

TOWN OF CALEDON  
PLANNING  
RECEIVED  
August 8th, 2025

**Comment Response Matrix**  
0, 12197, 12155, 12045, & 12029 Coleraine Drive,  
8522, 8576, 8602 Mayfield Road,  
Northeast Corner of Mayfield Road and Coleraine Drive,  
Town of Caledon  
August 2025

**Comment Response Matrix**

0, 12197, 12155, 12045, & 12029 Coleraine Drive,  
8522, 8576, 8602 Mayfield Road,  
Northeast Corner of Mayfield Road and Coleraine Drive,  
Town of Caledon  
Weston File: 10846  
August 2025  
City File: PAR-DPP-2024-00206

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**1. TORONTO AND REGION CONSERVATION AUTHORITY**

**Adam Miller – [adam.miller@trca.ca](mailto:adam.miller@trca.ca) - October 25, 2024**

Comment	Consultant	Response
<p>This letter will acknowledge receipt of the Town’s first circulation of the above noted Block Plan Application and Official Plan Amendment (OPA) Application received by Toronto and Region Conservation Authority (TRCA) on August 21, 2024. A list of materials reviewed by TRCA is included in Appendix “A”.</p> <p>TRCA staff have reviewed the applications and submission in accordance with the Conservation Authorities Act (CA Act) and its associated regulations, which require TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. Whether acting on behalf of the Ministry of Natural Resources (MNR) or as a public body under the Planning Act, Conservation Authorities (CAs) must help ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Policy Statement (PPS) and conform to any natural hazard policies in a provincial plan.</p> <p>In addition, TRCA staff have also reviewed these applications in accordance with TRCA’s permitting responsibilities under Section 28.1 of the CA Act. Where development activities are proposed within a TRCA Regulated Area (i.e., river or valley, wetlands, hazardous lands, etc.), a permit is required from TRCA. TRCA must ensure that where a proposal is within an area regulated by TRCA, that the proposal conforms with the appropriate policies</p>	<p>Information Only</p>	<p>Noted.</p>

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of Section 8 of TRCA’s Living City Policies (LCP), which evaluate a proposal’s ability to meet the tests of the CA Act and regulation.

Purpose of the Applications

TRCA staff understand that the purpose of the Block Plan and OPA applications is to facilitate the overall development of the subject lands located at the northeast corner of Mayfield Road and Coleraine Drive, in the Town of Caledon.

The Block Plan contemplates the extension of Simpson Road south towards Mayfield Road. A new storm sewer by-pass is proposed to be located under the Simpson Road Extension, which will replace the approved plan to construct a 45-m open channel system along the west side of the future Simpson Road.

TRCA staff understand an OPA is required to facilitate changes to the existing South Simpson Industrial Secondary Plan and bring the development of the subject lands into conformity with the existing Town of Caledon Official Plan, the new Town of Caledon Official Plan and the Secondary Plan. The applicant is also proposing to amend Schedule “C”, “C-5” and “C-7” of the Official Plan to extend the Simpson Road right-of-way to Mayfield Road through the subject lands and adding the following policy: “7.9.6.3 The Rainbow Creek channel is permitted to be fully piped from its existing origin at the upstream SWM pond downstream to a natural, vegetated bend in the channel just upstream of Mayfield Road pursuant the

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completion of an Environmental Impact Study (EIS) to the satisfaction of Town Staff”.

TRCA staff also understand an update to the Bolton South Industrial Lands Master Environmental Servicing Plan (MESP), dated December 2000, has been submitted with the Town’s circulation to evaluate the development applications and provide for a comprehensive servicing solution for the subject lands in support of the Block Plan and OPA applications.

Background

The subject lands are traversed by the West Rainbow Creek, a tributary of the Humber River Watershed.

The watercourse feature also has an associated Regulatory Floodplain and meander belt (erosion) hazard. A Pre-Application Review Committee (PARC) Application (Town File #PRE-2022-0231) was filed to the Town of Caledon and a meeting was held on February 2, 2023, to determine the requirements for a “complete” application. TRCA staff provided comments to the Town of Caledon on May 17, 2024.

Also, the Town of Caledon conducted a Class C Environmental Assessment (EA) for the Simpson Road extension in 2012. The purpose of the EA was to determine an optimal route for the extension of Simpson Road (which currently terminates just south of George Bolton Parkway) down to Mayfield Road. The preferred alignment of the road extension in the approved EA requires the realignment of the West Rainbow Creek tributary, which

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Noted.

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originates at the outlet of a stormwater management facility approximately 500 m north of Mayfield Road. The watercourse flows south, through the subject lands, and ultimately into the City of Brampton through a culvert under Mayfield Road. At the detailed design phase of the EA, it was determined that a corridor width of 45 m was needed to accommodate Regulatory flood flows. The Town proceeded with multiple detailed design submissions to 90-95% design. An Area-Specific Development Charge (ASDC) was passed by the Town to fund the completion of the channel realignment and road extension project. However, in 2019, the Town passed the project to the developer to complete both the road extension and watercourse realignment.

In 2021 and 2022, TRCA staff attended several meetings with the developer and their consultants to discuss both a reduction to the corridor width and the possibility of enclosing the feature. It was noted at the meetings that TRCA staff would not support the enclosure of the feature, but a width reduction would need to be justified through the submission of appropriate studies.

To coordinate servicing and development in the area, the Town pursued a tertiary planning and block planning exercise. The landowners agreed to a block planning process with the Town which would include an update to the original MESP for the broader industrial Secondary Plan area. TRCA staff provided comments on the updated MESP Terms of Reference (TOR) on November 2, 2022, again noting that a watercourse enclosure would not be

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Noted.

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Adam Miller – <a href="mailto:adam.miller@trca.ca">adam.miller@trca.ca</a> - October 25, 2024		
supported, in addition to listing the study requirements necessary to support an open channel watercourse realignment.		
At recent meetings held on October 31, 2023, and April 22, 2024, the landowner’s group and their consultants expressed concern with the approved and preferred option developed through the EA. Specifically, concern was identified with the width of the watercourse realignment and the number of crossings required to access the subject lands west of the proposed Simpson Road right-of-way. As an alternative, the landowner’s group proposed the enclosure of the watercourse feature through the subject lands. TRCA staff reiterated concern with this approach and as next steps, identified to the applicant that a design package through a formal submission should be submitted to the Town and TRCA. The purpose of this was to assist with the examination of design options that can be supported by policy and through the submission of appropriate technical justification to obtain in-principle support prior to any formal planning applications being filed with the Town. However, the applicant elected not to submit reports, plans and necessary applications to facilitate this review. Also, despite TRCA staff noting significant concern at all previous meetings with the proposed enclosure of the watercourse feature, we understand these applications propose the full enclosure of the tributary.	Weston	Following meetings and discussions held with TRCA staff on January 7, 2025, February 14, 2025, and March 23, 2025, the resubmission of the MESP, OPA and Block Plan incorporates an open channel that has received endorsement in principle from TRCA Staff and Town Staff. This resubmission is reflective of that updated open channel and culvert extension design.
<u>CA Act &amp; O. Reg. 41/24</u>  Given the above noted natural features and natural hazards, a significant portion of the subject lands are located within TRCA’s Regulated Area of the	Information Only	Acknowledged.

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Humber River Watershed and are subject to the CA Act and O. Reg. 41/24. Based on our review of the proposed development associated with the applications, 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 work commencing within the TRCA Regulated Area including alterations to the watercourse feature, topsoil stripping, rough grading, servicing, and final grading. TRCA staff will discuss permit fees and requirements with the applicant at such time that the review and approvals have advanced and TRCA Permits are required to facilitate development of the subject lands.

### Application-Specific Comments

TRCA staff have reviewed the materials noted in Appendix “A” and provide detailed technical review comments for the Block Plan and OPA applications in Appendix “B” of this letter.

Information  
Only

Noted.

### Recommendation

As currently submitted, TRCA staff are of the opinion that the Block Plan and OPA applications are not consistent with Provincial policy and conformity with TRCA policy because of the proposed enclosure of the West Rainbow Creek tributary. Specifically, Section 5 (Natural Hazards) of the PPS and Section 7 of TRCA’s LCP. The subject property has been extensively studied through the Town’s EA review and approval process. The EA determined that the watercourse feature cannot be enclosure and a

Weston

Following meetings and discussions held with TRCA staff on January 7, 2025, February 14, 2025, and March 23, 2025, the resubmission of the MESP, OPA and Block Plan proposes a realignment of the open channel similar to the approved EA. The open channel is 33 metres wide and features an approximately 120-metre-long culvert

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realignment option for the existing tributary was approved that requires a 45 m open channel to adequately manage the flood hazard on-site. The approved open channel design also supports the development of the subject lands. Based on the comments noted in Appendix “B”, it is TRCA staff’s opinion that a realigned open channel, as required by the approved EA (or similar), must be incorporated into the block plan design. As such, TRCA staff recommend denial of the above noted Block Plan and OPA applications as currently submitted. TRCA staff would be willing to consider a realignment option that is consistent with the approved EA, or similar, subject to appropriate technical studies being submitted to the satisfaction of TRCA staff.

Should you have any questions or comments, please do not hesitate to contact the undersigned.

extension from the existing SWM pond north of the Subject Lands. The concept of this strategy has been endorsed in principle by TRCA staff, and various technical reports and studies are enclosed in the resubmission in support of the revised open channel.

**Appendix ‘B’ - TRCA Comments**

1. A Class C EA was recently completed and approved for the tributary that requires a 45 m corridor. The proposed enclosure of the watercourse feature is a significant deviation from the approved EA, is not supported by policy and will adversely impact flooding. The applicant has submitted several technical reports and plans to support the enclosure of the West Rainbow Creek tributary that traverses the subject lands. Alterations to watercourses through such activities as realignment, channelization, filling and enclosure are not permitted to accommodate or facilitate new development other than in the following circumstances:

GEI  
Consultants/  
Greck/ Palmer

Palmer: Enclosure of the watercourse is no longer proposed. An open channel is proposed downstream of a reconfigured outlet of the existing SWM pond. Please see materials within the resubmission package for descriptions of the updated proposal for channel realignment, flood management and habitat enhancement.

Greck: A full enclosure of the watercourse is no longer provided. An

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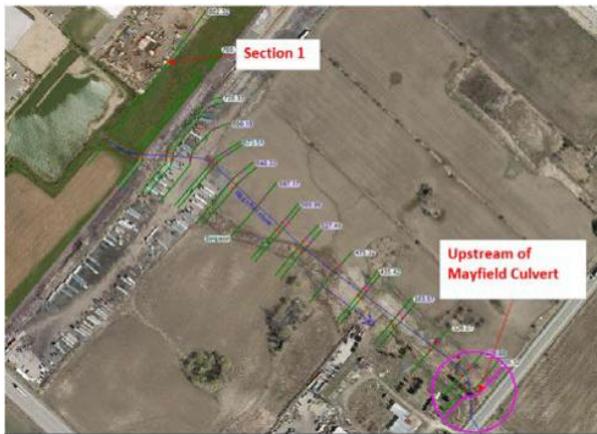
**Adam Miller – [adam.miller@trca.ca](mailto:adam.miller@trca.ca) - October 25, 2024**

<ul style="list-style-type: none"> <li>• Result in permanent remediation and reduction of risk and serve to improve public safety and alternative protection measures are not viable; or</li> <li>• Significantly improve existing hydrological or ecological conditions; or</li> <li>• Where acceptable justification has been provided through a subwatershed plan, a corridor plan, an EA or comprehensive environmental study which has been undertaken by, or under the direction of, a public agency and harmonized as part of the planning process.</li> </ul> <p>Valley and stream corridors, including their associated tributaries, play an important role in floodplain management by providing flood storage and conveyance. These regulated natural features and their associated hazards provide flood storage that regulates water levels and reduces the intensity of flooding during storm events. To avoid adversely impacting flooding conditions in the watershed, it is important to preserve the flood storage capacity of valley and stream corridors. This is best achieved by protecting valley and stream corridors and their associated tributaries in-situ. Alternatively, realignment options that remediate existing flood risks, improve hydrological and ecological conditions, and are justified through a comprehensive environmental study may provide similar functions. According to the approved EA, the existing corridor feature provides 12,090 m3 of flood storage. For assistance, please see the table and associated figure below:</p>		<p>updated design concept and design brief is provided which includes an extension to the Equity SWM pond outlet and open channel with two shared access crossings. This design complements the needs for the Simpson Road Extension by promoting improved access and use for industrial lands. In addition, it offers an improved channel design that offers more than hydraulic storage but hydrologic attenuation - the reduction in the magnitude of peak discharge by means reduced flood velocity and roughness while providing fish accessibility and habitat.</p>
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Riparian storage volume comparison			
		Volume (1000 m3) Between Section 1 and upstream of Mayfield Culvert	
Event	Flow Rate (m3/s)	Existing Condition No Structures	Proposed Condition No Structures
2-Year	3.09	2.98	3.97
5-Year	4.4	4.56	5.26
10-Year	5.28	5.27	6.02
25-Year	6.5	6.19	6.98
50-Year	7.41	6.86	7.65
100-Year	8.32	7.52	8.28
Regional	14.52	12.09	12.03



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The management of flood hazards, including the potential loss of life and property damage, must be done utilizing a systems-based approach and at a watershed scale that considers cumulative and incremental impacts across the watershed. The significance of cumulative and incremental impacts is critical. On a watershed basis, some of the most significant negative impacts that are experienced are a result of cumulative and incremental impacts. Each development for which the impact to the natural system and natural hazards have not been mitigated creates an incremental impact. That impact creates a much larger negative impact when combined with other small impacts within the system. The cumulative impacts on natural systems and natural hazards are well documented and are highly impactful. If unchecked, these ultimately will undermine TRCA’s ability as a watershed manager, to fulfil its role in protecting the public against natural hazards and protecting and restoring the natural resources that are integral to achieving natural hazards management within these systems. Given that natural hazards such as floodplains extend over large areas, interventions into floodplains, such as placing fill or reducing flood storage must be avoided and at minimum balanced by an equivalent cut to maintain overall flood storage capacity. Even though allowing small instances of floodplain filling may seem insignificant, such practices set a negative precedent that will lead to considerable incremental and cumulative impacts over time resulting in severe natural hazard consequences for the entire watershed.

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The proposed development and watercourse enclosure do not meet any of the above noted policy requirements. The subject lands are currently vacant, and the proposed enclosure of the watercourse feature will not result in permanent flood remediation and reduction of risk and/or improve public safety. Also, the proposed works will not improve the existing hydrological or ecological conditions of the site. A comprehensive EA has already been completed requiring a 45 m open channel corridor and no studies providing alternative options have been provided that provide the same engineering and environmental benefits.

2. It is important to evaluate the applications in the context of adjacent lands and the corridor downstream of the subject lands. Rainbow Creek on the south side of Mayfield Road was extensively studied through the Area 47 Secondary Plan (OPA 105) and its associated MESP. Through the MESP, Rainbow Creek was identified on the south side of Mayfield Road as being a stream corridor within the study area. Under the existing conditions, the corridor is defined as 10 m inland from the Regulatory Floodplain. This corridor serves to delineate the extent of the existing conditions Rainbow Creek corridor natural system. The approved MESP proposes an alternative to the existing alignment that represents a pro-active and innovative approach to natural system planning that will offer multiple engineering and ecological benefits that address City of Brampton and TRCA policies. Specifically, a 100 m corridor design concept was approved immediately downstream of the subject lands and was supported by all parties, including the landowners group. The proposed applications must have regard for the proposed

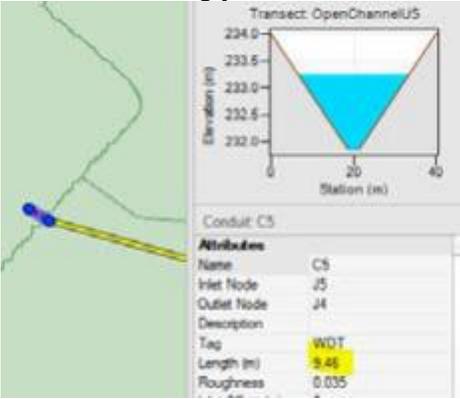
Weston

The resubmission materials prepared by the consultant team for the revised MESP, OPA and Block Plan held regard for the Area 47 Secondary Plan (OPA 105) and its associated MESP. The MESP document, dated May 2019, was reviewed by the consultant team when technical reports and studies were being prepared.

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Adam Miller – <a href="mailto:adam.miller@trca.ca">adam.miller@trca.ca</a> - October 25, 2024		
realignment of Rainbow Creek downstream within the City of Brampton, which is consistent with review comments provided by City of Brampton staff.		
3. To account for the additional runoff between two flow nodes, TRCA typically applies the downstream peak flow to the upstream flow node location to determine the flood hazard. Consistent with standard practice, the EA project followed TRCA’s standard by applying the downstream Regional peak flow of 14.52 m <sup>3</sup> /s at Mayfield Road to the upstream section of the watercourse determining the flood hazard extent accordingly. However, the applicant has not adhered to this standard and applied a peak flow of 10.2 m <sup>3</sup> /s. Please revise the peak flow used in the analysis utilizing the downstream Regulatory flow to the upstream section of the channel.	GEI Consultants / Greck	Greck: Note that 14.52m <sup>3</sup> /s comes from Flow Node 24.11 (HYD#7435, page 150 in TRCA Humber River Hydrology Update) and is not the flow from Catchment 24.11 (HYD#7419 in Humber River VO model). As such, using 14.52m <sup>3</sup> /s is not appropriate for the purposes of the Rainbow Creek – Simpson Road extension design. Catchment 24.11 (HYD#7419), which has a regional peak flow of 10.2m <sup>3</sup> /s corresponds to the Equity Pond drainage area. This is further explained and referenced in the updated report provided.
4. As part of the approved EA, the existing flood storage was estimated to be 12,090 m <sup>3</sup> . TRCA staff reviewed the submitted PCSWMM model for the proposed watercourse enclosure and estimated the flood storage to be provided by the pipe to be approximately 4,110 m <sup>3</sup> . This indicates a loss of approximately 7,980 m <sup>3</sup> of flood storage due to the watercourse enclosure. This reduction in storage is significant and will have a negative impact on downstream peak	GEI Consultants	Greck: Channel enclosure is no longer being proposed. The proposed, new open channel design offers more than hydraulic storage but also hydrologic attenuation. See updated report.

