

RESPONSE MATRIX TO TOWN/AGENCY COMMENTS RECEIVED ON AUGUST 2025 SECOND SUBMISSION

NOTE: DOES NOT INCLUDE COMMENTS REGARDING LOCAL SUBWATERSHED STUDY (LSS). LSS COMMENTS ARE RESPONDED TO IN SEPARATE MATRIX (REFER TO JANUARY 2026 LSS SUBMISSION)

Responses dated April 2026
[Alloa Secondary Plan - POPA 2024-0004]

ROW #	SUB #	REVIEWER	DATE RECEIVED	COMMENTS/CONDITIONS	FORMAL RESPONSE
1	1	Development Planning	Sept 17 2025	Town of Caledon, Urban Design and Landscape comments on the Community Design Guidelines are attached (<i>see separate markup document</i>)	Received and addressed in revised CDG and ACG.
2	2	Development Planning	Sept 17 2025	The Town's Indigenous Engagement Advisor has confirmed that the applicant has met the Town's expectations for engagement for the secondary plan.	Acknowledged
3	3	Development Planning	Sept 17 2025	Below are comments/feedback based on staff's review of the Community Design Guidelines. Please make necessary revisions to the draft plans, where applicable.	Noted
4	4	Development Planning	Sept 17 2025	a. In section 2.2, it states that one of the guiding principles is to "Protect and maintain the existing Natural Environmental System and Greenbelt lands, with views and visual connections from open spaces, where possible." The draft plans have not been revised to include vistas to the NHS blocks. This was a comment previously made as well. Please revise accordingly and ensure future draft plans adhere to the design principles.	The plan includes significant road frontage along NHS blocks, allowing for views into the features.
5	5	Development Planning	Sept 17 2025	b. Please see comments from Landscape and Urban Design staff regarding special character areas and potential gateway locations, specifically enhanced intersections which will help create a sense of place and attractive entrances into the new community. Each draft plan or site plan application must adhere to these design elements.	Noted; comments from Landscape and Urban Design staff have been addressed on both the CDG and ACG.
6	6	Development Planning	Sept 17 2025	c. Please double check the policies referenced within Section 2.3.1.	This section has been updated to reference the Provincial Planning Statement (2024)
7	7	Development Planning	Sept 17 2025	d. Under the first bullet point for 2.4.1, please include Heritage Heights in Brampton.	Heritage Heights is mentioned in the first paragraph and "north-west Brampton communities" is mentioned in the first bullet point.
8	8	Development Planning	Sept 17 2025	e. Require confirmation from transportation staff that the ROW cross sections shown are acceptable, as the minimum collector road ROW width shown is 22 metres. Revisions may be required.	Confirmation of proposed cross-sections has been obtained from transportation staff.
9	9	Development Planning	Sept 17 2025	f. Section 8.5.2: please confirm where this built form is proposed as the rezoning application RZ 2024-0031 only applies to certain parcels owned by Argo. The by-law proposes to amend the encroachment provision, which needs to be revised to reduced rear yard setback. Is this the amendment that will implement this built form? Note: this application has not been approved.	This section has been removed from the CDG and ACG as it applies only at the draft plan level. Note that residential built form guidelines are now only included in the ACG.
10	10	Development Planning	Sept 17 2025	g. Typically, townhouse blocks are a minimum of 4 units. Please confirm why a minimum of 3 is proposed and which situations 3 would be proposed.	Minimum of 3 units removed from ACG.
11	11	Development Planning	Sept 17 2025	h. Through the approval of the secondary plan, the Town permitted policies to be included that allowed for flexibility and the gradual intensification of the urban corridors. In support of this approach, staff requested that the CDG be revised to include transition design provisions and a demonstration plan of how these areas will gradually intensify. Please confirm where this information and plans can be found.	Demonstration plans are included in Section 8 of the CDG.
12	12	Development Planning	Sept 17 2025	i. Previous comments made on the Agricultural Impact Assessment have been addressed.	Acknowledged
13	1	Heritage	Sept 17 2025	As part of the second full submission, the proponent provided a revised Community Design Guidelines, prepared by NAK Design Strategies, dated July 2025. Heritage staff provide the following comments: a. Pg. 148: i. 12240 Creditview Road – should be identified as either Italianate or Queen Anne; representative of one style with influences of the other. Please work with WSP to address this summary. ii. 12306 Chinguacousy Road – dwelling is confirmed to be brick underneath, constructed in the 1890s (not between 1860 and 1877).	Noted. Changes made.

