmental Policy Area 1 (EPA1) Exception CCC Zone. This zone is not identified in the draft Zoning Schedule. Schedule “A” refers to an “EPA1-HDD” zone only. The by-law should be revised to ensure consistency between the by-law and the Zoning Schedule.</p>	The Zoning By-law Amendment that was ultimately approved was revised with a standard EPA1 zone (subject to holding provisions) and is consistent with the Zoning schedule.
3.	<p>Based on our review of the stormwater management strategy in support of the Secondary Plan, stormwater management facilities are not required within the EPA. Also, the sizing of stormwater management ponds has not been fully vetted through the technical studies being completed in support of the Secondary Plan. Reference to the location of stormwater management facilities within the EPA should be removed from the draft by-law as this is not an appropriate use within the EPA1 zone. In the event that the size of stormwater management ponds needs to be increased to address TRCA’s stormwater management criteria, it is not appropriate to expand/encroach into the adjacent EPA1 zone. The construction of stormwater management facilities within natural hazards and natural features is contrary to policy and best practice.</p>	The Zoning By-law that was ultimately approved by the Town was revised to include a standards EPA1 zone which no longer includes reference to SWM ponds.
4.	<p>An OPA would normally be required to incorporate adopted land use schedules and policies for a new and amended Secondary Plan area. The implementing Zoning By-law would then need to conform to the adopted OPA. Therefore, the lifting of the “H” Holding Provision in this proposed by-law should be tied to this OPA application. Please revise the Holding Provision to include reference to the OPA.</p>	The Zoning By-law that was ultimately approved by the Town was revised to require approval of a Secondary Plan or Official Plan Amendment prior to lifting the Holding provision.





No.	Comment	Applicant Response
5.	TRCA staff are concerned that there is no reference to approval by the TRCA of the related EPA1 zone, which contains natural hazards, among other TRCA regulated features. As the delegated provincial authority on natural hazards and defining their limits, the provision for lifting the “H” Holding Provision and approval of the related planning applications, should be tied to approval by the TRCA.	Noted. However, all development applications within Snell’s Hollow will be subject to a Draft Plan of Subdivision Application which will be required to be reviewed by the TRCA and will be subject to Conditions of Approvals. The TRCA will provide Conditions of Approval and will continue to require development permits prior to site alteration.
6.	Revisions to the ZBA and Schedule will be required to address the technical comments noted in this letter. Adding further planning processes on top of the ZBA (i.e., OPA, Subdivision, Site Plan) will cause further delay in the implementation of the development of appropriate land uses within the Secondary Plan area.	The proposed Zoning By-law was revised prior to being adopted by Town Council. Any further requirements of the TRCA can be addressed through the current Secondary Plan Approval process or subsequent Draft Plan of Subdivision application.
Application Specific Comments		
4.	<p><i>Previous Comment</i></p> <p>The presence of wood frog was recorded in the MAS 2-1 community which is proposed to be removed. While MAS 2-1 is not considered to be a SWH community for wood frog, it may still be providing some habitat function. Please provide a discussion related to the potential relationship between the MAS 2-1 community and wood frogs and provide direction related to mitigation if appropriate.</p> <p><i>Previous Response</i></p> <p>RJB has updated the CEISMP report with additional verbiage to demonstrate there does not appear to be a significant relationship between the MAS 2-1 community and Wood Frog and that mitigation is not warranted. See Section 11.0 Impact Assessment, Avoidance and Mitigation Measures.</p> <p><i>New Comment</i></p> <p>Comment deferred to Town of Caledon staff.</p>	<p>The CEISMP report has been updated with additional verbiage to demonstrate there does not appear to be a significant relationship between the MAS 2-1 community and Wood Frog and that mitigation is not warranted. See Section 11.0 of the CEISMP.</p>