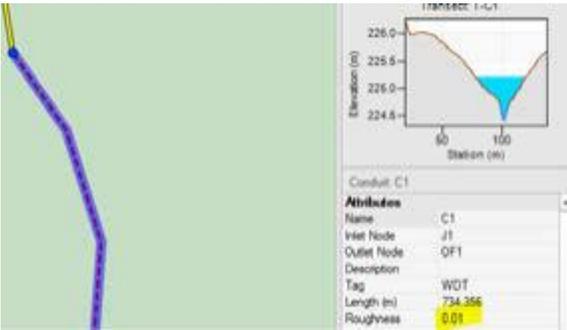
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<p>flows from the subject property. TRCA staff do not support the proposed enclosure. However, an alternative realignment option that involves an open channel may be supported by TRCA staff that also provides an equivalent amount of flood storage as the existing conditions scenario.</p>		
<p>5. In Part 1 of the Culvert Feasibility Study, a 5.9 m long open channel is described immediately downstream of the Equity Prestige Business Park stormwater management pond. As illustrated in the figure below, the channel has a modelled length of 9.46 m. Please revise accordingly.</p> 	<p>Greck</p>	<p>Greck: Comment not applicable. This is not part of the redesigned open channel; however, all channel lengths will be coordinated in the updated report.</p>
<p>6. In Part 3 of the Culvert Feasibility Study, a 35 m long open channel located upstream of the Mayfield Road culvert crossing into Rainbow Creek is described. However, the open channel length is modelled as 19.99 m shown in the figure below. Please revise accordingly.</p>	<p>Greck</p>	<p>Greck: Comment not applicable. This is not part of the redesigned open channel, however, all channel lengths</p>

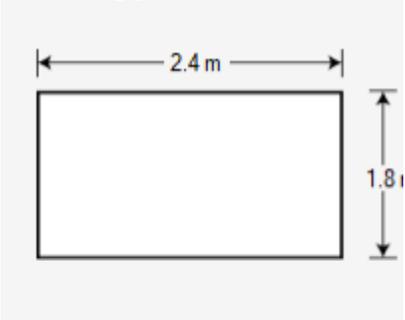
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		<p>will be coordinated in the updated report.</p>
<p>7. The open channel downstream of Mayfield Road culvert has a roughness of 0.01 which should be consistent with the other modelled channels of 0.035. Please revise accordingly.</p> 	<p>Greck</p>	<p>Greck: Comment not applicable. This is not part of the redesigned open channel, however, all channel parameters will be coordinated in the updated report.</p>

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<p>8. IN PCSWMM model, the length of the box culvert is listed as 530 m instead of 526 m described in Table 1 of the report. Please revise accordingly.</p>  <table border="1" data-bbox="241 906 646 1214"> <thead> <tr> <th colspan="2">Conduit: C4</th> </tr> <tr> <th colspan="2">Attributes</th> </tr> </thead> <tbody> <tr> <td>Name</td> <td>C4</td> </tr> <tr> <td>Inlet Node</td> <td>J4</td> </tr> <tr> <td>Outlet Node</td> <td>J3</td> </tr> <tr> <td>Description</td> <td></td> </tr> <tr> <td>Tag</td> <td></td> </tr> <tr> <td>Length (m)</td> <td>530</td> </tr> <tr> <td>Roughness</td> <td>0.013</td> </tr> </tbody> </table>	Conduit: C4		Attributes		Name	C4	Inlet Node	J4	Outlet Node	J3	Description		Tag		Length (m)	530	Roughness	0.013	<p>Greck</p>	<p>Greck: Comment not applicable. This is not part of the redesigned open channel, however, all lengths and modelling parameters will be coordinated in the updated report.</p>
Conduit: C4																				
Attributes																				
Name	C4																			
Inlet Node	J4																			
Outlet Node	J3																			
Description																				
Tag																				
Length (m)	530																			
Roughness	0.013																			
<p>9. In Section 2.2.5 of the MESP, it states that the minimum upstream drainage area for flood hazard mapping is 125 ha. However, regarding the “Minimum Upstream Drainage Area for Flood Hazard Mapping” there is no Provincial minimum standard for defining flood hazard limits. In the 1970s and 1980s, a minimum drainage area of</p>	<p>GEI Consultants</p>	<p>Section 2.2.5 has been updated.</p>																		

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<p>125 ha was often used. Regardless, these features have a significant impact on mitigating impacts to downstream areas and managing them requires defining the existing conditions flood hazard. It is up to the individual Conservation Authority (CA) to establish and apply flood hazard mapping guidelines on watercourses and headwater drainage features (HDFs) based on their specific watershed management needs rather than adhering to a fixed drainage area threshold. While the 125 ha standard was used historically, CAs have the discretion to define these limits. Currently, the TRCA uses a 50 ha threshold to delineate floodplain mapping. However, in certain scenarios particularly where a well-defined valley system exists, TRCA delineate floodplain areas for drainage areas smaller than 50 ha. The tributary area upstream to Mayfield Road has been identified as approximately 100 ha meeting TRCA’s requirement for floodplain mapping.</p>		
<p>10. In accordance with O. Reg. 686/21: Mandatory Programs and Services, CAs have the responsibility of representing the Provincial interest with respect to the implementation of Section 5 (Natural Hazards) of the PPS, through the planning process. The input of CAs is thus critical to ensuring that planning applications and proposed development and site alterations are consistent with Provincial natural hazard policies. This also ensures that development (including proposed land use changes) contemplated through the Planning Act process is consistent with the requirements of the CA Act, as well as TRCA’s Regulatory responsibilities. As part of its responsibilities, TRCA ensures that Provincial/TRCA standards for identifying flood hazard areas within its jurisdiction are adhered to</p>	<p>Greck / Weston Consulting</p>	<p>Acknowledged. Following meetings and discussions held with TRCA staff on January 7, 2025, February 14, 2025, and March 23, 2025, the resubmission of the MESP, OPA and Block Plan incorporates an open channel that has received endorsement in principle from TRCA Staff. Please refer to the Planning Justification Report Addendum which speaks to how the proposed open</p>

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<p>and completes floodplain mapping and modeling for TRCA's jurisdiction consistent with Provincial/TRCA standards.</p> <p>TRCA staff note that the applicant states that the open channel design will sterilize a significant portion of the land designated as low probability floodplain. As the delegated authority, TRCA staff confirm that the subject lands have not been designated as "low probability" and it is unclear what this undefined designation/floodplain management approach means.</p> <p>In TRCA's jurisdiction a flooding hazard is defined as the flood resulting from the rainfall during a major storm such as the Hurricane Hazel storm (1954). The floodplain means the area which has been or may be subject to flooding hazards which are also defined as hazardous lands. The approved EA verified the extent of the existing and proposed conditions floodplain and was completed in accordance with Provincial/TRCA standards. Based on those results, it was confirmed that the subject lands are located within hazardous lands per the definition of the PPS and development shall generally be directed to areas outside of hazardous lands.</p> <p>The PPS states that development shall not be permitted within a floodway. Within TRCA's jurisdiction, valley and stream corridor flood hazards have different management approaches in accordance with Provincial policies and standards. Based on this division, TRCA implements different approaches, in accordance with Provincial policies and standards, for managing river or stream valley flood hazards. They are as follows: (1) One Zone Concept; (2) Two-Zone</p>		<p>channel is consistent to Provincial Planning Statement policies.</p> <p>Greck: As for the floodway, wording has been updated in the report. The floodplain will be contained within the redesigned open channel and no future development will occur within the channel.</p>
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**Adam Miller – [adam.miller@trca.ca](mailto:adam.miller@trca.ca) - October 25, 2024**

<p>Concept; and (3) Special Policy Areas (SPAs). The subject property, like most of the valley and stream corridors within TRCA’s jurisdiction, is subject to the One Zone Concept and is not within a Two-Zone or SPA Area. Where the One Zone Concept is applied, the floodway is the entire contiguous floodplain. The One Zone Concept is applicable in this scenario and development is prohibited within the floodplain portions of the subject properties</p> <p>The “low probability” concept is not a defined term and/or a floodplain management approach accepted by the Province and is inappropriate in this context. Further, the notion that applicable floodplain management policies established by the Province result in sterilizing development that is proposed within the floodplain is inconsistent with the objectives and policies of the PPS and the current-day risk management approach that applies to the subject lands.</p>		
<p>11. Section 5.6 (Flood Control &amp; Conveyance of Runoff) of the MESP notes that without effective stormwater management, post-development conditions are expected to increase peak flows downstream of the study area. To mitigate the risk of downstream flooding, quantity control measures are proposed within each site plan block. These controls are designed to manage flow rates, ensuring that post-development peak flows remain consistent with pre-development conditions, even during significant storm events, including the 100-year storm. However, it is important to note that the allowable release rates for these sites should be established using the TRCA Unit Flow criteria for Sub-Basin 36 to size the site</p>	<p>GEI Consultants</p>	<p>Section 5.6 has been updated.</p>

**1. TORONTO AND REGION CONSERVATION AUTHORITY**

**Adam Miller – [adam.miller@trca.ca](mailto:adam.miller@trca.ca) - October 25, 2024**

<p>quantity control measure, rather than controlling post-development peak flows to match pre-development peak flows. Please ensure that quantity control measures that discharge to the receiving feature should be sized using the above-noted allowable release rates.</p>		
<p>12. It is essential that the quantity control measures are designed to ensure positive drainage to the receiving feature for all storm return periods ranging from 2 years to 100 years.</p>	<p>GEI Consultants</p>	<p>Noted.</p>
<p>13. Given the above noted comments, Section 7.9.6.3 of the draft OPA should be removed. TRCA staff do support policy to permit the full piping of Rainbow Creek. Revised language may be supported by TRCA staff that permits a realigned open channel concept in-lieu of the approved EA design. However, the provision to permit a realigned open channel concept must also identify that technical reports such as an Environmental Impact Study (EIS), hydraulic assessment, fluvial geomorphology assessment, and hydrogeological assessment must be submitted to the satisfaction of the Town and TRCA. Also, any alternative concept that involves an open channel should be designated Environmental Policy Area (EPA) to ensure the long-term protection of the feature.</p>	<p>Weston</p>	<p>Section 7.9.6.3 of the Draft OPA has been revised to align with the realigned open channel concept proposed, which is similar to the approved EA Design. The revised policy also indicates that it is subject to specific reports, which are enclosed as part of this resubmission. Furthermore, the Draft OPA has also been updated to re-designate the lands dedicated to the Open Channel from Prestige Industrial to Environmental Policy Area.</p>

## 2. CITY OF BRAMPTON, ENVIRONMENT AND DEVELOPMENT ENGINEERING

Taral Shukla -- taral.shukla@caledon.ca – October 25, 2024 (no separate contact provided)

Comment	Consultant	Response
1. The EIS Memorandum and other associated technical studies informing the OPA and Block Plan should have regard for the proposed realignment of Rainbow Creek downstream within Brampton city limits. Please refer to the attached “Rainbow Creek MESP: Addendum” dated May 2019 for further information on expected realignment.	Palmer	Palmer: The fluvial geomorphological inputs to the proposed channel realignment, as well as the newly completed EIS, considered the “Rainbow Creek MESP: Addendum.”
2. The City defers to the TRCA to determine if an appropriate floodplain mapping should be established for the area;	Information Only	Noted.
3. The OPA and Block Plan application must have no adverse impacts on the downstream lands within Brampton city limits;	Weston/GEI/ Greck/Palmer	<p>Greck: The proposed open channel design will have no negative downstream impacts with regards to the flood hazard within Brampton City limits.</p> <p>Palmer/SLR: Given that flood conveyance and storage are maintained in the proposed channel and sediment supplies and naturalized vegetation will also be maintained/restored, there is no opportunity for adverse downstream impacts from a geomorphic perspective.</p>

**2. CITY OF BRAMPTON, ENVIRONMENT AND DEVELOPMENT ENGINEERING**

**Taral Shukla -- taral.shukla@caledon.ca – October 25, 2024 (no separate contact provided)**

<p>4. The OPA and Block Plan application must ensure consistent information, existing and proposed, for the connecting drainage system at the municipal boundary.</p>	<p>Weston</p>	<p>Noted. The Block Plan prepared by Weston Consulting and Natural Channel Design prepared by Greck Engineering shows the channel ultimately discharging beneath Mayfield Road via a new 6.0m x 1.5m concrete box culvert.</p>
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**3. REGION OF PEEL**

**Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024**

Comment	Consultant	Response
<p>Region of Peel staff have reviewed the 1st submission for the above noted application that proposes a privately-initiated Official Plan Amendment, Block Plan, and MESP Update for lands pertaining to Phase 2 of the of the South Simpson Industrial Secondary Plan inclusive of approximately 23.6 ha (58.32 ac) of lands situated north of Mayfield Rd, east of Coleraine Dr, and offer the following comments:</p> <p>Advisory Comments:</p>	<p>Weston</p>	<p>Noted.</p>

**3. REGION OF PEEL**

**Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024**

<ul style="list-style-type: none"> <li>In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan is deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends Peel's Official Plan and approval is provided by the Province. Therefore, on July 1, 2024, the current Region of Peel Official Plan has become the Town of Caledon's Official Plan and shall be implemented by the Town of Caledon.</li> <li>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 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.</li> </ul>		
<p>General Comments:</p> <ul style="list-style-type: none"> <li>The Region seeks clarification on the proposed planning tools that would be used to implement servicing requirements for the South Simpson Block Plan, particularly as it relates to the Simpson Rd</li> </ul>	<p>Weston/GEI</p>	<p>Site plan applications for individual landowner parcels will be provided at a later date.</p>

**3. REGION OF PEEL**

**Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024**

<p>extension (water, wastewater), and coordination with the Mayfield Rd capital projects (transportation, storm).</p>		
<ul style="list-style-type: none"> <li>It is the Region’s understanding that a Master Finance Agreement (MFA) between the Town, Region, and Owners was registered in March 2021 and was intended to allow for the development of the Block Plan lands without draft plan of subdivision. The Region requests confirmation from the Town that this is still the intended tool to facilitate development of these Block Plan lands.</li> </ul>	<p>Weston/ South Simpson Landowners Group Inc.</p>	<p>This is to confirm that the Master Finance Agreement registered in March 2021 is still the intended method to allow for the development of the Block Plan lands.</p>
<ul style="list-style-type: none"> <li>The applicant is also required to provide clarification on timing of Simpson Rd.</li> </ul>	<p>Weston/LEA</p>	<p>The timing of Simpson Road will need to occur as soon as possible. If final construction drawings can be expedited alongside future OPA and Block Plan Approval, the intention is to begin construction of Simpson Road by the end of 2026.</p>

<b>3. REGION OF PEEL</b>		
<b>Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024</b>		
<p>Development Engineering:</p> <p>Sanitary Sewer</p> <ul style="list-style-type: none"> <li>Municipal sanitary sewer facilities consist of a 750mm dia. on Coleraine Dr, 250mm dia. on Simpson Rd, 250mm dia. on Mayfield Rd.</li> <li>Servicing will require construction of sanitary sewer on future Simpson Rd and Mayfield Rd to existing sanitary sewer on Mayfield Rd.</li> <li>External easements and construction will be required.</li> </ul>	Information Only	Noted.
<p>Regional Roads</p> <ul style="list-style-type: none"> <li>The proposed development abuts Mayfield Rd and Coleraine Dr, which are Regional Roads.</li> <li>Region of Peel will not permit any changes to grading within Regional Roads ROW along the frontage of proposed development</li> <li>Under no circumstance should the flow of storm water be diverted along the Regional right of way (by pipe or channel), without the prior written consent of the Region.</li> </ul>	Information Only	Noted.
<p>MESP Update</p> <p>Staff have reviewed the MESP Update, prepared by GEI Consultants, dated June 2024, and provide the following comments:</p> <ul style="list-style-type: none"> <li>Servicing the Simpson Rd extension will require the construction of external sanitary on Mayfield Rd, water connection to existing</li> </ul>	GEI	Noted.

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

<p>watermain on Mayfield Rd, and storm connections. This underground external works will need to be completed prior to the Mayfield road-widening project (must be constructed by 2026). If timing of Simpson Rd is delayed, external works will need to be included in the capital project. In this case, the applicant will be required to provide design drawings and compensation for the external works per the Master Finance Agreement, registered March 24, 2021. The project would not be DC eligible.</p>		
<ul style="list-style-type: none"> <li>Design and construction of external works will need to be detailed in the updated MESP.</li> </ul>	<p>GEI</p>	<p>Design and construction of external works is included in the Approved Simpson Road Extension Phase 3 drawings prepared by Wood Consultants.</p>
<ul style="list-style-type: none"> <li>Information on timing of Simpson Rd and coordination with the capital project is required.</li> </ul>	<p>GEI/ Weston</p>	<p>The intention is to start construction of Simpson Road in Q2/Q3 2026. The intention from the Simpson Road Landowner Group is to use the approved design of Simpson Road prepared by Wood Consulting. The only change from the approved design would be the channel itself which would be constructed per the detailed design being prepared by Greck. Further coordination between the Landowner</p>

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

		Group, Town, Region, Wood Consultants and Greck will be required to determine the final detailed design drawing packages.
<p>Hydrogeological Investigation</p> <p>Staff have reviewed the Hydrogeological Investigation, prepared by GEI Consultants, dated October 13, 2023, and provide the following comments:</p> <ul style="list-style-type: none"> <li>• The following items remain unaddressed and should be addressed at the MESP stage: <ul style="list-style-type: none"> <li>○ The report did not contain an estimate of construction dewatering associated with development (buildings). While this estimate can (and likely will be) refined later in the planning process, it is advantageous to estimate construction (and permanent) dewatering as early as possible in planning process particularly if discharge may be directed towards municipal infrastructure.</li> </ul> </li> </ul>	GEI	Construction dewatering estimates based on assumptions have been added to the report.
<ul style="list-style-type: none"> <li>○ Copy of supplemental report (re: Section 3.2 Surface Monitoring) when available. Proponent will need to coordinate with local Conservation Authority.</li> </ul>	GEI	Section 3.2 has been updated to include staff gauge data.
<ul style="list-style-type: none"> <li>• The following items remain unaddressed and is to be submitted through the future Site Plan and/or Draft Plan of Subdivision applications:</li> </ul>	GEI	Noted.

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

<ul style="list-style-type: none"> <li>○ A well survey and contingency plan for potential impacts to private wells is to be submitted.</li> </ul>		
<ul style="list-style-type: none"> <li>○ Copy of permit to discharge from utility authority (if applicable, i.e. discharge directed towards municipal sewer) when available.</li> </ul>	GEI	Noted.
<ul style="list-style-type: none"> <li>○ Copy of the dewatering discharge plan submitted to conservation authority (i.e. discharge directed towards NHS) when available</li> </ul>	GEI	Noted.
<p>Simpson Road Extension and Rainbow Creek Culvert Feasibility Study:</p> <p>Staff have reviewed the Simpson Rd Extension and Rainbow Creek Culvert Feasibility Study, prepared by Greck and Associates Limited, dated May 17, 2024, and provide the following comments:</p> <ul style="list-style-type: none"> <li>• Please refrain from using the Region’s ROW for expanding the existing curb cut to discharge major overland flow.</li> </ul>	Greck and Associates Limited	Greck: Noted. A sufficiently sized curb cut will be required in detailed design to accommodate the existing emergency spillway for the SWM Pond at 100 Pillsworth Road.
<ul style="list-style-type: none"> <li>• The site’s drainage towards Mayfield Rd will require coordination with the Capital Project PM/ Consultant.</li> </ul>	Greck and Associates Limited	Greck: Noted. We will reach out to the PM at the appropriate time in the project for coordination.

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

<ul style="list-style-type: none"> <li>Drainage towards Coleraine Drive can be permitted if the post-development flow rates match the pre-development levels</li> </ul>	Greck and Associates Limited	Greck: Noted.
<ul style="list-style-type: none"> <li>Flow rates for the proposed trunk sewer are acceptable, however the Town will need to advise if replacement on an open channel with truck sewer is acceptable</li> </ul>	Greck and Associates Limited	Greck: a trunk sewer is no longer being proposed. Comment not applicable.
<p>Transportation:</p> <ul style="list-style-type: none"> <li>The subject lands are bound by the Regional roads, Coleraine Dr in the west and Mayfield Rd in the South which are identified as part of the Region’s Strategic Goods Movement Network (SGMN) as Primary Truck Routes that may support -better connectivity for trucks in the future.</li> </ul>	Information Only	Noted.
<p>Access/Study Requirements</p> <ul style="list-style-type: none"> <li>A Traffic Impact Study (TIS) was received as a part of the 1st submission, dated November 2023; please find our comments on the TIS below: <ul style="list-style-type: none"> <li>A TIS satisfactory to the Region is required. Access configuration, location, type and geometrics will be determined through its review.</li> </ul> </li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>At block planning stage and to coordinate with the Mayfield Rd capital project, should there be any road or intersection</li> </ul>	LEA	Noted.