TOWN OF CALEDON
PLANNING
RECEIVED
April 17, 2026

14	2	Heritage	Sept 17 2025	b. Pg. 149: i. Home United Church at 1500 Mayfield was constructed in 1926. Salvaged materials from an earlier c. 1862 church were used in its construction.	Noted. Changes made.
15	3	Heritage	Sept 17 2025	c. Pg. 151: i. Identify the intersection of Old School Road and Creditview Road as part of the Farmsteads of Former Chinguacousy” cultural heritage landscape. There is a brief explanation of this cultural heritage landscape on pg. 52 of the CHAR.	Noted. Changes made.
16	4	Heritage	Sept 17 2025	d. Provide principles in this document and in the Architectural Design Guidelines, to: i. guide the design of new buildings adjacent to heritage resources ii. address the role of heritage structures as focal points in new communities iii. identify how new construction will take inspiration from the heritage resources in the area.	Noted. As the TWDGs have a comprehensive heritage section, they have been referenced rather than repeating guidelines and only broad guidelines have been added to Section 9.1
17	5	Heritage	Sept 17 2025	As part of the second full submission, the proponent provided Architectural Design Guidelines, prepared by NAK Design Strategies, dated July 2025. Heritage staff provide the following comments: a. Section 5.1: i. Pg. 40, end of second paragraph: Revise the timeline and architectural styles listed here. European settlement in Chinguacousy Township did not start until 1819/1820. Gothic Revival style houses were generally constructed mid-late 19th century. The Italianate style remained popular from 1875-1900. These styles were followed by Queen Anne (late 19th/early 20th century) and Edwardian Classicism (early 20th century). ii. Replace images of historic architectural styles in this section with local Alloa examples.	Noted. Changes made.
18	6	Heritage	Sept 17 2025	b. Section 5.1.2, pg. 41: i. Victorian Style is not a style. Replace with Italianate and Edwardian Classical, as there are various examples of these styles in the secondary plan area.	Noted. Changes made.
19	7	Heritage	Sept 17 2025	Heritage staff defer further comments on this document to Urban Design staff.	Noted
20	8	Heritage	Sept 17 2025	As part of the second full submission, the proponent provided a revised CHAR for the Alloa Planning Area, prepared by WSP, dated August 7, 2025. Heritage staff have very minor comments: a. Pg. 41: Based on recently received property specific HIAs, the dwelling at 12306 Chinguacousy Road is believed to have been constructed between 1896 and 1907. Please update the date of construction. b. Pg. 38 and 39: Statement and attributes are copied from 12466 Mississauga Road. Replace with statement and attributes for 1500 Mayfield.	Revisions made per comment.
21	9	Heritage	Sept 17 2025	Beyond these minor edits, Heritage staff have no further comments on the CHAR.	Acknowledged
22	1	Landscape	Sept 17 2025	Mandatory Community Gateways are required on Town-owned property at the major intersections along Mayfield Road. This comment does not impact the draft plans of subdivision currently under review (21T-24013C, 21T-24015C, 21T-24016C, 21T-25004C, and 21T-25008C). Any future draft plan of subdivision located at these intersections will be required to provide a 2-metre-wide entry feature block.	Acknowledged
23	1	Parks	Sept 17 2025	<u>Parkland Dedication</u> Parkland dedication requirements will be calculated based on the Secondary Plan as a whole and will be detailed in the Master Parkland Agreement between the Town and the Landowners Group	Acknowledged
24	2	Parks	Sept 17 2025	<u>Urban Design Guidelines</u> Park Facility Fit General Comments: Park facility layouts should be updated to reflect the latest configuration of parks in the revised Secondary Plan.	Noted. Park facility fits have been updated.
25	3	Parks	Sept 17 2025	Final Park layouts and features to be confirmed during the detailed design stage.	Noted
26	4	Parks	Sept 17 2025	Ensure there are connections to existing and future trail networks where feasible.	Noted. Park facility fits have been updated with connections to trail networks.

27	5	Parks	Sept 17 2025	UDB Figure 5.3: Proposed Community Park Facility Fit Plan Consider relocating the splash pad closer to the washroom building for convenience and accessibility.	Noted. Splash pad has been relocated closer to the washroom building. Final layout and design to be confirmed during detail design.
28	6	Parks	Sept 17 2025	UDB Figure 5.4: Proposed Neighbourhood Park 1 Facility Fit Plan Align park access with adjacent sidewalk crossings where possible to improve connectivity.	Noted. Additional park access paths have been added adjacent to sidewalk crossings. Final layout and design to be confirmed during detail design.
29	7	Parks	Sept 17 2025	UDB Figure 5.5: Proposed Neighbourhood Park 2 Facility Fit Plan Consider including a multi-use court to activate the space; the park currently appears underutilized	Noted. Full basketball courts, tennis courts and pickleball courts have been added to increase park utilization. Final layout and design to be confirmed during detail design.
30	8	Parks	Sept 17 2025	UDB Figure 5.6: Proposed Neighbourhood Park 3 Facility Fit Plan Confirm the exact boundary of the park as the sidewalk on the north side should not be included within the park limits.	Noted. Park boundary is identified with a chain link fence along the back of the residential lots. Final layout and design to be confirmed during detail design.
31	9	Parks	Sept 17 2025	UDB Figure 5.7: Proposed Neighbourhood Park 4 Facility Fit Plan If the adjacent school is an elementary school and is fenced, plan park connections accordingly to accommodate or complement restricted access.	Noted. Walkway connection to the adjacent school has been removed. Final layout and design to be confirmed during detail design.
32	1	City of Brampton Environmental Engineering	Sept 17 2025	Environmental Engineering has reviewed the Comment Response matrix for the secondary plan and provide follow-up comments as noted below: Further to the applicant's response regarding their proposed connections to Brampton's Clean Water Sewers (CWS), as it is stated that alternative options are not available, please ensure the following: a. that appropriate stormwater treatment is provided (quantity and quality) prior to discharging into Brampton's infrastructure; b. that CLI ECA requirements are achieved prior to discharge to Brampton's infrastructure; c. confirmation that the existing storm sewers where proposed to discharge to within Brampton are designed to accept the flows as proposed; d. that major flows from the developments are addressed and captured or if overtopping of the arterial road will occur; e. confirmation that the Secondary Plan and Draft Plans pose no increase in risk to the downstream lands within Brampton's city limits; f. confirmation that the Secondary Plan and Draft Plans shall ensure consistent information, existing and proposed, for the connecting drainage system at the municipal boundary;	a) quantity and quality control for the subject site, such that all site drainage is treated prior to discharge; refer to Section 3.3 of the Scoped Servicing Study (provided in Appendix I of the LSS) which outlines all of the SWM criteria applied to the subject development b) Acknowledged - CLI ECA requirements are included as part of the SWM criteria, per Section 3.3.4 of the Scoped Servicing Study (provided in Appendix I of the LSS) c) A downstream analysis was completed to confirm that the site target flows do not exceed the capacity of the downstream system(s). Please refer to Section 3.5.4 of the Scoped Servicing Study (provided in Appendix I of the LSS) for discussion on the downstream impact assessment. d) Acknowledged - to be incorporated at the Tertiary Plan and detailed design. e) A downstream analysis was completed to confirm that there are no downstream impacts resulting from the subject development. Please refer to Section 3.5.4 of the Scoped Servicing Study (provided in Appendix I of the LSS) for discussion on the downstream impact assessment. f) Acknowledged.
33	2	City of Brampton Environmental Engineering	Sept 17 2025	Response states that comments #2 & #4 to #6 will be addressed in the forthcoming Alloo Phase 1 Tertiary Plan FSR, to be circulated once received;	Noted
34	3	City of Brampton Environmental Engineering	Sept 17 2025	Regarding culverts crossing Mayfield Road, we defer to the Region of Peel for review and comment;	A downstream analysis, including the Mayfield Road crossings, was completed to confirm that there are no downstream impacts resulting from the subject development. Please refer to Section 3.5.4 of the Scoped Servicing Study (provided in Appendix I of the LSS) for discussion on the downstream impact assessment.
35	4	City of Brampton Environmental Engineering	Sept 17 2025	Comment #7 is acknowledged.	Noted
36	5	City of Brampton Environmental Engineering	Sept 17 2025	For each of the draft plan submissions noted, an included "FSR Letter of Compliance" refers to the Alloo Tertiary Plan – Phase 1 Functional Servicing Report for details; therefore, comments cannot be provided at this time other than as noted above.	Noted
37	1	City of Brampton Development Engineering	Sept 17 2025	No comments	Acknowledged