6.	<p><i>Previous Comment</i></p> <p>Seeding of milkweed is proposed within setbacks to compensate for removal of the existing monarch habitat. This may not be a compatible use with buffers which are typically fully vegetated at 100% coverage with trees and shrubs. Please quantify the monarch habitat removal and ensure that an appropriate compensation strategy is implemented.</p> <p><i>Previous Response</i></p> <p>A total of 4.34 ha of CUM1-1 (meadow) habitat will be removed. Most of the buffers are to be established as a non-mowing area, with native selfsustaining vegetation. Therefore, it is acceptable to seed milkweed in the buffers. Grading encroachments into NHS buffers will also be enhanced with a native seed mix and conveyed into public use. Areas on the Clearbrook Developments Lands have identified areas for restoration efforts as compensation for permanent NHS encroachments and will be fully vegetated with trees and shrubs at 100% coverage, as detailed in Section 8.2 of the CEISMP. Restoration opportunities are present on the NHS tablelands where annual row crops currently exist. In emails dated August 11 and November 15, 2023, TRCA staffed they are comfortable with Crozier’s plan in-principle with further details around modest increases to overall valleyland restoration area and specific locations to be determined/refined at the detailed design stage.</p> <p><i>New Comment</i></p> <p>Comment deferred to Town of Caledon staff.</p>	<p>Most of the buffers are to be established as a non-mowing area, with native self-sustaining vegetation. Therefore, it is acceptable to seed milkweed in the buffers. Grading encroachments into NHS buffers will also be enhanced with a native seed mix and conveyed into public use. Areas on the Clearbrook Developments Lands have identified areas for restoration efforts as compensation for permanent NHS encroachments and where feasible will be fully vegetated with trees and shrubs at 100% coverage, as detailed in Section 8.2 of the CEISMP. Restoration opportunities are also present on the NHS tablelands where annual row crops currently exist. In emails dated August 11 and November 15, 2023, TRCA staffed they are comfortable with Crozier’s plan in-principle with further details around modest increases to overall valley land restoration area and specific locations to be determined/refined at the detailed design stage.</p>

No.	Comment	Applicant Response
7.	<p><i>Previous Comment</i> It appears that changes to drainage areas and discharge locations are being proposed on the eastern portion of the site. SWM pond 2 appears to service a 19.73 ha area but the pre development area appears to be 12.6 ha. Additionally, flows from this area appear to be directed toward a different subwatershed downstream of the subject site. Please provide an analysis of the ecological impacts of these apparent changes in drainage area and pattern. Please ensure that it includes an analysis related to the loss of flow to the current receiving system along with the increase in flow to the receiving system. This may require an analysis of the existing conditions of the proposed receiving system to augment the existing knowledge of the subject site.</p> <p><i>Previous Response</i> The proposed conditions drainage areas, and Pond 2 outlet configuration has been revised from first submission to more closely match existing conditions drainage areas to the west and east downstream system, as described in Section 4 of the FSR. Furthermore, the existing and proposed conditions drainage areas and revised Pond 2 outlet system have been included in the continuous feature based water balance, and continuous erosion analysis to demonstrate impact mitigation. A Wetland Water Balance Risk Evaluation was previously submitted by DSEL and Burnside that classified the wetlands in the PSW complex on the subject property as “High Sensitivity” from an ecological perspective. Information on the FBWB can be found in Appendix E of the CEISMP. It is recognized that if there is any reduction in contribution that is greater than 5% (give or take) there will be a noticeable impact to the features and functions of the wetlands (i.e., plant composition, species diversity, etc.), given the sensitivity of the swamp communities. Per DSEL’s updated FSR (2023), the spring months were highlighted as being the most important for maintaining the +/- 5% deficit/surplus in post-development conditions threshold (growing season). The average seasonal runoff volumes range from 1.3% to 4.2% in spring. A detailed summary of the FBWB and continuous model is provided in the FSR and Appendix J (2023). It is Burnside’s opinion that the post development hydroperiod is sufficiently close to the pre-development hydroperiod to achieve protection of the onsite and off-site wetlands with minimal changes to deficit/surplus in post development conditions.</p> <p><i>New Comment</i> It is our understanding that a significant portion of the contributing catchment will undergo development resulting in a notable increase in runoff volume from the developed area to the wetlands. However, a channel exists through the wetland to manage the added runoff volume from the wetland to the Mayfield Road crossing. Referencing the memo titled “Snell’s Hollow/East and West Wetland Model Calibration and Water Balance”, prepared by J.F. Sabourin and Associates Inc., it is noted that the proposed changes in average annual, seasonal, and monthly runoff volumes to the 3 key features remain within +/- 5%, +/- 10%, and +/- 15% of existing volumes respectively. Change in depth of water will help to better interpret impacts on the wetland communities. It is acknowledged that there are uncertainties in modeling exercises. Therefore, an adaptive management plan and associated post-development monitoring plan are required.