**3. REGION OF PEEL**

**Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024**

<p>work within the Region’s ROW and/or changes to the Town’s previously approved Simpson Rd design, please provide the ultimate design for the intersection of Mayfield Rd and Simpson Rd to ensure it meets current standards. Should construction of Simpson Rd proceed in advance of the Mayfield Rd capital project, interim design will also be required for review.</p>		
<ul style="list-style-type: none"> <li>○ Further, based on the Trip Generations rates, an auxiliary right-turn lane is required for the Simpson Rd and Mayfield Rd intersection. Interim and ultimate functional designs that address auxiliary turn lane requirements and geometrics for the proposed Simpson Rd extension at Mayfield Rd are required for our review and approval. Storage and taper are to be included.</li> </ul>	<p>LEA</p>	<p>Noted. It is confirmed that an auxiliary right-turn lane on the north leg of the Simpson Road and Mayfield Road intersection is factored into the analysis.</p>
<ul style="list-style-type: none"> <li>○ Please be advised that through the interim and ultimate design exercise, additional land dedication may be required.</li> </ul>	<p>LEA</p>	<p>Noted.</p>
<ul style="list-style-type: none"> <li>○ Please provide a signal warrant for the future Simpson Rd and Mayfield Rd intersection.</li> </ul>	<p>LEA</p>	<p>A signal warrant has been provided, and the results indicate that a signal is not warranted under future total conditions for 2033. Please refer to Section 8 in LEA’s TIS Update.</p>

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

<ul style="list-style-type: none"> <li>○ Please provide AUTOturn analysis/turning templates for the largest vehicle type turning in and out of the proposed future Simpson Rd extension at Mayfield Rd.</li> </ul>	LEA	Please refer to Appendix J in LEA's TIS Update for an updated Functional Design Review.
<ul style="list-style-type: none"> <li>● A comprehensive Access Plan/ Tertiary Plan will be required which includes all of the subject properties to ensure that a comprehensive development plan is created for the sites fronting on Coleraine Dr (Regional Road 150) and Mayfield Rd (Regional Road 14). To ensure that future developments along this corridor adhere to the Region of Peel's Access control by-law, the Access 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 Dr and Mayfield Rd.             <ul style="list-style-type: none"> <li>○ Please be advised that the existing accesses along Coleraine Dr are subject to review, and there may be requirements to close or consolidate accesses as will be determined through the comprehensive Access Plan.</li> <li>○ Please refer to the Road Characterization Study (RCS), which defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Rd and Coleraine Dr is classified as an Industrial Connector which calls for 450 metre spacing for a full moves access.</li> </ul> </li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>● Additional detailed comments/requirements may apply after receipt and review of a subsequent submission.</li> </ul>	LEA	Noted.

**3. REGION OF PEEL**

**Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024**

<p>Property Requirements</p> <ul style="list-style-type: none"> <li>• Through the proceeding development process, the Region requests the gratuitous dedication of lands to meet the Region of Peel's Official Plan (Schedule F-3) requirement for:             <ul style="list-style-type: none"> <li>○ Regional Road 14 (Mayfield Rd) which has a right of way of:                 <ul style="list-style-type: none"> <li>▪ 50 metres, 25 metres from the centreline of the road allowance, midblock;</li> <li>▪ 55.5 metres; 27.75 metres from the centreline of road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;</li> </ul> </li> <li>○ Regional Road 150 (Coleraine Dr) which has a right of way of:                 <ul style="list-style-type: none"> <li>▪ 36 metres, 18 metres from the centreline of the road allowance, midblock;</li> <li>▪ 41.5 metres; 20.75 metres from the centreline of road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;</li> </ul> </li> </ul> </li> </ul>	<p>Weston</p>	<p>Dedication of lands for road widening will be coordinated at the Site Plan process for individual land parcels and is not appropriate as part of the Block Plan process as this is not a <i>Planning Act</i> process that allows for the dedication of land at this time.</p>
<ul style="list-style-type: none"> <li>• The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Mayfield Rd and Coleraine Dr;</li> </ul>	<p>Weston</p>	<p>Dedication of lands for daylight triangles at Mayfield Road and Coleraine Drive</p>

3. REGION OF PEEL		
Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024		
		will be coordinated at the Site Plan process for individual land parcels.
<ul style="list-style-type: none"> <li>The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Mayfield Rd and the future Simpson Rd extension;</li> </ul>	Weston	Daylight triangles have already been previously dedicated gratuitously to the Town of Caledon at Mayfield Road and the Future Simpson Road extension.
<ul style="list-style-type: none"> <li>The Region requests the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 150 (Coleraine Dr) &amp; Regional Road 14 (Mayfield Rd) behind the property line and daylight triangle, except at any approved access point;</li> </ul>	Weston	Dedication of lands for reserves along Mayfield Road and Coleraine Drive will be coordinated at the Site Plan process for individual land parcels.
<ul style="list-style-type: none"> <li>Through the future Site Plan and/or Draft Plan of Subdivision applications, the applicant will be required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer, including preparation of plans and title documents, will be solely at the expense and responsibility of the applicant. Prior to depositing plans, the applicant must provide for the Region's approval the necessary title documents and reference plan(s).               <ul style="list-style-type: none"> <li>At this time, we request that all property requirements are reflected on the Block Plan.</li> </ul> </li> </ul>	Weston	Noted. Land dedications will be coordinated at the Site Plan process for individual land parcels.
Capital Projects	Weston	Noted.

### 3. REGION OF PEEL

Sonia Tam – [sonia.tam@peelregion.ca](mailto:sonia.tam@peelregion.ca) – November 1, 2024

<ul style="list-style-type: none"> <li>• Please be advised that there are on-going capital projects taking place along Mayfield Rd. Additional property requirements will be required to facilitate these Capital Projects. Please reach out to the project managers, with copy to the Regional Planner, to obtain additional information on the capital projects and detailed designs.</li> </ul>		
<ul style="list-style-type: none"> <li>• Please submit CAD files (Microstation DGN) for coordination with the Region’s design team.             <ul style="list-style-type: none"> <li>○ Capital Project #11-4080: from Highway 50 to Coleraine Dr. The Project Manager for this project is Sandra Sadek (<a href="mailto:sandra.sedek@peelregion.ca">sandra.sedek@peelregion.ca</a>).                 <ul style="list-style-type: none"> <li>▪ This capital project is at 100% detailed design. The Region has identified the requirements from two property owners for the capital project, as illustrated on the attached Property Impact Plans 119 and 118. Current project timelines: 2026 utility relocation; 2027-2030 construction (Mayfield Rd portion estimated 2029-2030)</li> <li>▪ PIP 119 is applicable to the property addressed as 8602 Mayfield Rd (Part #5 of Block Plan)</li> <li>▪ PIP 118 is applicable to the property addressed as 8576 Mayfield Rd 2933720 Ontario Inc (Part #10 of Block Plan)</li> </ul> </li> </ul> </li> </ul>	Weston/ GEI/ LEA	Noted. CAD Files will be submitted with the Region’s design team. Weston will confirm with the Region which CAD files they require.
<ul style="list-style-type: none"> <li>○ Capital Project #13-4065: from The Gore Rd to Coleraine Dr. The Project Manager for this project is Randy Chawb-Naraine (<a href="mailto:randy.chawb-naraine@peelregion.ca">randy.chawb-naraine@peelregion.ca</a>).</li> </ul>	Weston/ GEI/ LEA	Noted. CAD Files will be submitted with the Region’s design team. Weston will

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

<ul style="list-style-type: none"> <li>▪ This capital project is at 60% stage. The Region has identified the requirements from two property owners for the capital project, as illustrated on the attached PIP 117. Current project timelines: 2025 utility relocation; 2026 construction.</li> <li>▪ PIP 117 is applicable to the property 12029 Coleraine Dr (Part #9 of Block Plan) and 8522 Mayfield Rd (Part #12 of Block Plan)</li> </ul>		confirm with the Region which CAD files they require.
<ul style="list-style-type: none"> <li>• Additionally, the Region's design team will require the following related to confirmation of the proposed design:             <ul style="list-style-type: none"> <li>○ Please provide proposed information for the future Sanitary sewer for conflict review and staging impacts for proposed roadworks along Mayfield.</li> </ul> </li> </ul>	GEI	Refer to the Simpson Road Extension Phase 3 (Contract - 14-093) 100% Detailed Design drawings by Wood Consultants located in Appendix A of the MESP.
<ul style="list-style-type: none"> <li>○ Please provide watermain profile information.</li> </ul>	GEI	Refer to the Simpson Road Extension Phase 3 (Contract - 14-093) 100% Detailed Design drawings by Wood Consultants, located in Appendix A of the MESP.
<ul style="list-style-type: none"> <li>○ Please provide pavement elevation information to confirm tie-in for future Mayfield Rd widening works.</li> </ul>	GEI	Refer to the Simpson Road Extension Phase 3 (Contract - 14-093) 100% Detailed Design drawings by Wood Consultants located in Appendix A of the MESP.

### 3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca – November 1, 2024

<p>Waste Management:</p> <ul style="list-style-type: none"> <li>Private waste collection is required.</li> </ul>	<p>South Simpson Landowners Group</p>	<p>Noted.</p>
<p>Public Health:</p> <ul style="list-style-type: none"> <li>In collaboration with the Town of Caledon, Peel Public Health has implemented policies requiring the submission of a health assessment with each development application. In 2023, Peel Public Health launched the Industrial, Commercial, and Institutional (ICI) addendum version of the Healthy Development Assessment (HDA) to scope ICI development applications on their health-promoting potential based on a review of well-established industry led tools for metrics related to ICI uses. Please submit a copy of the ICI HDA for Peel Public Health review to assess the health promoting ability of the proposal.</li> </ul> <p>ICI HDA Large-scale (for block plan): <a href="https://www.peelregion.ca/healthy-communities/pdf/HDA-large-scale-tool-fillable-ICI.pdf">https://www.peelregion.ca/healthy-communities/pdf/HDA-large-scale-tool-fillable-ICI.pdf</a></p>	<p>Weston</p>	<p>Pursuant to correspondence from the Region of Peel dated August 1, 2025, it was confirmed that the Region can accept submission of ICI HDAs with each future individual application.</p>
<ul style="list-style-type: none"> <li>Peel Public Health will continue to work closely with the Town of Caledon in the assessment of the development proposal as our participation enables us to deliver on our mandate and achieve the goals set out by Ontario’s Public Health Standards and our Peel</li> </ul>	<p>Information Only</p>	<p>Noted.</p>

3. REGION OF PEEL		
Sonia Tam – <a href="mailto:sonia.tam@peelregion.ca">sonia.tam@peelregion.ca</a> – November 1, 2024		
Public Health 2020-2029 Strategic Priorities of Enabling Active Living and Healthy Eating and Reducing Health-Related Impacts of Climate Change. We are committed to participating in the review of community development in Peel to ensure we promote healthy built environments.		

4. TOWN OF CALEDON, HERITAGE PLANNING		
Cassandra Jasinski – <a href="mailto:Cassandra.jasinski@caledon.ca">Cassandra.jasinski@caledon.ca</a> – October 1, 2024		
Comment	Consultant	Response
Archaeological Assessment <ul style="list-style-type: none"> <li>The proponent submitted the following reports, as well as their associated Ministry of Citizenship and Multiculturalism (MCM) compliance letters:               <ul style="list-style-type: none"> <li>“ORIGINAL: 21 JUNE 2024 STAGE 1 ARCHAEOLOGICAL PROPERTY ASSESSMENT Arion Services Limited Property Located on Part of Lot 1, Concession 6, (Geographical</li> </ul> </li> </ul>	AMICK/ Weston	Noted.

#### 4. TOWN OF CALEDON, HERITAGE PLANNING

Cassandra Jasinski – [Cassandra.jasinski@caledon.ca](mailto:Cassandra.jasinski@caledon.ca) – October 1, 2024

<p>Township of Albion), Town of Caledon, Regional Municipality of Peel (AMICK Corporate Project #2023-408/MCM File #P038-1399-2023)", prepared by AMICK Consultants Limited, dated June 21, 2024.</p> <ul style="list-style-type: none"> <li>▪ Heritage staff note that the mapping of the study area is incorrect in Map 6, as it includes Parcel 6, which was not assessed as part of the report.</li> <li>○ "ORIGINAL 06 October 2021 Stage 1-2 Archaeological Assessment of the Proposed Site Plan for 8602 Mayfield Rd. (P.I.N. 14350-0080), Caledon, Part of the West Half of Lot 1, Con 6 (Geo. Twp. of Albion, County of Peel), Town of Caledon, R.M. of Peel (AMICK File #2021-304/MHSTCI File #P058-2072-2021", prepared by AMICK Consultants Limited, dated October 6, 2021.</li> </ul>		
<ul style="list-style-type: none"> <li>• As part of the next submission, the proponent must provide a digital copy of the archaeological assessment and compliance letter associated with PIF #P058-872-2012, referenced in the June 21, 2024, Stage 1 Archaeological Assessment.</li> </ul>	AMICK/ Weston	The Archaeological Assessment PIF #P058-872-2012 has been enclosed in this resubmission.
<ul style="list-style-type: none"> <li>• The archaeological assessments provided do not assess the entirety of the lands within the Secondary Plan Area, as shown in Map 1 below:</li> </ul>	AMICK/ Weston	A new Stage 1 Archaeological assessment assessing the lands (non-participant landowners) shown in Map 1 has been provided as part of this resubmission (Amick file no. P038-1561-2024)

**4. TOWN OF CALEDON, HERITAGE PLANNING**

Cassandra Jasinski – [Cassandra.jasinski@caledon.ca](mailto:Cassandra.jasinski@caledon.ca) – October 1, 2024



- As stipulated in the PARC comments, a Stage 1 Archaeological Assessment is required for the entirety of the Secondary Plan Area in order to confirm areas of disturbance and areas which require future assessment as part of individual development applications.

AMICK/  
Weston

A new Stage 1 Archaeological assessment assessing the lands has been provided as part of this resubmission (Amick file no. P038-1561-2024)

#### 4. TOWN OF CALEDON, HERITAGE PLANNING

Cassandra Jasinski – [Cassandra.jasinski@caledon.ca](mailto:Cassandra.jasinski@caledon.ca) – October 1, 2024

<ul style="list-style-type: none"> <li>As part of the next submission, the proponent must provide a Stage 1 archaeological assessment(s) for the remainder of the subject lands not yet assessed.</li> </ul>	<p>AMICK/ Weston</p>	<p>A new Stage 1 Archaeological assessment assessing the lands that were previously unassessed has been provided as part of this resubmission (Amick file no. P038-1561-2024).</p>
<ul style="list-style-type: none"> <li>Should any lands retain archaeological potential and require Stage 2 assessment, the following policy is to be included as part of the secondary plan: <ul style="list-style-type: none"> <li>Complete archaeological assessment to the satisfaction of the Town and the Ministry of Citizenship and Multiculturalism (MCM) is required for all lands proposed for development in the Plan Area prior to any development approvals.</li> </ul> </li> </ul>	<p>AMICK/ Weston</p>	<p>Acknowledged. Following a review of the South Simpson Industrial Secondary Plan, it is noted that existing Policy 7.9.7.1 under section 7.9.7- Heritage Resources, appears to capture the policy that is requested. Correspondence has been circulated to Heritage Staff to confirm same.</p>

## 5. TOWN OF CALEDON, PLANNING & DEVELOPMENT, DEVELOPMENT PLANNING

Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024

Comment	Consultant	Response
<p><u>Town of Caledon, Planning &amp; Development, Development Planning</u></p> <p>Below are DRAFT Development Planning comments regarding the recent circulation for POPA 2024-0005 – South Simpson. Please be advised that these comments are DRAFT until such time the remainder of staff and agency comments are received and reviewed as Development Planning staff may have additional comments.</p> <p>General Comments:</p> <ol style="list-style-type: none"> <li>1. The subject lands are located within the Bolton Service Centre, a settlement area within the Town of Caledon. The lands are designated as Prestige Industrial within the South Simpson Industrial Secondary Plan (Schedule C-5 within the Town’s Official Plan).</li> </ol>	Weston	Noted.
<ol style="list-style-type: none"> <li>2. The Land Use Schedule shows a conceptual road network for South Simpson Road within Phase 2, located south of the Phase 1 lands.</li> </ol>	Weston	Noted.
<ol style="list-style-type: none"> <li>3. The South Simpson Industrial Area is to be developed for high quality industrial uses, through the logical and orderly development of municipal infrastructure and services.</li> </ol>	Weston	Noted.

**5. TOWN OF CALEDON, PLANNING & DEVELOPMENT, DEVELOPMENT PLANNING**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024**

4. Simpson Road shall serve as a north-south collector and shall be extended southward to intersect with Mayfield Road.	Weston	Noted.
5. Minor adjustments to the location of the collector road system shown conceptually on Schedule 'C-5' shall not require amendment to the Secondary Plan.	Weston	Noted.
6. New public and private infrastructure shall be subject to the environmental policies of the Official Plan and in accordance with the recommendations of the South Bolton industrial Park Secondary Plan Area Master Environmental Servicing Plan	Weston	Noted.
7. The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be in accordance with the South Bolton Industrial Park Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon and the Toronto and Region Conservation Authority.	Weston	Noted.
8. The South Bolton Industrial Park Master Environmental Servicing Plan identifies that improvements are necessary downstream from the boundaries of the Secondary Plan area in order that there is an acceptable receiving stream for the stormwater discharge. Landowners within the Secondary Plan area shall make financial contributions to implement these improvements prior to the development of their lands.	Weston	Noted.
9. Within the Phase 2 lands identified on Schedule C-5, in order to provide for appropriate division of land by plan of subdivision, land assembly shall be required depending on parcel size, municipal road frontage and provision of municipal services.	Weston	Noted.

## 5. TOWN OF CALEDON, PLANNING & DEVELOPMENT, DEVELOPMENT PLANNING

Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024

10. Within the Phase 2 lands identified on Schedule C-5, new development shall ensure that existing residences are adequately buffered.	Weston	Noted.
11. New roads shall be created through plans of subdivision. It is intended that the lands will be developed through plans of subdivision, but that blocks on the plan may be re-subdivided to satisfy the requirements of individual industrial users.	Weston	Further discussion is required to confirm this requirement and the request of a Plan of Subdivision for the remainder of the lands, rather than just the road.
12. Within the Phase 2 lands identified on Schedule C-5, a cost-sharing agreement among the affected parties shall be required to ensure adequate provision of municipal services including roads, stormwater management facilities and sewer and water facilities.	Weston	Noted. A cost sharing agreement is in place.
13. Within the Phase 2 lands identified on Schedule C-5, the agreement referred to in Section 7.9.12.6 will ensure that all participating landowners share proportionately in the costs of providing required municipal services.	Weston	Noted.
14. Within the Phase 2 lands identified on Schedule C-5, the Town shall encourage landowners to co-operate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the construction of required services. This may include the assembly of land by the Town.	Weston	Noted.
Comments on Draft Official Plan Amendment & Draft Official Plan Schedule:  1. Development planning defers to Policy staff to comment on the Draft Official Plan Amendment.	Weston	Noted.