38	1	Town of Caledon, Municipal Numbers	Sept 17 2025	No concerns or comments	Acknowledged
39	1	Ministry of Energy and Mines	Sept 17 2025	No concerns or comments	Acknowledged
40	1	Hydro One	Sept 17 2025	No concerns or comments	Acknowledged
41	1	Dufferin-Peel Catholic District School Board	Sept 17 2025	No concerns or comments	Acknowledged
42	1	Peel District School Board	Sept 17 2025	No concerns or comments	Acknowledged
43	1	CVC	Sept 17 2025	Comments will be provided on the Phase 1 Tertiary Plan submission.	Acknowledged
44	1	Rogers	Sept 18 2025	We have reviewed the proposed area and do not have any comments or concerns at this time. Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.	Acknowledged
45	1	Transportation Engineering	Sept 24 2025	Transportation Engineering staff have reviewed the submitted materials for the applications referenced above and provided the following comments.	Noted.
46	2	Transportation Engineering	Sept 24 2025	Please note that the Alloa Secondary Plan Transportation Study (dated August 2025) was also subject to a Peer Review; comments arising from the Peer Review are attached. In addition to the attached peer reviewer's comments, Town Transportation Engineering offers the following detailed feedback. As per the Peer Reviewers Comments, the majority of the capacity analysis (including intersections) has been deferred to Tertiary Plan studies rather than being completed as part of this submission. Specifically, an evaluation of the need for land dedication requirements at intersections and an analysis of the transportation infrastructure required to support full build out of the entire Alloa area is needed. Secondary Plan Policies 7.20.13.1.4 A & F require these items to be completed as part of the current Secondary Plan Transportation Study. Therefore, if the Secondary Plan Transportation study is not updated, deferred	Peer Review comments are addressed in comment responses below. Concerning Secondary Plan policies and traffic analysis, these requirements are acknowledged. As confirmed through terms of reference correspondence with the Town and Region – the scope of the Transportation Needs Assessment would not require a review of intersection levels of service. This understanding was reached in part due to the Phase 1 Tertiary Plan being primarily responsible for assessing traffic operations at intersections to confirm infrastructure requirements. This includes the full Secondary Plan in a sensitivity analysis. The requested additional traffic operations analysis scenario to understand Secondary Plan infrastructure requirements is contained within the Alloa Tertiary Plan Transportation Impact Study Resubmission.
47	3	Transportation Engineering	Sept 24 2025	Be aware, the Town of Caledon has initiated an addendum to the approved Multi-Modal Transportation Master Plan (MMTMP, June 2024) in 2025. This addendum focuses on evaluating collector road requirements within the 2051 Settlement Area Boundary Expansion (2051 SABE) lands, with particular attention given to identifying the need for continuous east-west collector roads. The findings of the MMTMP addendum will guide and inform Secondary Planning, Tertiary Planning, and Draft Plan applications within the Alloa area. The Road Network Map in the Transportation Study must be updated to provide for the collector roadway connections outlined in the MMTMP Addendum prior to Tertiary Plan Submission. See the Town's Website for specific information.	Crozier is aware of the MMTMP Addendum process and has engaged with municipal staff on this initiative. Crozier participated in numerous meetings and working sessions with town staff to refine and confirm the alignments and rights-of-way of the collector roads that are under the purview of the MMTMP addendum. The proposed Street B (Tim Manley Avenue) collector road alignment aligns with the MMTMP Addendum alignment. The proposed Street C collector road alignment between Chinguacousy Road and Creditview Road is consistent with the Town's preferred alignment per the ongoing MMTMP Addendum. This alignment was the result of the evaluation of several options between the Alloa Landowner Group and Town staff as documented in the MMTMP Addendum.

48	4	Transportation Engineering	Sept 24 2025	Update the Road Network Map: As per comments on 21T-24013C: McMinn Drive should be identified on the draft plan as a minor collector road with a 23.5 m ROW. McMinn connects directly to Creditview Road, an arterial, and the spacing between east–west collector roads in this block further justifies its designation as a minor collector. This classification will also support east–west connectivity to the planned school located further east. McMinn Drive should be identified on the draft plan as a minor collector road with a 23.5 m ROW. McMinn connects directly to Creditview Road, an arterial, and the spacing between east–west collector roads in this block further justifies its designation as a minor collector. This classification will also support east–west connectivity to the planned school located further east. Currently spacing is around 800m MMTMP policy recommends a spacing between 250 m and 400 m.	The proposed McMinn Drive is planned as a 20.0m local roadway with a multi-use path and on-street parking on the south side of the street, providing direct connectivity to the school and park. This configuration was agreed upon in principle with Town staff after discussions on rights-of-way and crosssections for roadways internal to the Secondary Plan.
49	5	Transportation Engineering	Sept 24 2025	Ensure the volumes along Tim Manley Account for trips attracted to the Town’s continuous east-west collectors in the Transportation Study Supporting the Secondary and Tertiary Plans.	Refer to the above response to comment #4.
50	6	Transportation Engineering	Sept 24 2025	Please be advised Town Transportation Staff are awaiting an updated Tertiary plan, comments will be provided as part of that file once submitted.	Acknowledged. The updated Tertiary Plan TIS (March 2026) is now submitted.
51	7	Transportation Engineering	Sept 24 2025	The following comments on cross-sections were previously provided by Transportation Staff via email on September 16th; further details are to be addressed through the Draft Plan or Tertiary Plan stages. <ul style="list-style-type: none"> •General: Buffer will need to be increased to meet minimum maintenance standards •Tim Manley Road: Cycle tracks and sidewalks will be provided, keep 29.0 m ROW. •Minor collector Cross section: The Town requires that minor collector roads include active transportation facilities on both sides, consistent with the Active Transportation Master Plan (ATMP) policy, as well as on-street parking on both sides. To accommodate these requirements, a mid-block right-of-way (ROW) of 23.5 m shall be provided for minor collector roads in accordance with Town standards. •Local Roads: Follow Town Standard No. 202, noting that some sidewalks in specific locations may need to be widened where feasible to follow policies and achieve goals outlines in the Council Approved Official Plan and Active Transportation Master Plan. This includes sidewalks near high pedestrian volume areas (schools, parks, trails etc.). 	Subsequent to the Town comments, numerous working sessions between the Town and Crozier have occurred to establish the ROWs for the internal roadways. These have been established as: Major Collector: 26.0m ROW – includes off-street active transportation facilities on both sides (MUPs) of street (for both Street B and Street C) Minor Collector: 22.0m ROW – includes off-street active transportation facilities (MUPs) on both sides (remaining collector roads) with layby parking Major Local: 20.0m ROW – includes off-street active transportation facility (MUP) on south side of road (McMinn Drive) Local: 18.0m ROW / 16.0m ROW for window streets. 1.8m Sidewalks on both sides / sidewalk on one-side for window streets. (All remaining local roads) Laneways: 8.0m ROW. Shared vehicle / active transportation route. (All laneways) These features are detailed in the Alloa Phase 1 Tertiary Plan resubmission (March 2026).
52	8	Transportation Engineering	Sept 24 2025	As part of the Tertiary Plan and subsequent draft plan submissions, clarity on the following details must be provided: <ul style="list-style-type: none"> •Identification of defined and distinguishable transit routes, along with specific proposed bus stop locations, to demonstrate that the 400 m coverage standard is achievable. •The comprehensive plan for the phasing of the road network and associated improvements. •The planned phased implementation strategy to facilitate the introduction and expansion of transit services over time, in coordination with the development of the road network. 	Acknowledged. Bus stop locations are shown in the Tertiary Plan TIS. It is noted that the transit stops as outlined in the Alloa Secondary Plan TNA confirm 400m coverage. Development phasing, including roadways are addressed in the Tertiary TIS resubmission. Finally, an interim bus transit service for the Alloa Phase 1 lands is outlined in the Tertiary Plan TIS, which differs to the ultimate configuration for the Alloa Secondary Plan. However, final bus routings and stops require finalization in consultation with Brampton Transit.