</p>	<p>New Comment Response:</p> <p>As discussed with the Town on November 08, 2024, the full CEISMP inclusive of Part A, Part B and Part C for the entire Secondary Plan area will be submitted prior to draft plan approval. Part A and B will be submitted first as part of the agency's review of the 3<sup>rd</sup> CEISMP submission. Per the TOR (2019), Long-Term Monitoring Plans (LMP) and Adaptive Management Plans (AMP) are required after baseline conditions are established. Per page 17, Item No. 8 of the TOR (2019), “<i>a report on Part B will be submitted in draft form to the Town of Caledon, Region of Peel and TRCA for review and approval prior to proceeding to Part C of the Comprehensive EIS &amp; MP. Based on the results of Steps 6 and 7, the Part B report will recommend finalized goals and objectives and key targets and strategies for meeting the finalized goals and objectives.</i>”</p> <p>Ecological impacts to the wetlands within the NHS on the subject property were assessed based on the updated feature-based water balance analysis (see Appendix E of the CEISMP) which considered the monthly, seasonal and annual volumes and flows for comparison. Please see updated text in Section 9.5 of the CEISMP for impacts analysis and conclusions.</p>
8.	<p><i>Previous Comment</i> The FBWB identifies what appears to be a substantial increase in wetland water levels. While this change is based on unmitigated development impacts, please ensure that upon finalization of the FBWB work, an analysis is provided related to the ecological impact of any changes to water levels or hydrology. Particular attention should be directed to the swamp communities which are typically highly sensitive to changes in hydrology.</p> <p><i>Previous Response</i> A continuous FBWB model up has been prepared and provided by RJ Burnside. Please see response to Comment 16.7 above.</p> <p><i>New Comment</i> The CEISMP identifies that a change in flow volume in excess of +/- 5% could result in a noticeable impact to wetland function. The FBWB indicates that annual runoff volumes are within +/- 5% but that seasonal and monthly volumes are within +/- 10% and +/- 15% respectively. The CEISMP appears to have focused on the seasonal runoff volumes during the spring months, however, impacts to vegetation communities and hydrological function could occur outside of those spring months. The reason for the apparent discrepancy is unclear especially as it relates to increases in excess of +/- 5%. Please broaden the discussion ensuring that impacts to vegetation communities and the hydrological function are considered for the full scope of potential changes.</p>	<p>Runoff volumes and flows have been provided on a monthly, seasonal, and annual basis for comparison. Wetland water levels have also been provided on a continuous basis to allow for a better comparison of wetland hydroperiods. The results of the feature based water balance analysis shows that while runoff volumes and flows are increased, water levels remain relatively unchanged relative to pre-development conditions.</p> <p>Ecological impacts to the wetlands within the NHS on the subject property were assessed based on the updated feature-based water balance analysis (see Appendix E of the CEISMP) which considered the monthly, seasonal and annual volumes and flows for comparison. Please see updated text in Section 9.5 of the CEISMP for impacts analysis and conclusions.</p>

No.	Comment	Applicant Response
10.	<p><i>Previous Comment</i> Please use the highest water surface elevation derived from the depth storage rating curve to set the maximum water surface upstream of the crossing in HEC-RAS model to deal with the unrealistic backwater situation and submit the model for review.</p> <p><i>Previous Response</i> Please refer to Appendix C in the FSR report.</p> <p><b>New Comment</b> The applicant is required to create a HEC-RAS model and establish the maximum water surface elevation to the values estimated using the depth storage rating curve. This comment remains outstanding.</p>	<p>As coordinated with TRCA between December 2024 and January 2025, the HECRAS model has been adjusted to reflect the observed water levels estimated using the depth storage rating curve. Peak runoffs remains the same in the model for consistency.</p> <p>Is it understood from the coordination that the model updates are satisfactory and that this comment has been resolved.</p>