**5. TOWN OF CALEDON, PLANNING & DEVELOPMENT, DEVELOPMENT PLANNING**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024**

2. Please be advised that Official Plan Amendment and Schedules should adhere to the Town's Digital Submission standards.	Weston	Noted.
Comments on proposed Block Plan:	Weston	Noted.
1. Development staff defer to the Toronto and Region Conservation Authority (TRCA) on the approval of the naturalized channel.		
2. Any access point along Mayfield Road and Coleraine Drive must be approved by the Region. Please revise plan to include access points for each property for review.	Weston	Access points from individual sites to Mayfield Road and Coleraine Drive will be provided and reviewed at the Site Plan stage for individual sites and will be subject to Regional approval.
3. Transportation staff to confirm if access points for 8746 Mayfield Road to South Simpson align with the submitted Traffic Impact Study.	Weston	Noted.
Indigenous Engagement and Consultation:	Weston	Noted.
1. For those groups who have not yet responded, staff encourage the applicant to make best efforts through telephone and email, in addition to the letters sent.		
2. Please continue to share comments/conversations between Six Nations.	Weston	Noted.
Comments on Planning Justification Report:	Weston	Section 3 of the PJR Addendum Letter prepared by Weston Consulting

**5. TOWN OF CALEDON, PLANNING & DEVELOPMENT, DEVELOPMENT PLANNING**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024**

1. Please update the Planning Justification report to expand on section 6.3 with respect to the new PPS.		addresses the new Provincial Planning Statement.
2. Development Planning staff will defer to TRCA to confirm that piping the tributary provides the greatest potential overall benefit (Section 6.4).	Weston	Noted.
3. Development Planning defer to Policy Planning staff on further comments regarding the Peel Official Plan, Town current Official Plan and Future Caledon Official Plan policies.	Weston	Noted.

**6. TOWN OF CALEDON, STRATEGIC POLICY PLANNING, PLANNING AND DEVELOPMENT**

**Lesley Gill Woods – Leslie.GillWoods@caledon.ca – November 7, 2024**

Comment	Consultant	Response
<p>According to the Town of Caledon’s current Official Plan, the subject lands are designated as Prestige Industrial and are part of South Simpson Industrial Secondary Plan (Phase-2). These lands are part of the Urban Area identified within Urban System (Schedule B1, Town Structure) and are subject to Part A, Section 1.2 of the adopted Future Caledon Official Plan. As per the Region of Peel Official Plan, the subject lands are identified as part of Employment Areas (Schedule E4) and Watercourses including permanent and intermittent streams (Schedule A1).</p> <p>Strategic Policy Planning Staff have reviewed the draft Official Plan amendment, proposed draft Block Plan and the Planning Justification Report submitted with the application and have the following comments:</p> <p>The Planning Justification Report as submitted with the application should be updated with respect to the Provincial Planning Statement 2024, specifically sections 6.2, 6.3 and 6.4.</p>	<p>Weston</p>	<p>Noted. Section 3 of the PJR Addendum Letter prepared by Weston Consulting addresses the new Provincial Planning Statement.</p>
<p>The applicant is proposing to extend the Simpson Road to Mayfield Road and piping of the Rainbow Creek. Strategic Policy Planning staff note that comments provided by other reviewing agencies and departments have requested additional information and clarification from the applicant to support their review of the application. As such, further comments on the Draft Official Plan amendment and on the proposed Block Plan will be provided through the review of subsequent submissions for the application.</p>	<p>Weston</p>	<p>Noted.</p>

**7. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, PUBLIC WORKS AND TRANSPORTATION**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024 (no separate contact provided)**

Comment	Consultant	Response
<p>Development Engineering received the abovementioned 1st submission for OPA 2024-0005 - South Simpson OPA &amp; Block Plan. The following reports has been reviewed:</p> <ul style="list-style-type: none"> <li>• Simpson Road Extension and Rainbow Creek Culvert Feasibility Study, dated May 17, 2024, prepared by Greck and Associates Limited.</li> <li>• Hydrogeological Investigation South Simpson (Headwaters of West Rainbow Creek), dated October 11, 2023, GEI Consultants Limited.</li> </ul> <p><b>General</b></p> <p>For the fully piped channel option, a critical issue to address is the potential for erosion downstream of the pipes, especially during high-velocity storm events. When stormwater exits the pipe at high speeds, it can cause significant erosion at the outlet, destabilizing the channel banks and bed. To mitigate this, it is essential to implement energy dissipation measures, such as riprap, stilling basins, or plunge pools, at the pipe outlets. Regular monitoring and maintenance of these structures are necessary to ensure they function effectively and prevent downstream erosion.</p>	<p>GEI/Greck</p>	<p>Greck: Fully piped channel is no longer being proposed. Comment not applicable.</p>

**7. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, PUBLIC WORKS AND TRANSPORTATION**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024 (no separate contact provided)**

<p>For the fully piped channel option, long-term maintenance involves regular cleaning and inspection of inlet and outlet structures to prevent blockages and structural damage, as well as periodic inspections of the entire piped system to detect and address issues such as leaks, cracks, or blockages, with necessary maintenance activities including cleaning, repairing, or replacing sections of the pipe.</p>	<p>GEI/ Greck</p>	<p>Greck: Fully piped channel is no longer being proposed. Comment not applicable.</p>
<p>Piping can alter the natural flow regime and will have potential effects on groundwater recharge rates. It can disrupt aquatic and riparian habitats, impacting biodiversity and ecosystem services and eliminates natural habitats for fish and other aquatic organisms.</p>	<p>GEI/ Greck</p>	<p>Greck: Fully piped channel is no longer being proposed. Comment not applicable.</p>
<p>Piped systems can concentrate pollutants, leading to water quality issues if not properly managed. The lack of natural filtration through soil and vegetation can intensify this problem.</p>	<p>GEI/ Greck</p>	<p>Greck: Fully piped channel is no longer being proposed. Comment not applicable.</p>
<p>Improperly designed or maintained pipes can increase flood risk, especially during heavy rainfall events. Blockages or failures can lead to sudden, uncontrolled releases of water. HEC-RAS 1D, would not capture the complexity of long underground conveyance systems. Given the complexity of flood dynamics and potential downstream impacts, a 2D hydraulic model is beneficial for piped systems as it accurately simulates flood extents, providing a detailed representation of water spread across the terrain to identify flood-prone areas.</p>	<p>GEI/ Greck</p>	<p>Greck: Fully piped channel is no longer being proposed. Comment not applicable. The appropriate modelling software has been used for the redesigned open channel.</p>

**7. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, PUBLIC WORKS AND TRANSPORTATION**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024 (no separate contact provided)**

<p>The town fully supports TRCA’s position on the realignment of Rainbow Creek. Incorporating a realigned open channel, as required by the approved EA or a similar plan, is critical for maintaining the ecological integrity of the area and preserving natural watercourses for environmental sustainability and community well-being.</p>	<p>GEI/ Greck</p>	<p>A fully naturalized, realigned open channel is now proposed, as requested.</p>
<p><b>Hydrogeology</b></p> <p>Section 3.1 Groundwater Monitoring mentions groundwater levels will be measured for one (1) year to determine the seasonally high groundwater levels. The Town requires to include monitoring pre-development (minimum 2 years preferred 3 years, additional years may also depend on climatic conditions. Please establish a minimum of two years of continuous groundwater monitoring, supported by a comprehensive management plan. The monitoring duration should be sufficient to capture seasonal variations and establish a comprehensive baseline.</p>	<p>GEI</p>	<p>A monitoring program can be re-established to add on to the existing one year of data.</p>
<p>Section 3.2 Surface Water Monitoring, the current baseflow monitoring program is thorough, using nested piezometers, staff gauges, and level loggers to assess groundwater and baseflow conditions. However, the standard requirements for pre-development surface water monitoring are more detailed, necessitating six monitoring events between April and December, with specific protocols for wet and dry weather sampling. These standards also call for extensive contaminant analysis and continuous field measurements to protect sensitive habitats. Updating the monitoring</p>	<p>GEI</p>	<p>Noted. The surface water monitoring took place over the course of one year. This information is now reflected in Section 3.2. Technical memo prepared on June 20, 2024 is attached in Appendix G of the Hydrogeological Investigation.</p>

**7. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, PUBLIC WORKS AND TRANSPORTATION**

**Taral Shukla - Taral.Shukla@caledon.ca – November 7, 2024 (no separate contact provided)**

<p>program to meet these requirements will ensure more accurate and current data, enhancing environmental protection and regulatory compliance.</p>		
<p>Section 3.4 the Groundwater Chemical Sampling, the Town requires details of groundwater control requirements for both short term (construction) and long-term dewatering including the zone of influence, potential settlement, Environmental Activity and Sector Registry (EASR) or Permit-To-Take Water (PTTW) requirements. Ensure that the locations cover all potential sources of contamination, including upgradient and downgradient wells.</p>	<p>GEI</p>	<p>Results of groundwater chemical sampling are included in Section 4.4. Section 5.0 of the hydrogeological assessment outlines the construction dewatering.</p>

## 8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION

Kavleen S. Younan – October 30, 2024

Comment	Consultant	Response
<p>Transportation Engineering Staff have reviewed the materials submitted for the South Simpson Secondary Plan, 1st Submission, and offer the following high-level comments. Please be aware that more detailed technical comments may be provided during subsequent application phases, as applicable to each specific phase:</p> <ul style="list-style-type: none"> <li>The Town's Transportation Engineering's prefers that MUTs along Simpson Road Extension serve both pedestrians and cyclists (if space permits). At a minimum, an active transportation facility should be provided as per the 2012 Simpson Road EA Study.</li> </ul>	LEA	Noted. An intersection design has been prepared which includes multi-use trails along the Simpson Road Extension. Please refer to Appendix J in LEA's TIS Update.
<ul style="list-style-type: none"> <li>Caledon's Official Plan seeks complete communities with compact design, mixed uses, connected streets, and sustainable transportation.</li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>The active transportation network within the study area and the future potential connections to the Town's active transportation network should be illustrated. They must be aligned with the active transportation network identified in the Town's Multi-Modal Transportation Master Plan.</li> </ul>	LEA	A pedestrian and cyclist circulation plan has been provided in Section 10 in LEA's TIS Update.
<ul style="list-style-type: none"> <li>Transportation Demand Management measures and initiatives and Parking policies need to be developed to achieve the Town's future non-auto modal split targets and reduce single-occupant vehicles.</li> </ul>	LEA	A Transportation Demand Management plan has been provided in Section 11 in the LEA's TIS Update. Vehicular parking rates will be determined on a site-

**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

**Kavleen S. Younan – October 30, 2024**

		specific basis during subsequent applications.
<ul style="list-style-type: none"> <li>The secondary plan should suggest high-level policies for access management along roadways, aligning with the Multimodal TMP and TAC's recommendation. Policies related to transit stops and bicycle parking rates should also be provided.</li> </ul>	LEA	A high-level future transit network has been provided in Section 10 in LEA's TIS Update. Bicycle parking rates will be determined on a site-specific basis during subsequent applications.
<ul style="list-style-type: none"> <li>Ensure that the George Bolton Parkway (GBP) extension is included in the analysis.</li> </ul>	LEA	Acknowledged. The Caledon MMTMP recommended the extension of George Bolton Parkway west of Coleraine Drive to Humber Station Road as a four-lane road by 2031. However, most of the future background sites were either east of our subject site (and the extension) or south of the extension so the future background traffic distribution would not be affected. For the Triangle Lands and Humber Station development, both are located along Mayfield Road, and traffic going east/west would likely go via Mayfield Road or George Bolton Parkway. As George Bolton Parkway is not included in our study area, the

## 8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION

Kavleen S. Younan – October 30, 2024

		distribution for future background 2033 is not shown. The distribution along Mayfield Road in 2033 is already shown in the analysis. For traffic going north/south, Coleraine Drive would be utilized, which is already shown in our analysis.
<p>Note that some of the below technical comments may be addressed at the Draft Plan Stage and are advisory for the OPA level.</p> <ul style="list-style-type: none"> <li>Note that the Town Council has approved the Town of Caledon's Official Plan, Multi-Modal Transportation Master Plan, and Active Transportation Master Plan.</li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>Parr Boulevard and Simpson Road are collector roads. Brampton Transit now operates the transit route in Bolton. Furthermore, the transit route and schedules have been updated.</li> </ul>	LEA	Noted. The existing transit network has been updated, please refer to Section 2.2 in LEA's TIS Update.
<ul style="list-style-type: none"> <li>Differences were observed when comparing the Turning Movement Count Data at the intersection of Parr Boulevard and Simpson Road to the existing traffic volumes.</li> </ul>	LEA	Noted. A common peak hour of 7:00AM-8:00AM was used for the AM Peak Hour analysis, to match the peak hour of the majority of the studied intersections. The AM peak hour for Parr Boulevard and Simpson Road may have been a different time, however the turning movement counts at 7:00AM-8:00AM

**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

**Kavleen S. Younan – October 30, 2024**

		<p>were used instead for consistency. Similarly, a common peak hour of 5:30PM-6:30PM was used for the PM Peak Hour analysis, and 2:00PM-3:00PM was used for the Saturday Peak Hour analysis.</p>
<ul style="list-style-type: none"> <li>Considering the multiple undeveloped lots near the study intersections, consideration should be given to using general growth rates on Town Roads. Available traffic data is attached with the comments. To inquire if more detailed data is available, please contact <a href="mailto:baqar.muhammad@caledon.ca">baqar.muhammad@caledon.ca</a></li> </ul>	<p>LEA</p>	<p>A growth rate of 2% was applied for Town Roads (Simpson Road and Parr Boulevard). The adjacent regional roads (Coleraine Drive and Highway 50) had low growth rates of 0.5% (information provided by Peel Region), and given the Town’s concerns about the low rates, a slightly higher rate of 2% was applied to the town roads as a conservative measure. For Parr Boulevard, traffic volume information from 2014 and 2016 was provided by the Town and indicated a growth rate of 69% which was not considered sustainable to applied in the analysis. Therefore, the growth rate of 2% was still applied for Parr Boulevard. Please refer to Section 4.1 in LEA’s TIS Update.</p>

**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

**Kavleen S. Younan – October 30, 2024**

<ul style="list-style-type: none"> <li>• Ensure an accurate model is established by including the impacts of background development traffic on Town Roads. Revise as required.             <ul style="list-style-type: none"> <li>○ Already shared Background developments:                 <ul style="list-style-type: none"> <li>▪ 171 Parr Blvd. (SPA 2021-0067)</li> <li>▪ 0 Simpson Road (SPA 2021 -0042)</li> <li>▪ 0 Simpson Road (SPA 2024-0064)</li> <li>▪ 8281 and 0 Healey Road (SPA 2021-0097)</li> <li>▪ New Background developments that should be accounted for if the 0% growth rate is continued.</li> </ul> </li> <li>○ Please reach out to staff if required:                 <ul style="list-style-type: none"> <li>▪ 90-100 Parr Blvd (SPA 2024-0050)</li> </ul> </li> </ul> </li> </ul>	<p>LEA</p>	<p>As the list of these background developments does not match the background developments shared in previous versions of the TIS, it is uncertain whether they were intended as applicable to this subject site. However, each of these background developments were considered and treated as follows:</p> <ul style="list-style-type: none"> <li>• 171 Parr Blvd. (SPA 2021-0067) and 0 Simpson Road (SPA 2024-0064) were added to the future background analysis, due to their proximity to the subject site. As more detailed data was not available, trip generation was calculated with the provided GFA from the Caledon Development Applications Map, using average rates with LUC 130 (Industrial Park), General Urban/Suburban setting and trip distribution was considered as the same as the subject site due to their proximity.</li> </ul>
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**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

**Kavleen S. Younan – October 30, 2024**

- 0 Simpson Road (SPA 2021-0042) and 8281 and 0 Healey Road (SPA 2021-0097) were not added to the future background analysis due to being further away from the subject site, and lack of available data (including GFA). However, LEA has introduced a conservative 2% corridor growth rate on Town Roads and it is expected that this rate should also account for any future background traffic volumes generated by these two developments.
- 90-100 Parr Blvd (SPA 2024-0050) was not added to the future background analysis as LEA has introduced a conservative 2% corridor growth rate on Town Roads. This development also did not have any available data on the Caledon Development Applications Map

**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

**Kavleen S. Younan – October 30, 2024**

		Please refer to Section 4.2 in LEA’s TIS Update.
<ul style="list-style-type: none"> <li>• In regard to the provided trip generation:             <ul style="list-style-type: none"> <li>○ Is a more general Land Use Code such as Industrial Park (LUC 130) is more applicable and conservative? Consider the uncertainties associated with the non-participating landowners, and the variations in proposed uses</li> </ul> </li> </ul>	LEA	The Land Use Code for the updated trip generation has been changed to LUC 130 as the Zoning By-laws indicate the subject site land can be utilized for both general industrial and warehousing uses.
<ul style="list-style-type: none"> <li>○ Consider how the connection of Simpson Road to Mayfield Road will impact traffic volumes and the anticipated operations by redistributing background traffic volumes. Make reasonable assumptions as required to account for the redistribution of traffic.</li> </ul>	LEA	For background traffic volumes included in the previous TIS submission, traffic volumes did not need to be redistributed as logically it would make more sense for traffic to be directed north/south along either Coleraine Drive or Highway 50 depending on the future background development. For the two new developments included in this TIS submission, the connection of Simpson Road to Mayfield Road was considered for the traffic distribution

**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

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<ul style="list-style-type: none"> <li>○ Trips removed from 12197 Coleraine Drive (#6) were assigned to Simpson Road despite the lack of frontage on Simpson Road. If this is a conservative assumption, it should be documented.</li> </ul>	<p>LEA</p>	<p>No trips removed from 12197 Coleraine Drive (#6) were assigned to Simpson Road. Please refer to Figure 5-1 in LEA's TIS Update. The trips were removed from the existing accesses on Coleraine Drive and Mayfield Road and carried through the network.</p>
<ul style="list-style-type: none"> <li>○ Otherwise, the assignment of site-generated trips should align with feasible access locations (considering relevant policies) and property frontage. Any required easements would ideally be documented in the recommendations.</li> </ul>	<p>LEA</p>	<p>Noted.</p>
<ul style="list-style-type: none"> <li>● Include Town TOR response in the report appendices. Revisit the TOR response and revise the report to include considerations for active transportation (walking, cycling, and transit). Key points of the TOR response are as follows:             <ul style="list-style-type: none"> <li>○ Identify other transportation infrastructure improvements and missing links for all modes of transportation required above and beyond those identified in the Region and Town Transportation Master Plans and construction programs. This can be done through providing a pedestrian and cyclist circulation plan as part of subsequent submissions.</li> </ul> </li> </ul>	<p>LEA</p>	<p>A pedestrian and cyclist circulation plan has been provided in Section 10 in LEA's TIS Update.</p>

## 8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION

### Kavleen S. Younan – October 30, 2024

<ul style="list-style-type: none"> <li>○ The TIS should be revised to include transit recommendations. Appropriate transit-related policies should be included in the OPA. Please be advised that the proposed interim and ultimate transit routes are subject to review and approval by Brampton Transit.</li> </ul>	LEA	A high-level future transit network has been provided in Section 10 in the attached TIS Update.
<ul style="list-style-type: none"> <li>● As part of subsequent applications: <ul style="list-style-type: none"> <li>○ Site access/intersection operations are to be determined</li> </ul> </li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>○ Traffic management measures at intersections should be further reviewed and developed to ensure they operate at an acceptable LOS to the Town's satisfaction.</li> </ul>		Noted.
<ul style="list-style-type: none"> <li>○ General bicycle parking rates should be proposed in line with nearby municipalities.</li> </ul>	LEA	Noted. Bicycle parking rates will be determined on a site-specific basis during subsequent site plan applications.
<ul style="list-style-type: none"> <li>○ Further details on the internal road network will be required in subsequent applications.</li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>○ Please note that a phasing plan for the Transportation Infrastructure could be requested to be reviewed by transportation after the OPA approval.</li> </ul>	LEA	Noted.
<ul style="list-style-type: none"> <li>● Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response letter with the re-submission package clearly reiterating the Town's</li> </ul>	LEA	Noted.