53	9	Transportation Engineering	Sept 24 2025	Please be advised that additional details will be required at the Draft Plan and Detailed Design stages.	Acknowledged.
54	1	TIS Peer Review (RJ Burnside)	Sept 24 2025	We note that the study has been stamped by a professional engineer. Please ensure that future submissions of the Transportation Needs Assessment or associated studies (tertiary plan) are similarly stamped	Noted.
55	2	TIS Peer Review (RJ Burnside)	Sept 24 2025	The first submission comments indicated that a deeper level of traffic analysis would be required to understand the potential impacts of developing this secondary plan area. The second submission study reiterates its position of using a combination of background report review and screenline analysis to determine potential impacts and defers more complex analysis to tertiary studies. While we generally accept the approach of scoping the level of analysis based on the style of report, we have a concern that deferring most analyses of traffic impacts to more specific studies will result in a fragmented network. This study should more accurately outline its strategy of harmonizing improvements across the secondary plan area.	Consistent with the response to Town Comment #2, as confirmed through terms of reference correspondence with the Town and Region – the scope of the Transportation Needs Assessment would not require a review of intersection levels of service. This understanding was reached in part due to the Phase 1 Tertiary Plan being primarily responsible for assessing detailed traffic operations at intersections to confirm infrastructure requirements, and would consider traffic operations analysis of the full Secondary Plan in a sensitivity analysis. As part of the Tertiary Plan TIS resubmission, the Interim (Phase 1 – 2031), and Ultimate (2041 – sensitivity analysis considering the entire Secondary Plan) traffic operations. This analysis includes the arterial and collector road intersections on the external boundary road network, as well as the internal collector road network. Mitigation measures such as signalization and auxiliary turn lane recommendations are also identified as part of
56	2a	TIS Peer Review (RJ Burnside)	Sept 24 2025	The study should review a small number of select intersections (8-12) to better understand how the tertiary plan areas will work together in the future. Scoping the analysis to only the arterial intersections and arterial / major collector intersections would allow the study to investigate the transportation impacts while still reserving the bulk of the analysis for the tertiary plans.	Refer to the response to comment #2 above.
57	2b	TIS Peer Review (RJ Burnside)	Sept 24 2025	Scoping the analysis to a select number of intersections would allow the investigation of a 2031 horizon year to better understand how transportation improvements could be phased during different stages of development.	Refer to the response to comment #2 above.

58	2c	TIS Peer Review (RJ Burnside)	Sept 24 2025	This would also allow the Transportation Needs Assessment to make more concrete suggestions on intersection control modes to assist in guiding the tertiary plans.	Refer to the response to comment #2 above.
59	2d	TIS Peer Review (RJ Burnside)	Sept 24 2025	The study also notes deficiencies in intersection spacing, investigating key intersections would allow the study to make more accurate conclusions in this regard.	Refer to the response to comment #2 above.
60	2e	TIS Peer Review (RJ Burnside)	Sept 24 2025	Study methodology including PHF, growth rates, trip generation, traffic distribution and balancing should be consistent between this study and any tertiary studies.	Refer to the response to comment #2 above.
61	3	TIS Peer Review (RJ Burnside)	Sept 24 2025	The assumption that the Highway 413 will be complete in the 2031 horizon appears to be aggressive. While we accept in principle completing the analysis under this assumption, additional discussion should be provided on how the network would function in the absence of the development of the highway.	Acknowledged, the following discussion is proposed to be added in a future study version: We note that early works contracts have since been awarded by the Province, and all Region, Town, and City models have assumed buildout coinciding with the 2031 horizon or shortly thereafter. This is also the case with other background development TISs. The proposed development is modelled for 2031 horizon buildout. However, this horizon, like Highway 413, is also aggressive to enable aligned horizon years with other planning studies. Therefore, the full development yield may not be fully realized by 2031, but this has nevertheless been assumed for the analysis.
62	4	TIS Peer Review (RJ Burnside)	Sept 24 2025	Cross sections for the study area network have been identified (Figure 17). Any tertiary studies would be required to follow this network layout to ensure consistency of cross sections, intersection alignment, active transportation facilities and transit opportunities.	Acknowledged.
63	5	TIS Peer Review (RJ Burnside)	Sept 24 2025	Our previous comments noted the following: "The Study is not following a MCEA process unless a public engagement component has been carried out." It is noted in section 5.1 that the public engagement component is still outstanding.	Public engagement has been undertaken as part of the Town of Caledon MMTMP Addendum. The study area considered in the municipal class environmental assessment process considers the entirety of the Alloa Secondary Plan area, including the proposed collector road network and alternative alignments. Through this process, preferred alignments were confirmed with Town staff. Accordingly, additional public engagement would not be required for the Secondary Plan.