12.	<p><i>Previous Comment</i> It is noted that critical discharge is determined as part of the fluvial geomorphology study to use it for erosion assessment using continuous hydrology model. The submitted Fluvial Geomorphological Assessment and Flow Monitoring states that an erosion control criteria of 24 or 48-hour detention of the 25 mm event is recommended to prevent erosion. Typically, this criteria is TRCA's generic erosion control criteria for the perennial river. Please submit the continuous erosion assessment undertaken using hydrology model along with values of cumulative Erosion Index and cumulative effective work to establish the above noted erosion control criteria.</p> <p><i>Previous Response</i> Stormwater erosion criteria for proposed SWM facilities were established based on the TRCA SWM Criteria (2012) and MOE (2003) requirement for extended detention volume based on detention of the 25 mm storm event over a period of 48 hours. This level of design was sufficient to develop preliminary sizing of swm facilities in support of the draft plan. Based on this, a continuous erosion exceedance analysis has been completed by GeoMorphix for SWM Ponds 1 and 2 to determine the erosion threshold are to be within 5% per TRCA requirements.</p> <p><b>New Comment</b> TRCA's erosion control criteria is to detain runoff generated from 25 mm rainfall over 48 hours and on-site retention of 5 mm of runoff generated from the total impervious area. It is noted that the proposed ponds are designed to detain runoff from 25 mm rainfall over 48 hours. However, supporting calculations have to be provided to demonstrate the on-site retention of 5 mm of runoff generated from the total impervious area. Please submit supporting calculations that the requirements for the on-site retention of 5 mm of runoff generated from the total impervious area.</p>	<p>Section 6.1 of the <b>FSR</b> has been updated to include discussion of the LID sizing and comparison to the 5mm runoff generated from the total impervious area. The proposed LID volumes exceed the 5mm runoff from the proposed impervious areas. Please note that the continuous erosion analysis provided in the CEISMP considered the SWM Ponds providing 25mm of detention released over 48 hours but did not include the need for 5mm of on-site retention to minimize impacts to the downstream watercourses.</p>
19.	<p><i>Previous Comment</i> It is not known which rain gauge station was selected for groundwater level analysis observed in different monitoring wells. MW19-4(s) shows a response to a 59 mm rain event on January 11, 2020, but did not show a response to a higher rain event around July 2019. It appears that a rain gauge from another location may have been used for the analysis. Please clarify.</p> <p><i>Previous Response</i> the precipitation data presented in the May 2021 report was obtained from the Environment Canada Toronto Lester B. Pearson International Airport climate station (Staton 6158733 - 43°40'38.000" N, 79°37'50.000" W, elevation 173.40 m). This climate station is located approximately 16 KMs to the southeast. Although ~16 KMs isn't too far away with respect to local weather, in review of the precipitation data we have determined that precipitation events observed at Pearson are not always observed in the Heart Lake area and vise versa. For example, the Pearson precipitation data indicates that 12.2 mm of rain fell on August 22, 2022; however, it was reported that approximately 100 mm of rain fell at Heart Lake Conservation Area on that very same day. The hydrographs presented in the January 2024 report have been revised to show the precipitation data collected by GEO Morphix from a rain gauge they installed on site.</p> <p><b>New Comment</b> The Hydrogeology Report has not been submitted. Please submit.</p>	<p>The required HydroG report was later submitted and a further response was obtained by way of TRCA Letter dated April 24, 2024 from Jehan Zeb.</p>

No.	Comment	Applicant Response
23.	<p><i>Previous Comment</i> The Hydrogeology Report estimates pre-development infiltration at 42,100 m3 per annum and post-development, without mitigation, at 28,700 m3 per annum. The Stormwater Management Report estimates pre-development and post-development at 112,905 m3 and 75,621 m3 per annum respectively. The difference between the reports is almost three times. It is recommended that the entire consulting team review the water budget estimate and establish a reasonable estimate.</p> <p><i>Previous Response</i> Burnside has revised the 2021 water balance to reflect the updated development concept and SWM strategy prepared by DSEL. The revised water balance estimates pre-development infiltration at 42,100 m3 per annum and post-development, without mitigation, at 27,800 m3 per annum. DSEL did not prepare a site-wide water balance for this submission.</p> <p><i>New Comment</i> The Hydrogeology Report has not been submitted. Please submit.</p>	<p>The required HydroG report was later submitted and a further response was obtained by way of TRCA Letter dated April 24, 2024 from Jehan Zeb.</p>
HydroG Comments	Items 16.18 to 16.23 on Pages 21 and 22 of the response matrices pertain to hydrogeology staff. The following comments are presented using the numbering system adopted in the response matrix:	Noted.
HydroG Comments	16.8: The response is deemed reasonable.	Noted.
HydroG Comments	16.9: Clarification is acceptable. The hydrogeology report now shows hydrographs from a rain gauge station installed by Geo Morphix installed at the Site. Comment addressed.	Noted.