**8. TOWN OF CALEDON, TRANSPORTATION ENGINEERING, PUBLIC WORKS & TRANSPORTATION**

**Kavleen S. Younan – October 30, 2024**

comments in order and including details for how each comment has been addressed.		
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**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
Development Engineering received the abovementioned 1st submission for OPA 2024-0005 - South Simpson OPA & Block Plan. Development Engineering understand that the purpose of the applications is to facilitate the comprehensive development of the subject lands including the Simpson Road extension. The proposal includes the replacement of the approved 45m open channel along the west side of the Simpson Road Extension with a new storm sewer by-pass pipe.	Weston/GEI	Site plan applications for individual landowner parcels will be provided at a later date. Lands will be dedicated to the Town of Caledon for the construction of the associated municipal works. The ASDC By-law is currently being updated by the Town of Caledon, which will be completed by no later than February 2026. There is an existing Master

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

Review of the submitted materials has been completed. Please note that all directions referenced in the detailed comments below are in reference to Plan North.

**General**

1. Development Engineering would like to understand the planning mechanisms and applications to facilitate the works required and identified as part of this application including but not limited to:
  - a. Simpson Road Extension and all associated works.
  - b. Land acquisition for construction of the associated municipal works.
  - c. Storm, sanitary and water servicing.
  - d. How will the overall and comprehensive grading be established as per the proposed Grading Plan, including lot line grades and conveyance swales such that future site plans are implementable within property limits.
  - e. Impacts to the By-Law N0. 2021-09 – area specific development charges for Simpson Road (Phase 3 – from 228 metres South of Parr Boulevard to Mayfield Road)
  - f. Impacts to the Master Financial Agreement (Development agreement).

Further discussion is required.

Financial Agreement dated March 26, 2021 which adequately addresses the Simpson Road Extension and all associated works.

2. An Environmental Study Report (ESR) for the Simpson Road Extension and associated Channel was completed in 2012 and filed as part of the Environmental Assessment (EA). It is the Towns

Palmer/GEI

Palmer: A fully naturalized, realigned open channel is now proposed downstream of a reconfigured outlet

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>opinion that the proposal of removing the open channel that was approved through the EA and proposing a piped system consisting of a 2.4m x 1.8m storm trunk by-pass sewer is a significant enough change/deviation to require re-opening of the EA. If the applicant's consultant has an alternative opinion they are to elaborate and provide justification on their opinion as it relates to the modifications and the EA process.</p>		<p>from the existing SWM pond. This is consistent with the outcomes of the EA and is supported by an EIS and other technical studies.</p>
<p>3. Please note that the approved 100% Detailed Design (DD) drawings for the Simpson Road Extension and associated Channel works was previously completed by Wood as part of a Town Capital Project. Please note that the entire drawing set would need to be updated to reflect any sort of re-design, or deviation from the approved plans.</p>	<p>Weston</p>	<p>The revised channel design does not deviate from the Simpson Road Extension as designed by Wood. An updated Detailed Design drawing set to reflect the updated associated channel works will be provided at a later date, closer to the construction process.</p>
<p>4. It is Development Engineering's understanding that there is a Regional Project for the reconstruction of Mayfield Road in the location of the Simpson Road Extension and that the design has been finalized with the following tentative timelines:</p> <ul style="list-style-type: none"> <li>• Ongoing: Property acquisition</li> <li>• 2026: Utility relocation</li> <li>• 2027-2030: Construction</li> </ul> <p>GEI should contact the Region for any details pertaining to this project and incorporate and update the MESP accordingly. Please note that the completed Simpson Road extension design was designed to match the Regions proposed design and therefore should follow the Regions</p>	<p>GEI</p>	<p>Based on correspondence with the Region, Mayfield Road Widening will have utility relocation during Q3 2026 to Q3 2027 and start construction in Q3 2027. Unless there is a significant delay, the intention would be for Simpson Road Extension construction to start Q2/Q3 2026. As noted in Region comments above, the approved Simpson Road extension drawings are intended to remain the same with the</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>project for the reconstruction of Mayfield Road. Please provide alternative solutions for review should the applicant wish to proceed with the Simpson Road extension ahead of the Regions Mayfield Road Project.</p>		<p>exception of the updated channel design being prepared by Greck. Further coordination with the Region, Town and the Landowner Group will be required to determine interim conditions. Items identified in this coordination can be developed and will be required in the Final detailed design packages.</p>
<p>5. The proposal identifies that the parcels/properties are to remain in their current configuration, however there should be consideration for amalgamation of properties and creation of new blocks and property limits for comprehensive development of the South Simpson Block Plan. Furthermore, the small size of Parts 7, 8, 9 and 11 appear to be problematic to develop comprehensively as prestige industrial as envisioned in the Towns OP. Please confirm the intent with these properties and consideration for consolidation of these lots and accesses. It is recommended these properties be amalgamated for access reasons and for comprehensive development of the area. Further discussion is required on how these properties will develop.</p>	<p>Weston</p>	<p>Amalgamation of properties is not being considered as part of this process. Amalgamation of these properties may be considered at a later date when the lands are being considered for being redeveloped. It is noted that the owners of Parts 7, 8, 9 and 11 are not participating members of the Landowner group.</p>
<p><b>Master Environmental Servicing Plan - Update</b></p> <p>6. The Town of Caledon has recently been granted a Consolidated Linear Infrastructure Environmental Compliance Approval 324-S701 (CLI ECA) which authorizes the Town approve alterations to the municipal stormwater management system. The report is to be</p>	<p>GEI</p>	<p>Noted and will apply the ECA during detailed design.</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>revised to reference and identify how the SWM strategy is in conformance with the Towns CLI ECA. Please refer to the Appendix A Performance Criteria. Further information on the Towns CLI ECA can be found on the Towns Website:</p> <p><a href="https://www.caledon.ca/en/town-services/standards-policies-and-guidelines.aspx#Consolidated-Linear-Infrastructure-Environmental-Compliance-Approval-CLI-ECA-">https://www.caledon.ca/en/town-services/standards-policies-and-guidelines.aspx#Consolidated-Linear-Infrastructure-Environmental-Compliance-Approval-CLI-ECA-</a></p>		
<p>a. Update Section 1.3 to include the Towns CLI ECA.</p>	<p>GEI</p>	<p>Added the line "Town of Caledon Municipal Stormwater Management System, ECA Number: 324-S701, dated October 2022." to section 1.3.</p>
<p>7. The executive summary identifies that “there is an approved storm network that has been re-aligned and comprising a series of 1800(w)x900(d)mm, 1200mm, 1050mm, 900mm, 750mm and 600mm sewers collecting flows from Simpson Road and Parts 1, 2, 3, 4, ,5 and 10 of the subject sites.”</p> <p>Clarify if the approved storm sewer network has been re-aligned as part of the MESP update and why, or what this is in reference to. Additionally, clarify and summarize the properties that drain to the existing approved storm sewer network for the proposed Simpson Road Drawings that are already approved and complete and the properties that will drain to the channel or the proposed 2400mm x 1800mm box culvert.</p>	<p>GEI</p>	<p>Executive summary has been revised to explain that the proposed storm sewer consists of the Extended Stormwater Management Pond (SWMP) Outlet and the proposed channel aligned to the west of Simpson Rd Extension. The reference to the re-aligned storm sewer has been removed. The design has been revised to include a channel design and Extended SWMP 4200mm x 1500mm box culvert Outlet, not a 2400mm x 1800mm by-pass pipe. The</p>

9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES		
Alex Schittenhelm – <a href="mailto:Alex.Schittenhelm@caledon.ca">Alex.Schittenhelm@caledon.ca</a> - October 30, 2024		
		executive summary has been revised accordingly.
8. The executive summary identifies that “The Sanitary Sewers for Parts 1, 2, 3, 4, ,5 and 10 will connect to the re-aligned 250mm sanitary sewer on Simpson Road”. Please clarify why this references a ‘re-aligned’ sanitary sewer and what this pertains to.	GEI	The sanitary sewer will not be re-aligned, the text in the executive summary has been updated.
9. Section 1.3 references Simpson Road Extension Phase 3 Drawings prepared by Wood dated September 2021. However, the Drawings prepared by Wood included in the Appendices are dated November 20, 2020. The latest approved drawings prepared by Wood that the Town has on file and which were provided as part of the MESP TOR are dated September 2021. Please clarify and include the latest/approved Simpson Road Extension Phase 3 Drawings prepared by Wood in the Appendices. Ensure all material and drawings accurately show the works associated with the approved drawings.	GEI	Section 1.3 reference is correct and Appendix A contains the latest approved Simpson Road Extension Phase 3 (Contract - 14-093) 100% Detailed Design drawings by Wood Consultants dated for September 2021.
10. Include a summary of the size of the Block Plan Area in Section 2.2.1 in addition to the study area/Phase 2 Secondary Plan Area that has been provided.	GEI	A section summarizing # of parts with the total area under the following categories: participating landowners, pending participation, non-participating landowners, and adjacent landowners not within the block plan area. The total area of the Block Plan Area and the Study Area/Phase 2 Secondary Plan Area has also been included.

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>11. Section 2.2.5 identifies that “the land situated to the east of the study area has been developed and is served by a SWM pond positioned at the northeast corner of Mayfield Road and the Rainbow Creek drainage feature. This SWM facility directly discharges to the existing 1350mm diameter culvert beneath Mayfield Road.” Please specify the area to the east that is being referenced, additionally it is Development Engineering’s understanding that according to Schaeffers SWM Pond drawings that the SWM Pond at the northeast corner of Mayfield Road and the Rainbow Creek Drainage feature has a separate storm sewer outlet that outlets on the south side of Mayfield Road and does not outlet to the existing 1350mm culvert beneath Mayfield Road. Clarify and confirm.</p>	<p>GEI</p>	<p>Section 2.2.5 has been updated.</p>
<p>12. Section 2.3.2.7 identifies two (2) HDF that recommended management of mitigation. It is unclear how the recommended management of mitigation will be properly implemented. Development Engineering defers to Natural Heritage and the Towns Stormwater Department for further comments.</p>	<p>GEI</p>	<p>Section 2.3.2.7 has been updated to provide clarity on how mitigation will be achieved.</p>
<p>13. The second paragraph of Section 2.4 references “at the time of the geotechnical report preliminary drawings provided show the sanitary service as deep as 4 m below existing grades corresponding to 5 to 6 m below the proposed grades.” Clarify what is meant by ‘preliminary drawings’ as the Drawings prepared by Wood are not preliminary and are final approved drawings for construction. Include a reference to the aforementioned drawings.</p>	<p>GEI</p>	<p>Section 2.4 has been revised to remove the word "preliminary" and include a reference to the Wood drawings.</p>
<p>14. Section 3.1 identifies that the Town requires on site-controls for industrial developments of 180L/s/ha. Please note that this is</p>	<p>GEI</p>	<p>Section 5.6.3 clarifies that the area with industrial development has to be abide</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>required when private developments are directed to communal SWM facilities. Where a communal SWM facility is not proposed on-site control is required to meet the peak flows determined using the TRCAs unit flow equation. The report is to be updated to clarify the required release rates for the private developments to abide by</p>		<p>by 180L/s/ha, and hence the peak release rates are identified in Table 5.12 in the report .</p>
<p>15. The area of 23.79ha references in Section 3.3.1 does not match the area of 24.75ha used in the Existing Peak Flow Rate Calculations in Appendix D.2 (pg. 651) or the area of 23.57ha identified in Table 2.1 (pg. 16). Clarify, revise calculations, and update accordingly.</p>	<p>GEI</p>	<p>Calculations have been revised.</p>
<p>16. Include the Areas for the catchments in Table 3.3 in Section 3.3.1.</p>	<p>GEI</p>	<p>Calculations have been revised.</p>
<p>17. Section 4.3 identifies full details of Palmer’s evaluation and memo provided in Appendix B, however this memo could not be located.</p>	<p>GEI</p>	<p>The new proposed channel design no longer requires inclusion of this memo as part of the MESP. References have been updated accordingly in the revised MESP.</p>
<p>18. Section 4.4 identifies that there is an existing Master Financial Agreement (MFA) for the development of the subject site, but should elaborate further on requirements and impacts to the MFA from the MESP Update and any design revisions. Development Engineering would like to understand the subsequent planning applications to understand requirements for implementation and development of how the secondary plan area will proceed.</p>	<p>GEI</p>	<p>Site plan applications for individual landowner parcels will be provided at a later date.</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>19. Section 5.1.2 identifies that the extension of Simpson Road varies from a 24m right-of-way (ROW) to a 25.5m ROW. Please clarify if this is based on the existing road design drawings already completed by Wood for the Simpson Road extension as it is understood the drawings by Wood identify a 24m ROW. Or if this is a newly proposed cross section by GEI. Additionally, only a 25.5m typical cross section has been provided in the figures and a 24.0m cross section has not been provided. Further clarification is required. It is the Towns preference to continue to utilize the previously approved 24.0m ROW completed by Wood and it is not clear why a 25.5m ROW is proposed. The Town does not support the proposed by-pass pipe within the ROW limits.</p>	<p>GEI</p>	<p>Section 5.1.2 and drawings have been revised to the approved Simpson Road drawings for 24m ROW.</p>
<p>20. Section 5.1.2 identifies that to accommodate the proposed storm sewer by-pass pipe, the previously designed road profile by Wood would require modifying in order to provide cover over the by-pass pipe. Development Engineering has the following concerns/comments:</p> <ul style="list-style-type: none"> <li>a. Clearly identify on Drawing 5-2-1 the previously approved and proposed roadway slope.</li> </ul>	<p>GEI</p>	<p>The by-pass pipe has been removed from the design and an open channel design prepared by Greck is being proposed. A modified Simpson Road is no longer required.</p> <ul style="list-style-type: none"> <li>a) Drawing 5-2-1 has been revised to the approved Simpson Road drawings, road way slopes have been included as per the approved Simpson Road drawings by Wood.</li> </ul>
<ul style="list-style-type: none"> <li>b. There are existing sites on the east side of the proposed Simpson Road extension that were constructed with future accesses/connections based on the previously approved</li> </ul>	<p>GEI</p>	<p>There is no more modified profile for Simpson Road, so adverse effects and conflicts are not expected.</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>Simpson Road design. Please elaborate on and demonstrate that the modified road profile will not cause any adverse impacts to the properties or their driveways (driveway slopes) east of the Simpson Road extension and how they will be accommodated with the revised design. The Site Plan Drawings for Part B can be provided upon request if the applicant does not already have it.</p>		
<p>21. The 2nd paragraph of Section 5.2 references various parts/site and associated grading and slopes to match existing, however what is described is not consistent with what is demonstrated on the conceptual Grading Drawing 5-6. Revise accordingly to be accurate.</p> <p>a. Section 5.2 identifies that 3:1 sloping is required for site 4, 5 and 10 matching into existing parts and Part 11 along the west and south, however the Conceptual Grading Drawing 5-6 does not identify any sloping for parts 5, 10 and 11.</p>	<p>GEI</p>	<p>This is for Section 5.3, not 5.2. Section 5.3 is consistent with the Conceptual Grading Plan figure 5-6.</p> <p>a) The section for 3:1 sloping for parts 5,10 and 11 have been eliminated.</p>
<p>b. Section 5.2 identifies that 3:1 sloping is also required for site 1 and 2 along the eastern property line maintaining a 0.5% flowing east to west. Please clarify if this is for the properties east of the proposed Simpson Road Extension that would be severed by the road. These properties should be identified on the plans as separate sites (1A, 1B and 2A, 2B) for clarity and reference.</p>	<p>GEI</p>	<p>Grading Plan has Parts 1A, 1B, 2A, and 2B identified separately.</p>
<p>22. Section 5.3 identifies that “the site will match into the existing grading to the west adjacent to Coleraine Drive along parts 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11” However, Part 5 is not adject to Coleraine Drive. Update/revise accordingly.</p>	<p>GEI</p>	<p>Part 5 has been removed from Section 5.3 from the list of Parts adjacent to Coleraine Drive.</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>23. Section 5.3 identifies that overland flow for Part 10 will flow northwest to southeast to the Simpson Road extension, however the Simpson Road Extension is to the northeast. Additionally, the Conceptual Grading Dwg. 5-8 and the Post-Development Drainage Area Dwg. 5-7 identifies the overland flow route for Part 10 to Mayfield Road. Confirm and revise accordingly.</p>	<p>GEI</p>	<p>Section 5.3 has been updated for Part 10's overland flow route to Mayfield Road to the south with a small portion going to the channel designed by Greck.</p>
<p>24. Section 5.3 identifies that overland flow for Part 6 will flow northwest to southeast to the Simpson Road extension. However, the overland flow route identified on the Post Development Drainage Dwg. 5-7 and the Grading Plan Dwg. 5-6 do not appear to align for Part 6. Please clarify how overland flow for Part 6 will be accommodated. Please note that Part 6 does not have frontage to Simpson Road and if drainage is accommodated through adjacent downstream properties then it will have to be demonstrated how these flows can be accommodated and an easement provided.</p>	<p>GEI</p>	<p>Section 5.3 has been updated for the overland flow route for Part 6 flows from west to east towards the existing stormwater management pond.</p>
<p>25. Section 5.3 and 7.4 identifies that a 0.5% slope has been maintained running west to east. The Grading Plan (Dwg. 5-6) identifies slopes as low as 0.4% and 0% along the shared property line of Part 1A and Part 6. As per Towns Standards the minimum grades for swales is 2.0%. Revise accordingly.</p>	<p>GEI</p>	<p>These drawings are designed at a high-level stage. Swales have not been designed at this level. Swales and storm system for detail design of each Part/lot will be designed at the site plan design.</p>
<p>26. Section 5.4 identifies that “the proposed storm servicing for the site plans to the bypass box culvert should be designed such that no backwater effect from the box culvert occurs.” Elaborate on how this can be achieved and include inverts for the proposed control manholes.</p>	<p>GEI</p>	<p>The bypass system has been updated from a single box culvert to a combination of bypass channel and Extended SWMP box culvert Outlet, in accordance with the revised design</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

		<p>prepared by Greck and Associates. As part of this update, a backwater effect analysis was completed using the revised configuration. The proposed SWM underground chamber inverts have been reviewed in relation to the regulatory floodline elevations provided by Greck, and as summarized in Table 5.9, all proposed control SWM underground chambers inverts have been set above the regulatory floodline to ensure no backwater impact from the bypass system.</p>
<p>27. Section 5.4 (paragraph 4) identifies that “as part of the SWM scheme to support the development of Parcel B, some of the Block Plan area, precisely Catchments C2.1, C2.2 and C3.2 were considered in the design of the pond which was designed to provide Quantity, Quality and Erosion control.” Please clarify that this is in reference to the existing pond (Bolton_WetP_118 Plan 43R34749) on the northeast corner of the proposed Simpson Road Extension and Mayfield Road intersection. Furthermore, revise/clarify the catchment areas referenced in the report to be accurate as C2.2.2, C2.2.2, C3.2.1 and C3.2.2 as identified on the post development Drainage Area Plan (Dwg. 5-7) are accommodated as per Schaeffer’s Proposed Storm Drainage Plan for the existing SWM Pond.</p>	<p>GEI</p>	<p>Revised.</p>