64	6	TIS Peer Review (RJ Burnside)	Sept 24 2025	The Executive Summary of the original submission cited approximately 40,000 residents and 4,000 jobs. The second submission's Executive Summary revises these figures to approximately 34,000 residents and 3,800 jobs. While Table E1 (Development Proposal) in the second submission provides the updated detailed statistics, this significant change in overall development yield should be explicitly highlighted in the Executive Summary or introduction as a key revision, along with a brief explanation for the reduction.	Acknowledged, a correction can be applied in a future study version.
65	7	TIS Peer Review (RJ Burnside)	Sept 24 2025	The study notes some concern with the angles of intersections within the study area. We understand that this has been identified as an issue in the existing conditions of the study area, however, we would recommend that intersections be realigned where possible. This is especially important where it concerns new major collector links like Tim Manly Avenue and Chinguacousy Road.	Major intersections have been realigned where appropriate to adhere to the Town of Caledon standard of intersection angles within 85 to 95 degrees. Should this not be able to achieve at specific intersections during the Draft Plan stage, individual discussions with Town staff will be required to address any outstanding concerns.
66	8	TIS Peer Review (RJ Burnside)	Sept 24 2025	While we agree in principle with the practice of generating trips in a single batch based on their land use, the nonlinear nature of fitted curves in trip generation can result in under or over estimation of trips when using this method. In addition, the batch size contemplated in the Secondary Plan is significantly larger than any of the sample sites presented in ITE. Fitted curve vs average rate calculations should be reviewed to ensure trips are not over or underestimated when calculating in batches.	It is noted that the Average Rate or Fitted Curve methodology for each land use / peak hour was selected based on a standard screening process of ensuring a minimum 20 sample sites and an R ² of 0.75, in accordance with Chapter 4 of the ITE Trip Generation Handbook, 3rd Edition. Nevertheless, Attachment 1 includes a comparison to the methodology not used for trip generation analysis for reference. The a.m. and p.m. peak hours would receive increased and decreased overall trip generation, respectively. While a net increase in trip generation could be realized by using the higher of Average Rate and Fitted Curve for each case, this would be unnecessarily conservative in forecasting development traffic. For the Alloo Phase 1 Tertiary Plan, all land uses apart from the Townhouses and High-Density Residential land uses are within the range of sample sites collected by ITE for these trip generation forecasts. For the Alloo Secondary Plan, all residential land uses (including detached dwellings) are outside the range of sample sites collected by ITE, and the remaining land uses fall within the range of sample sites. Please note that using the average rate methodology in batches does not affect the ultimate result. In reviewing batches net trip generation under the trip generation method used for the study according to the Trip Generation Handbook, overall Secondary Plan trip generation would increase by less than 5% in both peak hours. A negligible decrease and increase are forecast for the Alloo Phase 1 Tertiary Plan as well. Attachment 1 contains these analysis results.
67	9	TIS Peer Review (RJ Burnside)	Sept 24 2025	Section 8.1.3 of the report details a modal split adjustment factor based on a target vehicle mode split of 78%. The report notes this is sourced from the MMTMP and it also appears to be consistent with the mode split recommendation in Section 5.1.3. While we agree with the concept of targeting this mode split for the long term build out of the development, modelling the full target for the 2041 horizon appears to be aggressive. We recommend modelling a more conservative target for mode split to ensure the development will still function in the 2041 horizon if certain elements of the network are still to be developed (Highway 413, transit network, AT facilities).	The mode split target is consistent with the Town's target, as well as the Region of Peel's target. These targets are defined in their respective Transportation Master Plans. New communities such as the Alloo Secondary Plan are expected to contribute to a more sustainable modal shift relative to existing communities within the Town of Caledon, meaning that modal split is expected to already be conservative. A separate analysis based on a conservative modal split would directly conflict with the Town's Transportation Master Plan. This would also result in requirements for transportation infrastructure that are unnecessary given the alignment with the Town's, Region's and Province's improvement plans, projections and infrastructure commitments consistent with these targets. Such commitments include new community transit service, rapid transit service extensions (via <u>Ziml 413 Transitway and associated Transit Hubs (at Mayfield Road) along with an extensive trail multiuse path</u>
68	10	TIS Peer Review (RJ Burnside)	Sept 24 2025	The text of the report in section 6.2.4 – Summary, notes that Figure 15 displays both intersection spacing and angles. After review it appears that Figure 15 only displays the intersection spacing and omits the angles.	Acknowledged, a correction can be applied in a future study version.