HydroG Comments	16.20: The response is considered acceptable. The comment has been adequately addressed.	Noted.
HydroG Comments	16.21: The response is deemed acceptable.	Noted.
HydroG Comments	16.22: The response is considered acceptable.	Noted.
HydroG Comments	16.23: The January 2024 hydrogeology report estimates the post-development infiltration, without mitigation, at 27,800 m3 per annum instead of an earlier estimate of 28,700 m3 per annum based on the updated development concept. The change is insignificant. Comment addressed.	Noted.
Dufferin Peel Catholic District School Board		
	Based on the approximate number of 1,087 residential units and projected student yields, the Board will have sufficient accommodation to service the new secondary plan. The Board does not require the reservation of any school sites.	Noted.
	Thank you for giving us the opportunity to provide comments on this matter. The Board would like to continue to be an active partner in the development of the Secondary Plan.	Noted.
Town of Caledon - Urban Design Review		

No.	Comment	Applicant Response
Snell's Hollow Preliminary Development Concept Plan	Although this item is not the focus of our review, we acknowledge that the applicant has made changes to the preliminary development concept plan, occurring at the northwest corner of Heart Lake Road and Street 'C'. The applicant has removed the window street configuration north of Street 'C' and has introduced dual frontage townhouses in this area to create a consistent built form treatment as proposed at the opposite corner of Heart Lake Road and Street 'D'. We are supportive of this modification as it creates a distinguished community entry defined by built form and eliminates views of garages and driveways at this important intersection.	Noted.
d.	Revise the Park Facility Fit Plans as per Town's comments (see attached) and include the plans in the UDAG. Park Facility Fit Plans will be refined at draft plan of subdivision stage and provide detailed drawings at subdivision detailed design stage.	Park Facility Fit Plans have been updated per markups and included within the UD-ACG as part of Section 4.3, however, a Trail Feasibility Study will be provided at a detailed design stage.
g.	Gateway feature shall be provided at NE corner of Mayfield Road/ Kennedy Road and NW of Mayfield Road/ Heart Lake Road within the SWM pond block. The gateway feature should consist of seating areas (no masonry feature wall) and planting. Provide conceptual layout plan and elevation, for Town review and comments. The approved conceptual layout plan and elevation shall be included in the UDAG.	Intended location, and requirements have been noted. Conceptual layout plan and elevation is not appropriate at this time and will be provided at the detailed design stage.
1.	<p>No landscape (include planting) and shelter shall be provided for the community mailboxes; Provide wraps for utility boxes (no planting).</p> <div> <div> <p>viii) COMMUNITY MAILBOXES</p> <p>Community mailboxes will be an important node within the Snell's Hollow Community. They will be places where residents will congregate and interact. The mailbox locations will be determined in consultation with Canada Post and the Town of Caledon. The placement and design for the community mailboxes should consider the following:</p> <ol style="list-style-type: none"> <li>Mailboxes will be set on a concrete pad that is accessible along the community sidewalk and street network.</li> <li>Landscaping should be considered where feasible to create a community destination space for the mailboxes.</li> <li>Mailboxes shall not be located directly in front of the windows of the front yards of residential buildings.</li> <li>Mailboxes shall not obstruct pedestrian movement and shall be screened from public view using landscaping or physical screens.</li> </ol> </div> <div>  <p>Mailboxes set on a concrete pad</p> <p>Example of a community mailbox shelter</p> <p>Example of utility box screening</p> </div> </div>	Section has been updated within the Urban Design Guidelines
1.	<p>Example of utility wraps</p> 	Noted.
2.	Pg. 45, Section 4.4 – Revise the note as follows "A single line of deciduous canopy trees shall be planted along both sides of the street, spaced 10-12 m apart where feasible"	Note added.



No.	Comment	Applicant Response
3.	Pg. 51, Section 4.4, v) Fencing, Item 4 – Revise the typo as follows "...Furthermore, no gates shall be installed that provide direct access to the parks, SWM ponds, woodland, valleyland, greenway corridor, environmental buffers and natural hazard lands from the residential lots, commercial and industrial properties."	Updated
Additional Comments – Red Lined Plan	See additional comments on Red Lined version of MHBC Park Facility Fit Plans dated, July 5, 2024.	Park Facility Fit Plans have been updated per markups and included within the UD-ACG as part of Section 4.3, however, a Trail Feasibility Study will be provided at a detailed design stage.