## 9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES

Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024

<p>28. Section 5.4, Table 5.6 &amp; Table 5.7 identifies that Part 6 (Catchment C1) will drain to the proposed box culvert, however it has not been demonstrated how this will be facilitated. The Storm Servicing Plan (Dwg.5-8) identifies a storm outlet to Coleraine Drive. Please clarify the storm outlet for Part 6 and how drainage is accommodated.</p>	<p>GEI</p>	<p>The storm outlet for Part 6 will connect to the proposed 4.2m x 1.5m Extended SWMP box culvert Outlet (designed by Greck) via a proposed storm easement. Refer to Section 6.2.6.</p>
<p>a. Furthermore, it is Development Engineering’s understanding that there is no storm sewer in this location on Coleraine Drive. As Coleraine Drive is a Regional Road, please contact the Region for further details and services on Coleraine Drive. The Region is to also comment on the acceptability of a storm drainage outlet to Coleraine Drive. Furthermore, it is unclear how Part 6 will install underground storm services to meet stormwater management objectives and still have sufficient cover and fall to outlet to Coleraine Drive based on the existing and proposed grades. Please clarify.</p>	<p>GEI</p>	<p>Part 6 has been revised to connect to the Extended SWMP Outlet designed by Greck.</p>
<p>29. Section 5.5.1 references back yards. This is an industrial subdivision, and all references should be revised to remove any suggestions or references to stormwater management practices that are not applicable.</p>	<p>GEI</p>	<p>Section 5.5.1 has been updated.</p>
<p>30. Include the sum of the total areas in Table 5.6.</p>	<p>GEI</p>	<p>Provided.</p>
<p>31. Include the Parts/Parcel identification in Table 5.7 through 5.11 within Section 5.6.1. Furthermore, it is recommended to revise the catchment areas ID to align with the proposed Parts/Parcel numbering for ease or review and co-ordination.</p>	<p>GEI</p>	<p>Revised.</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

<p>32. Revise Table 5.6 and the first paragraph of Section 5.7 as per Town Standards, manufactured treatment devices are required in line with the stormwater management facility for all commercial and industrial sites outletting to the existing SWM Pond at the Northeast Corner of Mayfield Road and the Simpson Road Extension.</p>	<p>GEI</p>	<p>Revised.</p>
<p>33. Section 5.6, Table 5.6, Section 5.6.3, Table 5.10 and Table 5.11, and Section 5.7 identifies that catchments C2.2.1, C2.2.2, C3.2.1, C3.2.2 are proposed to drain to the Equity Prestige Business Park SWMF. The SWM Pond at the northeast corner of Mayfield Road and the Simpson Road Extension appears to be inaccurately referenced throughout the report as the Equity Prestige Business Park SWMF. Revise all references to appropriately reference the correct SWM facility to avoid confusion as the Equity Prestige Business Park SWMF is the facility that is north of the development area that drains to the existing channel and is not the facility that these identified areas east of the Simpson Road Extension drain to. The Towns reference of the facility at the northeast corner of Mayfield Road and the Simpson Road extension that these catchments drain to is Bolton_WetP_118 Plan 43R34749. Please label the SWM Pond on all applicable plans and it should correlate with the reference utilized within the text of the report.</p>	<p>GEI</p>	<p>Revised.</p>
<p>a. Furthermore, the SWM Report for the correct Equity Prestige Business Park SWM Pond that drains directly to the existing channel at the northern limits of the site does not appear to have been included in the reports analysis and is not referenced or included in the appendices accordingly. The</p>	<p>GEI</p>	<p>Updated.</p>

**9. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES**

**Alex Schittenhelm – [Alex.Schittenhelm@caledon.ca](mailto:Alex.Schittenhelm@caledon.ca) - October 30, 2024**

Equity Prestige Business Park SWM Pond report and drawings were previous provided along with the MESP TOR.		
34. Section 5.5.4, 6.1 and Table 5.6 should be revised to include Water Balance requirements.	GEI	Revised.
35. Section 5.6.1 should also include a section for the summary of the flows from the Equity Prestige Business Park.	GEI	Revised.
36. Section 5.6.2 identifies that catchments C6, C7, C8, C9 and C12 will all drain to the existing storm sewer network on Coleraine Drive and Mayfield Road. As these are Regional roads review and acceptability of this approach is required to be reviewed and approved by the Region of Peel in addition the allowable release rates, stormwater quality, quantity, water balance and erosion control.	GEI	Drainage pattern is updated for C6, C7, C8, C9, and C12 as this property will now drain directly to the Mayfield Road storm sewers, rather than draining to the Coleraine Drive storm sewers.
a. Section 5.6.2 identifies that the allowable release rates were established based on the 10yr pre-development flows from only half the site plan areas as the extent of the contributing area is not clear. This should be further investigated to confirm the extent of the area contributing before proceeding. Additionally, the Town requires allowable release rates to be controlled to the 2yr pre-development flows, however as this outlets to the Regional ROW the Town defers acceptability on the approach to the Region. Confirmation from the Region is required.	GEI	C6, C7, C8, C9 and C12 are now to updated to match post to pre.

<p>b. Section 5.6.2 identifies that the capacity of the existing storm sewer system would be required to be confirmed at detailed design stage. However, it is development engineering’s opinion that the capacity should be confirmed now as this report will be setting the overall drainage strategy and required release rates for these catchments.</p>	<p>GEI</p>	<p>Refer to the response to comment 36.</p>
<p>c. Please be advised that it is Development Engineering’s understanding that catchment C12 received Site Plan Approval back in February 2024 and provided post to pre-development controls for the 2 through 100yr storm events. Please follow up with the Towns Planning Department regarding Approvals and with the Region of Peel regarding allowable release rates.</p>	<p>GEI</p>	<p>As per the Functional Servicing and Stormwater Management Report (FSSR) received from the Town of Caledon on July 29, 2025, for C12 (Part 12) prepared by A.M. Candaras Associates Inc. and dated June 23, 2023, the applicable SWM criteria were reviewed and the report was updated accordingly. The allowable release rate was established using a post-to-pre development comparison. Consistent with this approach, the MESP has applied the same methodology and criteria for the sites draining toward Mayfield Road. No changes to the criteria were made.</p>

<p>37. Section 5.8 identifies that a slight alteration in imperviousness, approximately 5% has been discussed in the preceding section. It is assumed that the 5% is in reference to the alteration in annual infiltration volume post development and not the actual imperviousness. Nonetheless as per the comment below, the water balance did not utilize the appropriate values for impervious and pervious areas for the pre-development conditions. Revise accordingly.</p>	<p>GEI</p>	<p>Revised.</p>
<p>38. Section 5.9 identifies that the existing imperviousness area for the site was estimated to be approximately 69% which appears to be from the table on pg. 945 of Appendix D.6. The existing imperviousness utilized in the water balance is based on the current modified conditions of the development area that has been undertaken without any formal approvals which is not appropriate. The water balance is to be revised to utilize greenfield as the pre-development condition. Revise accordingly.</p>	<p>GEI</p>	<p>Revised.</p>
<p>39. Section 5.10 (paragraph 7) references previous Sections 7.6.1 to 7.6.3, however these do not appear to be the appropriate references. Revise accordingly.</p>	<p>GEI</p>	<p>Revised.</p>
<p>40. Section 5.10 (paragraph 7) identifies that “GEI provided the preliminary post development allowable release rates for the subject sites that was estimated to be 1.05cms” and “the new 100 year allowable flow for the subject sites was estimated as follows: 0.493 (discharge to Box culvert) + 0.072 (Discharge to Sewer System) +0.369 (final release rate of the Equity Prestige Business Park SWM Pond) = 0.93cms which is less than the assumed flow of 1.05cms by Greck.” Please elaborate where these values were obtained from and include references and calculations where applicable to support these results. Provide a plan identifying all the allowable release rates and where they outlet to.</p>	<p>GEI</p>	<p>Revised.</p>

<p>a. The release rate for the Equity Prestige Business Park appears to be the release rate from SWM pond at the northeast corner of Mayfield Road and the Simpson Road Extension and does not include the uncontrolled flow rate from approximately 0.125ha area downstream of the SWM Pond that was unable to drain to the pond as per Schaeffer's SWM Pond Report. Furthermore, these flows outlet downstream on the south side of Mayfield Road and should be considered in the analysis accordingly as they do not outlet to the proposed box culvert.</p>	<p>GEI</p>	<p>As per the new design, the proposed open channel will take flows from the uncontrolled area mentioned in Schaeffer's report (0.125ha) as discussed in the Table 5.6 in the report, as the area in proposed case is divided into C3.1, C4, C5, C11, and C10 and that will be controlled and released into the open channel.</p>
<p>b. The release rate of 0.072m<sup>3</sup>/s are the calculated 100yr allowable flows from C6, C7, C8, C9 and C12 which appears to outlet to Mayfield Road and do not outlet to the proposed bypass culvert, so it is not clear why these flows were incorporated in the total flows for the bypass culvert and used in Greck's Simpson Road Extension and Rainbow Creek Culvert Feasibility Study for the analysis of the bypass culvert.</p>	<p>GEI</p>	<p>Addressed. Only flows from the proposed channel by Greck and draining towards the existing south pond is considered.</p>
<p>c. The release rate from the Equity Prestige Business Park north of the subject development that drains directly to the open channel does not appear to have been included in the total flows.</p>	<p>GEI</p>	<p>Revised to include.</p>
<p>41. Section 6.2.1 and 6.2.2 identifies that Part 1 and Part 2 are split and all connections will connect to Simpson Road infrastructure. However, Dwg. 5-8 identifies there are two connections to Simpson Road with one connection (Part 1A &amp; Part 2A) to the proposed storm sewer by-pass pipe. Revise accordingly.</p>	<p>GEI</p>	<p>Part 1 has two storm connections: Part 1A will connect to the proposed Extended SWMP 4.2m x 1.5m box culvert Outlet pipe, and Part 1B will connect into the Simpson Road storm sewer. Sanitary and watermain connections to Part 1A and 1B will be into the Simpson Road infrastructure.</p>

		Part 2A will connect to the proposed open channel (designed by Greck) aligned west of Simpson Road, and Part 2B will connect into the Simpson Road storm sewer. Sanitary and watermain connections to Part 2A and 2B will be into the Simpson Road infrastructure
42. Revise the header for Section 6.2.4 to include the Part reference (Part 4).	GEI	Section 6.2.4 heading has been revised.
43. Section 6.2.3, 6.2.4, 6.2.5 & 6.2.10 identifies that Parts 3,4, 5 & 10 will connect to the storm sewer on Simpson Road, which is contrary to other sections of the Report and Dwg. 5-8 identifying they are to connect to the proposed by-pass pipe. Clarify and revise accordingly.	GEI	Sections 6.2.3, 6.2.4, 6.2.5, and 6.2.10 have been revised to clarify that their respective Part # storm connection will connect to the proposed channel by Greck that is aligned west of the Simpson Road extension.
44. Section 6.2.12 identifies that Part 12 will connect to both Coleraine and Mayfield Road infrastructure, however Part 12 has no frontage to Coleraine Drive. Please refer to other comments in this memo as the servicing strategy should be updated to reflect the Site Plan Approval previously issued for this site. Please contact Planning for further details.	GEI	Part 12 connections will connect into Mayfield Roads infrastructure. A sanitary sewer extension will be needed via. a min. 200mm diameter along Mayfield Road and connect into the existing 750mm diameter on Coleraine Drive.
45. Section 6.2.14 should be revised to reflect the Site Plan Approved servicing strategy for Part B as it currently isn't accurate. Contact Planning regarding Site Plan Approval for the Part B.	GEI	Section 6.2.14 has been revised to reflect the Site Plan Approved servicing strategy for Part B, which was provided by the Part B Landowner.
46. Section 6.3 is vague and does not adequately elaborate on how the proposed Simpson Road Extension will be constructed/phased or	GEI	Section 6.3 has been updated.

<p>discuss any cost sharing requirements, land acquisition, etc. Further details are required. Please refer to the MESP 2000 and other comments contained within this memo.</p>		
<p>47. The stormwater management strategy/summary in Section 7.1 is inaccurate and does not align with the strategy as identified within the report or figures. Revise accordingly.</p>	<p>GEI</p>	<p>Revised.</p>
<p>48. Section 7.4 identifies that the site requires fill and additional grading detail will be required at detailed design. As per other comments contained within this memo, please clarify the extend of fill required and grading in order to provide sufficient cover and implementation of the stormwater management strategy to the proposed outlets. Confirm if a DPOS and detailed design is proposed to facilitate the proposed fill and grading required to support comprehensive development of the area and future site plan development of the individual parcels.</p>	<p>GEI</p>	<p>Section 6.3 has been revised to include the need for placing grading agreements between participating landowners through the site plan development process.</p>
<p>49. Confirm the culvert sizing and references throughout the Report and accurately show/label the correct existing and proposed culverts and sizing on all applicable drawings accordingly. Confirm that the culverts across Mayfield Road have sufficient capacity to convey the proposed flows. To be confirmed by the Region.</p> <p>a. Section 2.2.2 identifies a 900mm culvert on Mayfield Road.</p>	<p>GEI</p>	<p>The Region of Peel has already updated the culvert across Mayfield Road to a 6.0 m x 1.5 m box culvert, which has been reviewed and approved by the Region. As such, no further updates to the culvert is required from GEI.</p> <p>a) The text has been revised to say "1300mm culvert on Mayfield Road".</p>
<p>b. Section 2.2.7.1 identifies 750mm and 1350mm culverts that outlet across Mayfield Road. However, the final sentence in this section identifies the Coleraine Drive storm sewers ultimately discharge close to the existing 900mm culvert across Mayfield Road.</p>	<p>GEI</p>	<p>The text has been revised to say "1300mm culvert on Mayfield Road".</p>

<p>c. Section 5.4 identifies that there is a proposed “6m by 1.8m concrete box culvert (designed by others) that will pass under Mayfield Road” and “based on Wood’s drawings and the Mayfield Road expansion project plans that will replace the existing 1.3m diameter corrugated steel pipe (CSP)”. However, the Storm Servicing Plan (Dwg. 5-8) identifies an existing 6000 x 1500mm culvert in this location where it is assumed the existing 1300mm culvert is located.</p>	<p>GEI</p>	<p>Report text is revised that the 6.0m by 1.5m concrete box culvert designed by Schaeffers will replace the existing 1.3m CSP culvert. Figure 5-8 has been revised to show the 6.0m x 1.5m concrete box culvert.</p>
<p>d. The SWM Pond drawings prepared by Schaeffers and the Simpson Road drawings prepared by Wood identify that the existing CSP culvert across Mayfield Road is 1300mm not 1350mm and the proposed culvert to replace the existing CSP culvert is a 6.0m x 1.5m concrete box culvert. Confirm Existing and proposed culverts across Mayfield Road with the Region of Peel to be accurately shown on all drawings.</p>	<p>GEI</p>	<p>The existing culvert has been identified and accurately shown as 1300mm on the pre-development drainage area plan. The 6.0m x 1.5m concrete box culvert has been shown on Figure 5-7 The proposed and existing culverts have all been confirmed.</p>
<p>50. The area of 24.75ha used in the Existing Peak Flow Rate Calculations in Appendix D.2 (pg. 651) does not match the area of 23.57ha identified in Table 2.1 (pg. 16) or the area of 24.9ha as per the Pre-Development Drainage Plan (Dwg. 2-1). Clarify, revise calculations, and update accordingly.</p>	<p>GEI</p>	<p>Updated.</p>
<p>51. Include a section on Implementation as per Section 4.2 of the MESP 2000.</p>	<p>GEI</p>	<p>A section on implementation has been added to Section 4.</p>
<p>52. Include a section on erosion control as per Section 5.5 of the MESP 2000 speaking to the downstream erosion potential and measures to protect downstream conditions.</p>	<p>GEI</p>	<p>Included.</p>
<p>53. The MESP 2000 identified requirements for offsite works (Section 6.4) for the West Rainbow Creek Watershed as it is susceptible to</p>	<p>GEI</p>	<p>Included.</p>

erosion and identified works necessary south of Mayfield Road. This is to be discussed and elaborated on within the MESP Update.		
54. Confirm and clarify where drainage for Part 11 also identified as storm drainage area C6 is accommodated under both existing and proposed conditions.	GEI	In proposed conditions, C6 (Part 11) will drain through C7 (Part 7) and through C8. C9 will drain into the Mayfield Road storm sewer.
a. The Pre-Development Drainage Area Drawing 2-1 identifies that under existing conditions Part 11 drains to the south east to the existing channel, meanwhile the Post-Development Drainage Area Drawing 5-7 identifies that Part 11 (C6) will drain to Coleraine Drive and the which is not consistent with the existing drainage pattern. Furthermore Section 3.3.2, 5.4 & 5.6.2 identifies catchment C6 will undergo on-site management to control their discharge to the existing storm sewers on Coleraine. Please clarify and update the report, all analysis and calculations accordingly.	GEI	Refer to the response for comment 54.
b. Additionally, as this drainage is directed to the Regional ROW (Coleraine Drive) review and confirmation on the acceptability of the strategy is required from the Region of Peel.	GEI	Refer to the response for comment 54.
55. Confirm and clarify where storm drainage for Part 6, also identified as storm drainage area C1 is accommodated under both existing and proposed conditions.	GEI	Catchment C1 (Part 6) will have a proposed storm easement through the property which will drain into the proposed Extended SWMP 4.2m x 1.5m box culvert Outlet from Greck's design.
a. The Pre-Development Drainage Area Drawing 2-1 identifies that under existing conditions Part 6 drains to the south east to the existing channel. The Post-Development Drainage Area Drawing 5-7, Table 3.4 in Section 3.3.2 and Table 5.7 in	GEI	Refer to the response for comment 55.

Section 5.6.1 identifies that Part 6 (C1) is part of the proposed storm drainage area to box culvert. Although, it's unclear how this property will be accommodated and drain to the box culvert without access or frontage to the box culvert.		
b. Based on the Conceptual Grading Drawing 5-6, Post-Development Drainage Area Drawing 5-7 and Conceptual Storm Servicing Drawing 5-8 and Section 6.2.6, Part 6 (C1) is proposed to outlet to Coleraine Drive which is contrary to the information summarized in the comment above. Additionally, under existing conditions, Part 6 (C1) does not appear to outlet to this location.	GEI	Refer to the response for comment 55.
c. The overland flow route identified on the Post-Development Drainage Area Drawing 5-7 is unclear and conflicts with what is identified on the Conceptual Grading Drawing 5-6.	GEI	The post development drainage area and grading plan's overland flow route has been revised.
d. Please clarify and update the report, all analysis and calculations accordingly.	GEI	Updated.
e. The Town will require confirmation from the Region that they are agreeable to flows being directed towards Coleraine Drive under Post-Development Conditions.	GEI	No flows are being sent to Coleraine Drive in the proposed condition.
56. Clarify why 2 copies of the TOR prepared and provided by the Town is included in Appendix A (Starting on pg. 73 and on pg. 77). Remove duplication.	GEI	Only one TOR is now being shown in appendix A.
57. The MESP is to be stamped, signed and dated by a Professional Engineer.	GEI	Noted.
58. Development Engineering defers review and approval of the ecological and natural heritage features aspects and enclosure of the Channel to the TRCA and the Towns Natural Heritage Staff.	GEI	Noted.

59. Development Engineering defers review and approval of the Hydrology to the TRCA.	GEI	Noted.
60. Development Engineering defers review and approval of the water and sanitary serving to the Region of Peel.	GEI	Noted.
<b>Figures/Drawings</b>	GEI	
61. Development Engineering does not support the location of the proposed concrete storm sewer within the Simpson Road ROW, as there is competing infrastructure and significant impacts to streetscape, street trees, bio-retention swales, etc. within the boulevard.	GEI	The previously proposed bypass storm box culvert sewer in the boulevard within the Simpson Road ROW boulevard has been removed from the design. An open channel has been proposed by Greck.
62. The Aerial Plan (Dwg. 1-2) and Ownership Plan (Dwg. 1-3) are essentially the exact same plan. Consolidate into one plan to remove duplication.	GEI	Dwg 1-2 has been renamed to AERIAL OWNERSHIP PLAN and Dwg 1-3 has been removed.
63. The Pre-Development Drainage Area Plan (Dwg. 2-1) should be revised to separate the pre-development catchments to the areas that they drain. i.e. east and west of the proposed Simpson Road Extension and Channel and to Coleraine or Mayfield Road.	GEI	Dwg. 2-1 has been revised to separate the pre-development catchments as per the MESP 2000.
64. The following comments pertain to Plan and Profile Drawings (Dwg 5-2-2 & Dwg. 5-2-3).	GEI	The roadway slope transitions have been identified on the Plan and Profile drawings.
a. Clearly identify where the 441.98m roadway at a slope of 0.87% transitions to the 144.30m at a slope of 0.80%.	GEI	
b. The bypass box culvert appears to be in conflict with the bypass pipe and headwall for the existing SWM Pond at the northeast corner of Mayfield Road and the future Simpson Road extension.	GEI	Greck: Comment not applicable. Bypass box culvert is no longer being proposed.
c. As per Town Standards, storm sewers shall have a minimum frost cover of 1.5m. Development Engineering does not	GEI	The bypass pipe has been removed from the design and replaced with an open channel approach.