69	11	TIS Peer Review (RJ Burnside)	Sept 24 2025	Section 6.3.4 has a broken reference in the second paragraph that should link to Figure 21	Acknowledged, a correction can be applied in a future study version.
70	12	TIS Peer Review (RJ Burnside)	Sept 24 2025	Figure 23 is missing the Alloa Secondary Plan Boundary	Acknowledged, a correction can be applied in a future study version.
71	1	Region of Peel	Sept 29 2025	<p><u>Advisory Comments:</u></p> <ul style="list-style-type: none"> In accordance with Bill 185, beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to water and wastewater servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end, the Region will continue to have an interest in community building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services. 	Acknowledged
72	2	Region of Peel	Sept 29 2025	<p><u>Alloa Local Subwatershed Study:</u></p> <p>Staff have reviewed the Local Subwatershed Study, prepared by Crozier Consulting Engineers, revised August 2025, and provide the following comments:</p> <ul style="list-style-type: none"> The following items remain unaddressed and are to be submitted through future Draft Plan of Subdivision and Site plan applications: <ul style="list-style-type: none"> A well survey and contingency plan for potential impacts to private water supply wells. An updated dewatering assessment will be required if the proposed building excavation depth differs from the assumed 3 m below ground surface. Copy of permit to discharge from utility authority (if applicable, i.e. discharge directed towards municipal sewer) when available Copy of the dewatering discharge plan submitted to conservation authority (i.e. discharge directed towards NHS) when available. 	<ul style="list-style-type: none"> Crozier agrees that the result of a well survey, as well as a contingency plan for potential impacts to private wells will be necessary through future Draft Plan of Subdivision and Site Plan applications. The well survey will capture all drinking water wells within and area of 500 - 1000m from the site boundary and the information collected will include age of well, type of well, water level and potentially the collection of a water sample for submission to an accredited laboratory for analysis for general chemical, metals & inorganics and bacteriological parameters. If required, discharge permits will be obtained from utility authorities and copies will be forwarded to the Region of Peel. It is premature to apply for discharge permits at this time, this requirement will be addressed at a later stage in the planning process. As the Town has acknowledged that this is a requirement for later stages of the planning process, including this as a comment at this time does not represent an efficient use of Region resources Similarly, copies of any dewatering discharge plans that have been submitted to the CA will be forwarded to the Region of Peel. As the Region has acknowledged that this is a requirement for later stages of the planning process, including this as a comment at this time does not represent an efficient use of Region resources
73	3	Region of Peel	Sept 29 2025	<p><u>Alloa-wide Scoped Servicing Study:</u></p> <p>Staff have reviewed the Alloa-wide Scoped Servicing Study, prepared by Urbantech, revised August 2025, in conjunction with the Revised Scoped Servicing Study Figures, prepared by Urbantech, dated September 18, 2025, and offer the following comments:</p> <ul style="list-style-type: none"> The Residential and employment population forecasts have been prepared by GSAI based on the Secondary Plan preferred land use plan and projected housing mix within each area. The total estimated population for Alloa Phase 1 is 22,051 (residential 21,401 and jobs 650). The total estimated population for Alloa Phase 2 is 20,860 (residential 15,825 and jobs 5,035). The total population for Alloa Secondary Plan Area is 42,911 (PPJ) which exceeds the Region planning numbers for both scenario's (Sc1 and Sc2) 	Noted

74	4	Region of Peel	Sept 29 2025	<p><u>Water Servicing</u></p> <ul style="list-style-type: none"> The estimated domestic water demand provided for the Alloa Phase 1 is 120.4 L/s (MDD) and Alloa Phase 2 is 117.6 L/s (MDD). <p>o It is proposed that the Alloa Secondary Plan area is intended to be serviced by a series of local watermains, connected and looped with existing and / or planned Regional DC infrastructure. The Alloa Phase 1 lands will use these existing watermains for water distribution and looping.</p> <p>o Additional Regional DC watermains on Mayfield Road, Creditview Road, Mississauga Road, Heritage Road and mid-block within the Secondary Plan (Tim Manley Blvd. extension) will be required for Alloa Phase 2, along with the future West Caledon Elevated Tank and associated transmission mains.</p>	Noted
75	5	Region of Peel	Sept 29 2025	<p>Waster Servicing comments are as follows:</p> <p>o There is a water system capacity in pressure zone 7 to service the entire Alloa Phase 1 by existing pressure zone 7 water infrastructure, as per the proposed water servicing and development staging plan. However, the planned Development Charges (DC) watermain systems within/or around the Alloa Phase 1 development site should be constructed prior to water servicing. The inclusion in the budget/construction date is subject to change for the regional projects.</p>	Noted and acknowledged
76	6	Region of Peel	Sept 29 2025	<p>o There is a water system capacity to service the SP-24-092C (Fieldgate) lands by connecting to existing 400mm diameter PZ 7 watermain on Mayfield Road, as per the proposed wastewater servicing plan.</p>	Noted
77	7	Region of Peel	Sept 29 2025	<p>o The planned DC watermain projects within/around the Alloa Phase 2 development site as well as the West Caledon Elevated Tank and associated transmission mains should be required prior to service the Alloa Phase 2. The inclusion in the budget/construction date is subject to change for the regional projects.</p>	Noted
78	8	Region of Peel	Sept 29 2025	<p>o The proposed internal water distribution systems within the development to be sized to meet the required capacity in accordance with the Region of Peel criteria.</p>	Noted and acknowledged
79	9	Region of Peel	Sept 29 2025	<p>o Detailed fire flow calculations and the hydrant flow test should be provided when available in subsequent site-specific applications.</p>	Noted and acknowledged
80	10	Region of Peel	Sept 29 2025	<p>o However, subsequent submissions for this site needs to be reviewed in more detail by the Region to confirm the water servicing for the site.</p>	Noted
81	11	Region of Peel	Sept 29 2025	<p>o Recommendations are subject to change should the proposed population and water demand changes.</p>	Noted
82	12	Region of Peel	Sept 29 2025	<p><u>Wastewater Servicing</u></p> <ul style="list-style-type: none"> The estimated wastewater flows from the Alloa Phase 1 is 272.2 L/s (PWWF) and Alloa Phase 2 is 254.0 L/s (PWWF). <p>o It is proposed that the wastewater outlet for the Alloa Phase 1 lands is the existing 750 mm trunk sewer on Brisdale Drive.</p> <p>o Alloa Phase 2 will be serviced by a network of internal sub-trunks and future regional trunk sewers planned along the Tim Manley extension (west of Crediview Road) and on Mississauga Road. The wastewater outlet for the Phase 2 area is the future 900 mm sanitary trunk sewer at Mississauga Road and Mayfield Road.</p>	Noted
83	13	Region of Peel	Sept 29 2025	<p>Wastewater Servicing Comments are as follows:</p> <p>o There is a downstream wastewater system capacity to service the entire Alloa Phase 1 lands by discharging to the existing 750mm diameter Brisdale Sewer, as per the proposed wastewater servicing and development staging plan. However, the planned Development Charges (DC) wastewater system within the Alloa Phase 1 development site should be constructed prior to wastewater servicing. The inclusion in the budget/ construction date is subject to change for the regional projects.</p>	Noted

84	14	Region of Peel	Sept 29 2025	o The entire Alloa Phase 2 lands will be serviced by the future DC 675mm sewer within Alloa Phase 1 lands and Mississauga Road and ultimately discharge to the future 900mm diameter sewer on Mississauga Road. The planned DC wastewater system should be constructed prior to wastewater servicing. The inclusion in the budget/ construction date is subject to change for the regional projects.	Noted. It is anticipated that pipe sizes and alignment servicing Phase 2 lands will continue to be refined as planning proceeds.
85	15	Region of Peel	Sept 29 2025	o The 750mm diameter sewer on Brisdale Drive up to the north of Mayfield Road is under construction (Issued For Construction, Project Number T-11011BA) which should be completed prior to wastewater servicing for Alloa Phase 1.	This pipe is constructed.
86	16	Region of Peel	Sept 29 2025	o The proposed local internal wastewater collection systems within the development to be sized to meet the required capacity in that sewershed in accordance with the Region of Peel criteria.	Noted
87	17	Region of Peel	Sept 29 2025	o However, subsequent submissions for this site needs to be reviewed in more detail by the Region to confirm the wastewater servicing for the site.	Noted
88	18	Region of Peel	Sept 29 2025	o Recommendations are subject to change should the proposed population and flows change.	Noted
89	19	Region of Peel	Sept 29 2025	Stormwater Management • Stormwater Management comments will be provided upon receipt and review of the updated Phase 1 Tertiary Plan FSR/ SWMR.	Noted
90	20	Region of Peel	Sept 29 2025	<u>Capital Projects:</u> The Region's capital project consultant has reviewed Scoped Servicing Study Figures, prepared by Urbantech, dated July 2025, and offer the following comments and redlined drawings: • It appears that some drainage areas have been combined and are contributing drainage to a different crossing. For example, under pre-conditions, drainage areas contributing to crossing C6, C7, C8 and C9 are 9.25ha, 21.6ha, 18.2 ha and 46.1 ha respectively. Under post-conditions drainage areas contributing to crossing C6, C7, C8 and C9 are 0.00ha, 37.6ha, 2.1 ha and 60.3 ha respectively. Since additional flow seem to be diverted to crossings C7 and C9, the future development needs to ensure that flows are controlled to allowable capacity of the proposed crossings C7 and 9 as per the capital project design.	A downstream analysis, including the Mayfield Road crossings, was completed to confirm that that there are no downstream impacts resulting from the subject development. Please refer to Section 3.5.4 of the Scoped Servicing Study (provided in Appendix I of the LSS) for discussion on the downstream impact assessment.
91	21	Region of Peel	Sept 29 2025	o Provide cross sections/ typical sections on the frontage of Mayfield / Mississauga/ Creditview Roads showing final conditions after the Region has constructed the road.	Not typically provided at Secondary Plan. This will be reviewed at Tertiary Plan.
92	22	Region of Peel	Sept 29 2025	o Provide plan and profile drawings for the side streets.	Not typically provided at Secondary Plan. This will be reviewed at Tertiary Plan.
93	23	Region of Peel	Sept 29 2025	o Developer to coordinate with existing/ proposed utilities.	Noted
94	24	Region of Peel	Sept 29 2025	<u>Development Transportation:</u> <u>Proposed Intersection Connections and Spacing (within the Transportation Needs Assessment)</u> Staff have reviewed the Alloa-wide Transportation Needs Study, prepared by Crozier, revised August 2025, and offer the following comments: • Any proposed connection to Mayfield Road and Mississauga Road should adhere to the spacing requirements set out within the Region's Road Characterization Study. This portion of Mayfield Road is designated as an Industrial Connector, which outlines a spacing requirement of 450 metres between any full movement accesses. This portion of Mississauga Road is designated as a Suburban Connector, which outlines a spacing requirement of 300 metres between any full movement access/intersection.	Acknowledged. Crozier understands the Region's concern of street connections being deficient of the Regional spacing requirements of 450m for an industrial connector and 300m for a Suburban Connector. However, on Mayfield Road, the Region has previously indicated preliminary support for the Street E (opposite Brisdale Drive), Street F (opposite Thornbush Boulevard), and Street G (Robert Parkinson Drive) collector connections to Mayfield Road, and these connections will continue to be pursued despite the RCS spacing requirements deficiency. Similar support has been indicated previously for the Mississauga Road collector road connections. Crozier notes that an update to the Region's RCS is expected in the near future. Additional details are explored as part of the Alloa Phase 1 Tertiary Plan TIS resubmission.

95	25	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Section 6.2.3 – Proposed Mayfield Road and Street D intersection: <ul style="list-style-type: none"> The Region is not in support of Street D, as currently proposed/presented to be a full movement access to be further reviewed through subsequent Tertiary Plans and Draft Plans. This section of the report concludes that this intersection will remain to be proposed as full movement despite the Region’s lack of support. The Region, in theory, would support a restricted left in/right-in/right-out movement access at most, at this location. All plans within the study, including any Tertiary Plans, and body of report should be updated to reflect this supported restricted access type, which is a restricted left in/right-in/right-out movement access. The classification of Mayfield Road is intended to remain the same, which is an Industrial Connector. 	<p>Noted. The proposed Street D connection to Mayfield Road continues to be pursued as a full moves intersection, also consistent with the Town’s objectives for connectivity. Importantly, in reviewing the full Region of Peel RCS, which provides guidance on conditions for deficient intersection spacing to be approved, this guidance results in support for a fullmoves intersection at this location. The fulsome justification will be provided within the forthcoming Alloo Phase 1 Tertiary Plan TIS resubmission, and we expect further discussions with the Region following submission of the Addendum.</p> <p>Finally, it is recognized that the RCS is being updated by the Region. However, this upcoming analysis will use the latest Region policy regarding intersection spacing.</p>
96	26	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Signals warrant analysis will be required to be provided for each proposed full movement intersection for review and approval (Street E, Street F, Street G). 	Signal warrant analysis is provided within the Alloo Phase 1 Tertiary Plan resubmission. Signals are not warranted under future background or future total conditions at all noted intersection connections.
97	27	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The Region, from a high level is in support of Street G North, Street G South and Street B along Mississauga Road (Regional Road 1) in terms of spacing. Actual configuration is yet to be determined and will be reviewed in detail in forthcoming submissions, including tertiary plans. The spacing dimensions have not been provided within the current report and are to be added along Mississauga Road. 	Acknowledged.
98	28	Region of Peel	Sept 29 2025	<p><u>General</u></p> <ul style="list-style-type: none"> A Traffic Impact Study (TIS) will be required; terms of reference was received and commented on; The Region will review and comment upon receipt of the revised Phase 1 Tertiary Plan TIS. 	Acknowledged.
99	29	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> MTO must be circulated for comment and approval as a significant portion of the subject lands fall within the Preferred Route and Route Planning Study Area boundaries. Tamara Kwast (tamara.kwast@peelregion.ca) is the Regional project lead for the 413 GTA West Corridor project and will need to be consulted for comment regarding the impacts of the proposed Alloo Secondary Plan. 	Understood.
100	30	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Please be advised that the existing access connections along Mayfield Road and Mississauga Road will be subject to revision as a part of the Alloo Secondary Plan. Access configuration, location, type and all geometrics including auxiliary turn lanes will be determined after receipt and review of a satisfactory TIS. 	Acknowledged. These requests are covered under the Alloo Phase 1 Tertiary Plan TIS for the Phase 1 lands, and a future Alloo Phase 2 Tertiary Plan TIS (or similar) will be required for the remainder of the Secondary Plan lands as detailed in the TNA.
101	31	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Any proposed connections to Regional Roads should adhere to the spacing requirements set out within the Region of Peel’s Road Characterization Study (RCS), which speaks to the Region’s Controlled Access By-Law. The RCS speaks to our various road classifications as well as the minimum spacing requirements that are associated with them. 	Acknowledged – please refer to the comment response #24.
102	32	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Pedestrian infrastructure and other urbanization may be required, details will be reviewed in future submissions. 	Acknowledged.
103	33	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> A Tertiary Plan will be required which includes the subject properties to ensure that a comprehensive development plan is created for the sites fronting on Mississauga Road (Regional Road 1) and Mayfield Road (Regional Road 14). To ensure that future developments along this corridor adhere to the Region of Peel’s Access control by-law, the Tertiary Plan would demonstrate a comprehensive development scheme along these lands which includes reciprocal access easements between adjacent properties and shows potential locations of vehicular access point(s) onto Coleraine Drive and Mayfield Road. 	A Comprehensive Access Plan is provided within the Alloo Phase 1 Tertiary Plan TIS resubmission, including for the remaining areas within the Alloo Secondary Plan.