<p>support the bypass box culvert with a reduced cover of 0.75m to 0.45m.</p>		
<p>d. The details shown on the profile for the headwall from the existing SWM Pond appear to be inaccurate. Confirm where this information was obtained from as the Towns drawings and records does not identify an access road directly atop the existing headwall and instead this is an emergency overland spillway.</p> <p>Furthermore, the plan identifies a proposed retaining wall to tie into the existing SWM pond access road. It is not clear why this retaining wall is proposed or the details pertaining to this retaining wall such as height and how it ties into existing grades. Additionally, the retaining wall would be within the emergency spillway and flows would spill over the retaining wall. As per Town Standards Section 1.4.10.3 retaining walls are not permitted within SWM facilities and under any circumstances, overland drainage route cannot be established over retaining walls.</p>	<p>GEI</p>	<p>The headwall and retaining wall have been removed from the design. A 4.2m x 1.5m Extended SWMP box culvert Outlet designed by Greck has been proposed exiting the existing pond north of Part 1. Per Greck's plans, the existing SWM pond outlet is to be relocated to the southeast corner of the existing pond.</p>
<p>e. Clarify the trash guard that is to tie into the top of the proposed retaining wall as it is unclear how this will work. As per previous comments retaining walls are not permitted in SWM facilities or for overland flow routes.</p>	<p>GEI</p>	<p>Greck: Comment not applicable. Updated design does not include a retaining wall.</p>
<p>f. The plan identifies the existing headwall outlet for the SWM Pond is to be removed and shifted back 3.0m. Please clarify why this is required.</p>	<p>GEI</p>	<p>Greck: the SWM Pond outlet has been redesigned. Modifications to the Equity SWM Pond outlet are proposed to better align with the redesigned natural channel.</p>

<p>g. Identify the existing outlet invert for the headwall from the existing SWM pond. According to Town drawings/records the existing outlet invert of the headwall is 231.84, however at a slope of 0.53% and the removal of 3.0m of headwall this does not equate to the 231.45 invert elevation as shown on the drawing. Please clarify.</p>	<p>GEI</p>	<p>Greck: the SWM Pond outlet has been redesigned. Comment not applicable.</p>
<p>h. The proposed ground (approved Simpson) appears to be inaccurate as it is higher than the headwall. The proposed ground (approved Simpson) should reflect that of the approved channel design by Wood.</p>	<p>GEI</p>	<p>The proposed ground (approved Simpson) has been revised to the latest approved Simpson Road drawings by Wood. The channel proposed grade reflects Greck's design.</p>
<p>i. Identify the 100yr water level elevation for the existing pond on the plan and profile.</p>	<p>GEI</p>	<p>The 100 year water level for the existing pond has been added on the plan and profile.</p>
<p>j. The measurements on the profile for the vertical depth for the proposed ground (revised Simpson) appears to be inaccurate and not properly shown to the proposed ground (revised Simpson).</p>	<p>GEI</p>	<p>The drawings have been revised to the approved Simpson Road drawings.</p>
<p>k. The storm sewer details for the outlet from the SWM Pond at the northeast corner of Mayfield Road and Simpson Road Extension do not appear to be accurate (pipe sizes, slope, length) based on the final approved plans. Furthermore, these details do not correlate with the SWM Pond Plans included in the Appendices (pg. 645), which are also outdated plans. Please replace the SWM Pond plans in the Appendices with the approved plans and revise all drawings accordingly to accurately show the correct servicing infrastructure.</p>	<p>GEI</p>	<p>The storm sewer details have been updated to reflect the final approved plans. The SWM Pond Plans (pg. 645) are the ones in the Schaeffer's report appendix. The final SWM Pond Plan (SWM-1B) is included in Appendix A. The 900mm bypass pipe from the Bolton SWM Pond has been adjusted as per Grecks design and has been referenced in Section 5.10.</p>

<p>i. The length of the box culvert does not match between the plan (522.8m) and the profile (526.48m).</p>	<p>GEI</p>	<p>Based on the preliminary channel design by Greck, the length of this Extended SWMP box culvert Outlet is about 120m. The exact length is to be confirmed at detailed design. The design has been revised to a hybrid channel-pipe approach.</p>
<p>m. Change the colour of the callout for the proposed ground (approved Simpson) to match the colour of the linework for the proposed ground.</p>	<p>GEI</p>	<p>Addressed.</p>
<p>n. Fix leader lines and callouts are ensure they point to the appropriate features.</p>	<p>GEI</p>	<p>Addressed.</p>
<p>65. The following comments pertain to the Grading Plan (Dwg. 5-6):</p> <p>a. Development Engineering has concerns with the proposed grading of the development area and insufficient depth/cover in order to provide underground storm services (storm services) and storage facilities to be able to gravity drain through each site plan and to the proposed control manholes to the outlet. Please elaborate and confirm feasibility within the MESP.</p> <p>b. For example, the top of the proposed box culvert is approximately at an elevation of 230.0 at the frontage of Part 10, however the grade of Part/Parcel 10 along Simpson Road is as low as 229.48. It is not clear how storm servicing is feasible. This comment is echoed for all other Parts/Parcels.</p>	<p>GEI</p>	<p>a. The storm sewer details have been updated to reflect the final approved plans. The SWM Pond Plans (pg. 645) are the ones in Schaeffer's report appendix. The final SWM Pond Plan (SWM-1B) is included in Appendix A. The 900mm bypass pipe from the Bolton SWM Pond has been adjusted as per Grecks design and has been referenced in Section 5.10.</p> <p>b. The Extended SWMP box culvert Outlet has been revised</p>

		<p>to have an approximate length of 120m (exact length to be confirmed during detailed design), which only reached Parts 1 and 2, and will accept flows from Part 6 via a proposed storm easement. Grading has been proposed to allow for enough cover on the Extended SWMP Outlet. All other Parts that abut Simpson Road (Parts 3, 4, 5, and 10) will connect to the proposed channel by Greck. The remaining Parts (Parts 7, 8, 9, 11, and 12) will have their storm servicing connected to existing infrastructure on Mayfield Road.</p>
<p>66. The following comments pertain to the Post-Development Storm Drainage Plan (Dwg. 5-7):</p> <p>a. Please include the required release rates and storage volume for each catchment as identified in Table 5.7 and 5.8 on the plans as well as water balance requirements.</p>	<p>GEI</p>	<p>Drawing 5-7 has been updated to include the storage volumes, release rates and water balance for the participating landowners.</p>
<p><b>Simpson Road Extension and Rainbow Creek Culvert Feasibility Study Prepared by Greck and Associates Ltd. dated May 17, 2024.</b></p> <p>67. Update the report to include Section headers and numbers for ease of review and reference.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Section headers and numbers have been added.</p>

<p>68. The Report references the Towns “Phase 3 Simpson Industrial Secondary Plan Area”. Please revise, as it is the Towns Phase 2 South Simpson Industrial Secondary Plan Area. The segment of Simpson Road that was designed and is to be extended is commonly referred to as the Phase 3 segment, which may have been the cause for confusion.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Noted, the references have been updated.</p>
<p>69. The first paragraph on page 2 identifies that “It was found that replacing 526m of routed channel will result in a 4.1% to 0.1% flow increase up to 7km downstream (Huntington Road and Rutherford Road). This flow change translates to a maximum flood elevation increase of 9cm for the regulatory flood event.” The acceptability of this increase is to be reviewed and approved by the TRCA and the City of Brampton. Confirmation from these agencies is required.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: A piped channel is no longer being proposed. Comment not applicable.</p>
<p>70. Under the background header (pg. 2), it is identified that the SWM Pond at the northeast corner of Mayfield Road and the rainbow creek drainage feature discharges to an existing 1300 diameter Mayfield Road culvert. Revise as the outlet referenced is not accurate and this SWM facility has its own storm sewer outlet across Mayfield Road and does not outlet to the 1300mm diameter culvert. Please refer to the SWM Pond drawings by Schaeffers previously provided and included in the Appendices of the MESP Update.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Note that the Wood Simpson Road drawings and the Schaeffers SWM Pond drawings show a Future 52.80m – 900mm concrete by-pass pipe @0.6% which outlets into the proposed open channel. Our channel design has accommodated this. The report will be updated to clarify this.</p>
<p>71. Revise Figure 1 as follows: a. Identify the storm sewer outlet for the SWM pond and all culverts.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Note that Figure 1 is only meant to show the overall Secondary Plan and parcels. It is not meant to show the proposed channel design. The Equity SWM Pond has been identified on the figure.</p>

<p>b. Revise the Site references to correlate with the Part and Site references identified in the Updated South Simpson Master Environmental Servicing Plan and the provided Block Plan.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Site references will be coordinated.</p>
<p>72. Revise Figure 3 as it is blurry and there are issues with legibility.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Figure 3 to be revised with better resolution.</p>
<p>73. It is identified on page 4 that “It is our understanding that there was no hydraulic or hydrologic reporting in support of the proposed channel design” and “No technical analysis was provided to quantify hydrology and hydraulics impacts.” Please confirm these statements with the TRCA as it is Development Engineering’s understanding that the channel would have been extensively studied through the Towns EA process in 2012 and a Permit for the Channel would have been required from the TRCA including the required supporting information for its alignment, size and implementation.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Report has been updated to clarify.</p>
<p>74. It is identified on pg. 4 that the four (4) crossing areas shown in Figure 4 as identified by Wood and are roughly 39m - 50m wide along the channel with an average of 39.0m in width comprising of:</p> <ul style="list-style-type: none"> <li>• 30m driveway (15.0m for each driveway as per OPSD standards)</li> <li>• 6.0m for two 3:1 side slopes into a 1m deep valley</li> <li>• 3.0m for property setbacks</li> </ul> <p>Woods drawings only identify what appear to be three (3) shared/mutual driveway crossings with an approximate width of 25.0m and two (2) private driveway locations to the south for Parts 4 and 5 of approximately 11.0m in width. Reference to the crossings identified by Wood should be revised to describe the actual conceptual locations proposed by Wood.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Four crossing structures are no longer being proposed. Crossing structure details to be coordinated with a transportation/traffic engineer.</p>

<p>Furthermore, the 30m driveways proposed utilizes the maximum 15.0m for each driveway while OPSD 350.010 identifies a minimum of 9.0m and a maximum of 15.0m. Additionally, as per Town Zoning By-law the maximum driveway width is 12.5m. Lastly, reduced and shared accesses/driveways can be explored along shared lot lines to reduce the driveway crossing widths and eliminate property setbacks. Overall, alternatives should be explored to reduce the impact and width of the driveway crossings rather than assuming the worst-case scenario.</p>		
<p>75. Clarify and confirm how the 167m of channel that would need to be filled to accommodate the industrial crossings was calculated. Additionally, please refer to the comment above when calculating the overall area impacted by driveway crossings which should have consideration for the Towns Zoning by law, reduced/consolidated and/or shared access locations.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Crossing structures will be consolidated to two. Crossing structures details to be coordinated with a transportation/traffic engineer.</p>
<p>76. It is identified on pg. 6 that “The culvert inlet will feature a high-capacity grate capable of passing 100% design flow even if 50% blocked/clogged.” Supporting information has not been provided to support these claims.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: This submission is not meant to be detailed design. Any proposed inlet grate sizing and configuration to be provided in later submissions.</p>
<p>77. Pg. 6 identifies that “A retaining wall or vegetated channel with a top elevation of 234.0 m will be installed from the west and east edge of the emergency spillway to the proposed high-capacity inlet to direct the pond overflow into the culvert system.” As per Town Standards retaining walls are not permitted within SWM facilities and under any circumstances, overland drainage route cannot be established over retaining walls.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Noted, retaining walls will not be used on public lands.</p>

<p>78. Table 1 identifies a baseline flow value of 1.5m<sup>3</sup>/s while the justification identifies a target flow rate of 1.05m<sup>3</sup>/s provided by GEI. Please refer to other comments in this memo as it relates to the target flow rate of 1.05m<sup>3</sup>/s provided by GEI, as it is not clear how this number was determined, and it does not appear to be accurately calculated or include the correct flows from the existing Equity Prestige Business Park SWM Pond.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Comment not applicable. Piped channel configuration is no longer being proposed. All flows in the redesigned open channel have been referenced in the report.</p>
<p>79. Pg. 8 identifies a Part 2 open channel, however on the previous pages Part 2 is identifies as a 526m long 1.8m x 2.4m culvert. Please clarify.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: The piped channel configuration is no longer being proposed. This comment is not applicable.</p>
<p>80. Pg. 9 identifies an emergency spillway where flows from the Equity Prestige Business Park SWM Pond will sheet flow eastwards towards Simpson Road then south towards Mayfield Road before spilling back into the open Channel. However, the spillway from the Equity Prestige Business Park to Simpson Road would be in the middle of two (2) private properties before it reaches Simpson Road and it is unclear how this emergency spillway would be accommodated or facilitated without impacting the private developments.</p> <p>Furthermore, it's identified in this scenario that flows are expected to spill outside of the Simpson Road ROW limits and onto external private property. As per Town Standards flows should not spill or flood onto private property and are to be contained within the ROW limits.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Emergency spillway has been updated and is clarified in the updated report.</p>
<p>81. The Conceptual Culvert Conveyance System (Dwg. 01) prepared by Greck does not correlate with the Typical Road Cross Section (Dwg. 5-1) and Plan and Profile (5-2-1, 5-2-2, 5-2-3) Drawings prepared by GEI. One drawing set should be provided and included in all reports for consistency.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: The piped channel is not proposed anymore. Future drawings to be coordinated with GEI.</p>

<p>82. The hydrologic and hydraulic analysis is to be reviewed and approved by the TRCA.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Noted.</p>
<p>83. Include the asbuilt drawings and the SWM Report for the Equity Prestige Business Park SWM Pond in the Appendices.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Noted, drawings for the Equity SWM Pond will be included.</p>
<p><b>Access and Transportation</b></p> <p>84. According to Town Maps, Part 10 (8576 Mayfield Road) appears to own a sliver of land fronting Part 3 and 4 adjacent to the Simpson Road Extension. It is unclear how the properties in its current configuration can remain or will have access. It may make sense for the amalgamation of lands and the creation of new blocks. Please clarify how Part 3 and 4 will get access to Simpson Road and how the proposed works will proceed with Part 10 being a non-participating landowner.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: The Landowners Group has agreed to amalgamate and share driveway crossings; there are currently two proposed, one being between Parcels 3 and 4, and the other between Parcels 5 and 6 (as shown on the enclosed Block Plan figure)</p>
<p>85. The Block Plan figure should identify all potential access points including:</p> <ul style="list-style-type: none"> <li>a. Access for properties 6, 7, 8, 9, 10, 11 and 12.</li> <li>b. The two (2) properties east of the Simpson Road extension and north of Parcel B.</li> </ul> <p>The Town defers access locations, requirements and restrictions on all Regional Roads (Coleraine Drive &amp; Mayfield Road) to the Region of Peel. The Block Plan should be updated to identify accesses for all properties within the Block Plan. Confirmation from the Region that they are accepting of the access plan is required.</p>	<p>Greck and Associates Ltd.</p>	<p>Greck: Access points will be captured in the MESP prepared by GEI.</p>
<p><b>Hydrogeological Investigation</b></p>	<p>GEI</p>	<p>This reference has been removed.</p>

86. The report references Pre-Development Drainage Plan Drawing DAP-2, however this drawing could not be located.		
87. The report references a geotechnical report is being completed under a separate cover. Please provide.	GEI	Geotechnical report is provided.
88. Paragraph 3 of Section 2.1 references that “ <i>It is expected that surficial runoff from the site is captured primarily within the storm water pond where it travels through the linked headwater tributary</i> ”. However, there is no stormwater management pond currently as part of the subject lands. Please clarify.	GEI	This section has been updated.
89. Section 2.1 identifies that the rainbow creek tributary was instrumented with two (2) staff gauges and two (2) water level loggers. Please identify the location of these instruments on a corresponding plan and provide the associated results.	GEI	The location of the staff gauges that are each equipped with a water level logger are identified in Appendix A of the Water Level Monitoring Letter in Appendix G. The associated results are located in Appendix B and Appendix C of the Water Level Monitoring Letter in Appendix G.
90. Section 3 identifies that five (5) MWs were installed within the boreholes on site, however according to the figures it appears that six (6) MWs were installed on site. Please clarify.	GEI	This section has been updated to reflect 6 monitoring locations.
91. The report identifies that a monitoring program is being carried and will be provided under a separate cover once completed. Please provide.	GEI	The monitoring program is included in Appendix G of the Hydrogeological Investigation.
92. BH2 does not appear to have been identified on the BH location plan.	GEI	BH 2 has been identified on the BH location plan.
93. The Hydrogeological investigation is to be reviewed and approved by the TRCA and the Region of Peel.	GEI	Acknowledged.

<p>Based on the concerns/comments contained within this memo, the Town cannot support the enclosure and by-pass pipe proposed to replace the approved 45m open channel system and the proposal to amend Schedule “C”, “C-5” and “C-7” of the Official Plan with the following policy: “7.9.6.3 The Rainbow Creek channel is permitted to be fully piped from its existing origin at the upstream SWM pond downstream to a natural, vegetated bend in the channel just upstream of Mayfield Road pursuant to the completion of an Environmental Impact Study (EIS) to the satisfaction of Town Staff”.</p> <p>Development Engineering reserves the right for additional comments on a revised submission. Development Engineering requests that the Engineer provide a response letter with the re-submission package clearly reiterating the Towns comments in order and including details for how each of the above comment is addressed. Should you require any further clarification or additional information, please do not hesitate to contact this department directly. Please let me know if you have any questions or require any additional information.</p>	<p>GEI / Weston</p>	<p>Comment response matrix identifying how each of the comments has been addressed is provided.</p>
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<p><b>10. TOWN OF CALEDON, FINANCE DEPARTMENT, FINANCE</b></p>		
<p><b>Taral Shukla – taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)</b></p>		
<p><b>Comment</b></p>	<p><b>Consultant</b></p>	<p><b>Response</b></p>

**10. TOWN OF CALEDON, FINANCE DEPARTMENT, FINANCE**

**Taral Shukla – taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

<p>The South Simpson Landowners Group falls within the South Simpson Secondary Plan Area. The Town of Caledon is in receipt of an Official Plan Amendment and Block Plan application to extend the Simpson Road Right-of-Way to Mayfield Road and include site specific policies to permit the Channelization of Rainbow Creek.</p> <p>By-law No. 2021-09 imposes and provides for payment of Area Specific Development Charges for services related to a highway and stormwater management services for the Simpson Road (Phase 3 – from 228 metres South of Parr Boulevard to Mayfield Road) Development Area.</p> <p>The owners of such lands are responsible to pay such Area Specific Development Charges. Information may be access on the Town’s website at Development Charges - Simpson Road (Phase 3) By-law 2021-09 (caledon.ca)</p>	<p>Information Only</p>	<p>Noted.</p>
<p>Further, building specific Development Charges will be determined by the rates in effect on the date when a site plan or rezoning applications is deemed to be complete (the completion date).</p> <p>For the purposes of Development Charges, the term ‘industrial floor space’ should comply with the definition of an ‘industrial building’, as outlined in the Town’s By-law No. 2019-3 as amended by By-law No. 2021-65. If compliance is not met, then the Non-Residential (Other) rates will apply.</p> <p>The Development Charges comments and estimates above are as at September 16, 2024 and are based upon information provided to the Town</p>	<p>Information Only</p>	<p>Noted.</p>

**10. TOWN OF CALEDON, FINANCE DEPARTMENT, FINANCE**

**Taral Shukla – taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18 months after application approval date. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge By-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.