104	34	Region of Peel	Sept 29 2025	<p><u>Mississauga Road - Regional Road 1</u></p> <ul style="list-style-type: none"> The Region requests the gratuitous dedication of lands to meet the City of Brampton's Official Plan requirement for Regional Road 1 (Mississauga Road). The City of Brampton's Official Plan road widening requirement for mid-block along Mississauga Road is 45 metres right-of-way (22.5 metres from the centerline). Additional property may be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: <ul style="list-style-type: none"> 50.5 metres for a single left turn lane intersection configuration (25.25 metres from the centerline of Mississauga Road). 54.0 metres for a double left turn lane intersection configuration (27.0 metres from the centerline of Mississauga Road). 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
105	35	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The Region will require the gratuitous dedication of 15 x 15 metre daylight triangles and/or signals easements at any approved full moves intersections or full moves accesses along Regional Road 1; 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
106	36	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 1 (Mississauga Road) behind the property line and daylight triangles, except at any approved access points; 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
107	37	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way; 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
108	38	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant. 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
109	39	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Please be advised that there will be a planned Capital Project #16-4060 taking place along Mississauga Road for road widening from Financial Drive to 300m south of Bovaird Drive. The Project Manager for this project is Sandra Sadek (sandra.sadek@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project and detailed design. 	Noted.
110	40	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Please be advised that there an on-going Capital Project #10-4040 taking place along Mississauga Road for road widening from Bovaird Drive to Mayfield Road. The Project Manager for this project is Scott Durdle (scott.durdle@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project and detailed design. 	Noted.
111	41	Region of Peel	Sept 29 2025	<p><u>Mayfield Road - Regional Road 14</u></p> <ul style="list-style-type: none"> The Region requests the gratuitous dedication of lands to meet the City of Brampton's Official Plan requirement for Regional Road 14 (Mayfield Road). The City of Brampton's Official Plan road widening requirement for mid-block along Mayfield Road is 50 metres right-of-way (25.0 metres from the centerline). Additional property may be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: <ul style="list-style-type: none"> 55.5 metres for a single left turn lane intersection configuration (27.75 metres from the centerline of Mayfield Road). 59.0 metres for a double left turn lane intersection configuration (29.5 metres from the centerline of Mayfield Road). 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
112	42	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The Region will require the gratuitous dedication of 15 x 15 metre daylight triangles and/or signals easements at any approved full moves intersections or full moves accesses along Regional Road 14; 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.
113	43	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 14 (Mayfield Road) behind the property line and daylight triangles, except at any approved access points; 	Noted. The required land dedications are to be shown on the applicable Tertiary Plan and future Draft Plan Drawings.

114	44	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way; 	Acknowledged
115	45	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant. 	Acknowledged
116	46	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Please be advised that there is an on-going Capital Project #17-4030 is taking place along Mayfield Road for road widening from Mississauga Road to Winston Churchill Boulevard. The Project Manager for this project is Ommar Moeen (ommar.moeen@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project and detailed design. 	Noted.
117	47	Region of Peel	Sept 29 2025	<ul style="list-style-type: none"> Please be advised that there is an on-going Capital Project #15-4070 is taking place along Mayfield Road for road widening from Chinguacousy Road to Mississauga Road. The Project Manager for this project is Shahid Quraishi (sunil.quraishi@peelregion.ca) Please reach out to the project manager to obtain additional information on the capital project and detailed design. 	Noted.
118	48	Region of Peel	Sept 29 2025	<p><u>Affordable Housing:</u></p> <ul style="list-style-type: none"> Further to previous discussions regarding potential options for affordable housing in the Alloo Secondary Plan Area, staff have reviewed the options identified and advise preference for Block 1B fronting Chinguacousy Rd to maximize overall site development. However, through the Teritary Plan process, staff wish to participate in further discussions to determine the possibility for other locations that may meet Peel's affordable housing needs. 	A 0.81 hectare (2 acre) block of land for gratuitous dedication to the Region of Peel for affordable housing is proposed at the Chinguacousy/Mayfield intersection. This block will facilitate affordable housing for the overall Secondary Plan, but the implementation of this item is being reviewed through the Alloo Phase 1 Development Staging and Sequencing Plan in support of the Alloo Phase 1 Tertiary Plan process. The location has frontage on an arterial road, is accessible by transit, and is within close proximity to major community amenities such as schools, parks, and retail uses. As discussed, These lands will be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. Said conveyance to the Region will occur at the time of subdivision registration or in conjunction with Site Plan Approval for the lands within which they are located. We look forward to the Region's comments through the Alloo Phase 1 Tertiary Plan process.