**11. TOWN OF CALEDON, ENERGY AND ENVIRONMENT**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
<p>While the GDS does not apply to this first submission of POPA 2024-0005 at this time, the applicant should be aware that future draft plan of subdivision and site plan applications will be required to submit a completed GDS checklist and supporting documents. Applicants are encouraged to familiarize themselves with the program early in the development process so they are prepared to comply with GDS requirements. Program materials can be found at <a href="http://www.caledon.ca/gds">www.caledon.ca/gds</a>. Energy and Environment staff are available if you have any questions about the program.</p>	<p>Information Only</p>	<p>Noted.</p>
<p>For Draft Plan of Subdivision/SPA:  Please prepare the relevant Green Development Standards Checklist available on the Town’s website: <a href="http://www.caledon.ca/gds">www.caledon.ca/gds</a> The checklist should be accompanied by the appropriate documentation, as identified within the checklist and GDS Guidebook.</p>	<p>Weston</p>	<p>Noted. To be provided as part of future SPA applications.</p>

**12. TOWN OF CALEDON, PLANNING, URBAN DESIGN**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
We will require an Urban Design Brief for any future development within the Secondary Plan area.	Weston	Noted.

**13. TOWN OF CALEDON, PLANNING, LANDSCAPE**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
Landscape comments will be provided at subdivision and/or site plan stage.	Information Only	Noted.

**14. TOWN OF CALEDON, PLANNING, PARKS**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
<ul style="list-style-type: none"> <li>Payment of money in lieu of conveyance of parkland will be required, according to section 51.1 of the Planning Act and sections 9 (a) and 17 (a) of the Town’s Parkland Dedication By-law -2022-042, prior to registration of the plan of subdivision.</li> </ul>	Information Only	Noted.
<ul style="list-style-type: none"> <li>Cash-in-lieu of parkland is required at equivalent market value of 2% of the total land area. To determine the current market value of the development land, the Landowner Group will be required to obtain and furnish the Town with a comprehensive narrative appraisal report, in accordance with the Town of Caledon’s Parkland Conveyance By-law - 2022-042 and appraisal guidelines. Appraisal is considered valid for a maximum period of six months. The value of the land shall be determined as of the day before the day of the approval of the draft plan of subdivision.</li> </ul>	Weston	Noted.
<ul style="list-style-type: none"> <li>The appraisal needs to be prepared by a certified professional appraiser of real estate who is designated as an Accredited Appraiser by the Appraisal Institute of Canada (AIC), and who is a member in good standing of the AIC, at no expense to the Town. All appraisals must comply with the current Canadian Uniform standards of Professional Appraisal Practice (CUSPAP) as adopted by the Appraisal Institute of Canada.</li> </ul>	Weston	Noted.

**15. TOWN OF CALEDON, LEGAL SERVICES**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
<p>Please ensure the Draft Official Plan Amendment has the following legal description throughout:</p> <p>Part of Lot 1, Concession 6 (Albion); Town of Caledon; Regional municipality of Peel.</p>	<p>Weston</p>	<p>The Draft OPAs have been amended to include the noted legal description throughout.</p>

**16. TOWN OF CALEDON, PARKS AND HERITAGE**

Jason Elliot – [Jason.Elliot@caledon.ca](mailto:Jason.Elliot@caledon.ca) - December 12, 2024

Comment	Consultant	Response
<p><u>Background</u></p> <p><u>Material Reviewed</u></p> <ul style="list-style-type: none"> <li>• Submission Cover Letter prepared by Weston Consulting, dated August 1, 2024</li> <li>• Block Plan Fully-Piped Alignment prepared by Weston Consulting, June 26, 2024 revision</li> <li>• Planning Justification Report prepared by Weston Consulting, dated June 2024</li> <li>• Scoped Fluvial Geomorphology Assessment, Aquatic Habitat Review and Evaluation of Alternative Flow Conveyance Options (“EIS Memorandum”) prepared by Palmer, dated May 24, 2024</li> <li>• Simpson Road Extension and Rainbow Creek Culvert Feasibility Study prepared by Greck and Associates, dated May 17, 2024</li> <li>• Master Environmental Servicing Plan Update – Simpson Road prepared by GEI, dated June 2024</li> <li>• Proposed OPA received August 2, 2024</li> <li>• TRCA Comments on the submission, dated October 25, 2014</li> <li>• Town Development Engineering Comments on the submission, dated October 30, 2024</li> </ul>	<p>Information Only</p>	<p>Noted.</p>
<p><u>Comments</u></p> <p>The Planning Justification Report and the proposed OPA indicate that the purpose of the latter and associated Block Plan is to enable extension of</p>	<p>Weston Consulting / Palmer</p>	<p>All consultant materials have been significantly revised to propose a naturalized, open channel</p>

**16. TOWN OF CALEDON, PARKS AND HERITAGE**

**Jason Elliot – [Jason.Elliot@caledon.ca](mailto:Jason.Elliot@caledon.ca) - December 12, 2024**

Simpson Road and to channelize (enclose) the portion of Rainbow Creek that is in the study area. The EIS Memorandum inappropriately includes an Evaluation of Alternative Flow Conveyance Options in support of the proposed creek enclosure. The purpose of an EIS is to identify natural heritage features and functions, evaluate potential impacts to those resulting from a proposal and recommend appropriate mitigation to demonstrate policy conformance. This was not done. An evaluation of alternatives that includes anything other than natural heritage considerations may only be conducted through the Environmental Assessment process, which has already been completed for the study area and selected an open channel as part of the preferred alternative. Therefore, the evaluation is not supported and, as indicated to the study team during the meeting held on October 31, 2023, an open channel must be included in the planning of the study area and appropriately considered in all supporting documents. As indicated during the meeting, the Town is willing to consider alternative open channel designs relative to the previous Town design; however, this wasn't provided. The proposed OPA must be revised to delete that from the purpose and to delete proposed Policy 7.9.6.3. Similarly, all of the supporting documents must be significantly revised to include and appropriately consider an open channel. Detailed comments on the supporting documents are provided below.

downstream of a reconfigured existing SWM pond outlet for the Rainbow Creek tributary, including the Draft OPA, which has been revised to not delete policy 7.9.6.3 but rather amend the policy to reflect the proposed channel design. The purpose of the OPA has been updated.

Pursuant to the Following meetings and discussions held with Town and TRCA staff on January 7, 2025, February 10, 2025, February 14, 2025, February 28, 2025, March 26, 2025, and March 23, 2025, the resubmission of the MESP, OPA and Block Plan incorporates an open channel that has received endorsement in principle from TRCA Staff.

The previous memo containing the Evaluation of Alternative Flow Conveyance Options was never intended as an EIS – that was a

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**Jason Elliot – [Jason.Elliot@caledon.ca](mailto:Jason.Elliot@caledon.ca) - December 12, 2024**

		<p>miscommunication. A proper EIS has now been prepared and submitted in conjunction with the fluvial geomorphological assessment and natural channel design package.</p>
<p><u>EIS Memorandum:</u></p> <p>It appears that the reason for inappropriately including an Evaluation of Alternative Flow Conveyance Options is predicated on the argument that, while the approved EA acknowledged the need for crossings of the channel, it did not evaluate their potential impacts. It is noted that this contrasts with Greck’s report which indicates that “The purpose of the secondary plan is to maintain the current utilization of land for industrial use with improved accessibility. The current proposed open channel design conflicts with these primary objectives by sterilizing a significant portion of land to low probability floodplain and culvert crossings.”</p> <p>Nevertheless, as per the quote provided in the EIS Memo, the EA acknowledged that watercourse crossings of the open channel would be required, and as per Greck’s report and Development Engineering comments, the open channel design drawings that were previously prepared to implement the EA recommendations included multiple crossings. Therefore, the EA and associated design considered the</p>	<p>Palmer</p>	<p>For clarity, the Evaluation of Alternative Flow Conveyance Options was never intended to be an EIS – this was a miscommunication. It was an interim deliverable to compare different options. Regardless, the previous proposal for enclosure of the channel has been replaced by a proposal for a naturalized, open channel downstream of a reconfigured outlet from the existing SWM pond. Reviewers are now directed to the actual EIS for this updated proposal, along with supporting documentation in the fluvial geomorphological memo and the design brief.</p>

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crossings, at least to some degree, and did not conclude that they prevented the goals for the open channel design.

Further, as outlined in Development Engineering’s comments, the linear extent of the channel that the crossings would impact has been overcalculated and available mitigation strategies to reduce the number of crossings were not considered despite the Town indicated during the meeting with the applicant and their consultants that these should be explored.

Finally, it is acknowledged that the goal of the open channel design was to restore channel function, replicate headwater run-pool morphology mixed with linear wetlands and wet meadows. As per the previous channel design drawings included in Appendix A of the Updated MESP, this was provided along with the crossings. Despite the typical morphological impact from crossings outlined in the EIS Memo, the open channel design still represents a massive improvement relative to the existing channel.

For the reasons outlined above, the use of impacts resulting from the crossings as the main argument against an open channel design is not supported. Further comments are provided below.

- Section 3.1 documents the existing degraded channel condition due to the industrial land use activities and recent channel alterations. Section 3.2 outlines habitat impacts on and downstream of the subject lands caused by the same activities. It

Palmer

The number of crossings over the proposed open channel have been reduced by combining driveway access to/from properties. Please see the EIS, fluvial geomorphology memo and design brief for an explanation and evaluation of their impacts.

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Jason Elliot – [Jason.Elliot@caledon.ca](mailto:Jason.Elliot@caledon.ca) - December 12, 2024

<p>is omitted that these activities did not go through the planning approval process and therefore do not conform to the South Simpson Secondary Plan policies and zoning requirements (e.g., Policy 7.9.3 requiring land uses to respect small tributaries) and the resulting setbacks, SWM strategy, design BMPs etc. that will protect the reconstructed channel from these activities.</p>		
<ul style="list-style-type: none"> <li>Section 3.2 omits that the reach downstream of Mayfield Rd has been identified as contributing habitat for the Endangered Redside Dace in the Rainbow Creek MESP Addendum (for Block 47 in Brampton), prepared by GEI (May 2019). Therefore, the subject reach is also considered contributing habitat and is subject to Endangered Species Act requirements. Consultation with MECP is required in this regard.</li> </ul>	Palmer	<p>During a prior meeting with the Town, it was clarified that the nearest Redside Dace habitat is more than 10 km downstream of the subject property and of no direct relevance to proposed works. Regardless, the proposed naturalization will enhance much of the habitat and associated contributing functions for improved local and downstream habitat.</p>
<ul style="list-style-type: none"> <li>As indicated above, an Evaluation of Alternative Flow Conveyance Options may not be conducted outside of the EA process. Notwithstanding following are additional comments on what was provided:             <ul style="list-style-type: none"> <li>An alternative open channel design is described (Greck, 2021) but not provided. If advanced in the future, TRCA must confirm that the reduced corridor would be sufficient to convey the regulatory events.</li> </ul> </li> </ul>	Palmer	<p>The updated proposal is for a fully naturalized, open channel downstream of a reconfigured SWM pond outlet. An evaluation of options is no longer required and has been removed. The proposed redesigned channel is shown in the preliminary</p>

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		drawing package and described in the accompanying design brief.
<ul style="list-style-type: none"> <li>○ The concern regarding runoff from adjacent industrial land uses impairing water quality is unfounded. In a previous section, it is acknowledged that the 2000 MESP (i.e., prior to the industrial activities in the subject area) highlighted that water quality degradation was already apparent in the channel. More importantly, the proposed SWM strategy must control and treat runoff prior to it entering the channel to protect water quality. Through implementing the approved SWM strategy, water quality in the channel and downstream will be improved and protected relative to existing conditions. Notably, it is concluded that if the channel is enclosed, the proposed on-site water quality controls would provide “clean, treated water to the downstream of the site, where channel form, function and habitat values become better defined”. However, it is omitted that these controls would provide the clean, treated water to the designed open channel that includes massively improved form, function and habitat values.</li> </ul>	Palmer	Reference to this specific concern has been removed. The proposed SWM strategy is consistent with current best practices and described in Section 5.4 and 5.5 of the MESP
<ul style="list-style-type: none"> <li>○ The risk of urban debris jams is overstated. The low risk of jams at 1.5 m high by 2.4 m wide box culverts (as indicated to be required) is simply and effectively mitigated through typical fencing.</li> </ul>	Palmer	Emphasis of the risk of urban debris jams has been reduced in the natural channel design brief.

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<ul style="list-style-type: none"> <li>○ The concern regarding creating undevelopable portions of land on Properties 1 and 2 could be mitigated through a revised design that swings the channel more easterly in that area.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.
<ul style="list-style-type: none"> <li>○ The consideration of hypothetical, unspecified off-site compensation in the analysis is not appropriate as it is impossible to score an unknown. Specific compensation opportunities would have to be detailed and landowner permissions included to be relevant in an evaluation.</li> </ul>	Palmer	Off-site compensation is no longer proposed given the significant improvement a naturalized, open channel represents to the system. See drawing package and accompanying design brief for details.
<ul style="list-style-type: none"> <li>○ Greck’s report calculated that increased regulatory flows associated with the channel enclosure relative to the open channel and increased flood elevations up to 9 cm would result downstream of the subject lands from the channel enclosure. However, this was not considered in the evaluation. It is also noted that in their comments on the submission, TRCA has concerns with the flood modelling.</li> </ul>	Greck	Greck: The redesigned open channel will have no negative downstream impacts as it improves hydrologic attenuation. Comment not applicable.
<ul style="list-style-type: none"> <li>○ Greck’s report identifies a required emergency spillway where flows from the upstream SWM pond will sheet flow across developable areas of Properties 1 and 2 in the channel enclosure scenario. Additionally, Greck identified that these flows are expected to impact other properties. However, this was not considered in the evaluation.</li> </ul>	Greck	Greck: Emergency spill path has been redesigned.

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<ul style="list-style-type: none"> <li>○ Erosion risks to road and maintenance requirements were inappropriately considered in the Physical and Natural Environment category and were already included in the Technical criteria so their impact was 'double counted'.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.
<ul style="list-style-type: none"> <li>○ The scoring method of only assigning scores of 1, 3 or 5 exaggerates the difference in impacts. For instance, the difference in scored maintenance requirements between an open and enclosed channel is scored '4' which ranges from 8.5 % to 12.5% of the total scores for the three options considered. The same is true of the Public Safety and Land Use Planning criteria.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.
<ul style="list-style-type: none"> <li>○ It does not appear that the scoring of maintenance requirements considered the required inspection and maintenance of the 500+ m enclosure or the erosion at its inlet/outlet (also refer to Development Engineering comments in this regard). Similarly, Greck's report modelled the flooding that would occur if all inlets to the enclosed creek were plugged. Despite the modelling and the fact that all those inlets would be considerably smaller than the culvert crossings of the open channel, the evaluation only considered flooding in relation to debris jams at culverts.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.

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<ul style="list-style-type: none"> <li>○ The technical criteria and financial criteria are not consistent with respect to maintenance. The former indicates much more requirements for the open channel (but omitted pipe maintenance as per the preceding comment) and the latter indicates that the maintenance costs are the same for all options.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.
<ul style="list-style-type: none"> <li>○ The scoring of the constructability criterion is not supported. The options with open channels are scored lower because they require a construction firm experienced in natural channel design. However, the same is true of the enclosure option – it requires a firm experienced in constructing 500+ m box culverts. Further, natural channel construction is simple for a headwater channel.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.
<ul style="list-style-type: none"> <li>○ Greck’s report indicates that easements for the enclosure option would be required. However, this was not considered in the Complexity of Development criterion.</li> </ul>	Palmer	See drawing package and accompanying design brief for updated design proposal.
<p><u>Culvert Feasibility Study:</u></p> <ul style="list-style-type: none"> <li>• It is stated that “The purpose of the secondary plan is to maintain the current utilization of land for industrial use with improved accessibility. The current proposed open channel design conflicts with these primary objectives by sterilizing a significant portion of land to low probability floodplain and culvert crossings.” This is contrary to the Secondary Planning process in general which is intended to balance objectives, and the existing South Simpson</li> </ul>	Greck and Associates	Greck: Wording has been updated in report.

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<p>Secondary Plan specifically which includes a goal to protect significant environmental features and functions and, where possible, restore and enhance the environment. To that end, the existing secondary plan indicates that proposed land uses will respect small tributaries (among other things) and that all lands are subject to the Ecosystem Planning and Management policies of the OP. It is not appropriate to propose a revision to the Secondary Plan to advance private development that is contrary to the existing secondary plan and OP policies.</p>		
<ul style="list-style-type: none"> <li>The conclusion inappropriately recommends the consideration of several items that are unrelated to Greck’s engineering expertise and/or were not discussed in the report (recognition of existing development, ecological factors, economic and social needs, land use functionality and practicality). Additionally, another recommended consideration, the lack of a defined channel in 1954 is irrelevant. As reported in the EIS Memo, the channel has been present for over 2.5 decades. Further, the development of the catchment is an existing condition causing increased concentrated flows relative to the channel in the former agricultural setting.</li> </ul>	<p>Greck and Associates</p>	<p>Greck: Conclusions section has been updated.</p>
<p><u>Updated MESP:</u></p> <ul style="list-style-type: none"> <li>Section 1.4 – Planning and Environmental Policy Context omits any reference to the important planning policy context contained within the existing South Simpson Secondary Plan.</li> </ul>	<p>GEI</p>	<p>Section 1.4 has been updated to include the South Simpson Industrial Secondary Plan.</p>

## 16. TOWN OF CALEDON, PARKS AND HERITAGE

Jason Elliot – [Jason.Elliot@caledon.ca](mailto:Jason.Elliot@caledon.ca) - December 12, 2024

<ul style="list-style-type: none"> <li>Section 2.3.1.6 omits that the reach downstream of Mayfield Rd has been identified as contributing habitat for Redside Dace in the Rainbow Creek MESP Addendum (for Block 47 in Brampton), prepared by GEI (May 2019). As such, the subject reach is also contributing habitat and consultation with the MECP is required.</li> </ul>	GEI	The absence of Redside Dace habitat downstream was confirmed with staff during the meeting on January 8, 2025.
<ul style="list-style-type: none"> <li>Section 2.3.2.4 includes the results of amphibian surveys in the study area. While the presence of amphibians was limited, it isn't acknowledged that the submitted proposal would eliminate all amphibians in the study area while the open channel design would provide amphibian habitat.</li> </ul>	GEI	The new channel includes open design that will maintain amphibian habitat within the corridor.
<ul style="list-style-type: none"> <li>Section 2.3.2.7 identifies two headwater drainage features with recommended 'mitigation' management and outlines options in that regard but did not include any of those options in the recommended SWM strategy. However, as the required open channel will provide those functions, nothing further is required.</li> </ul>	GEI	Noted.
<ul style="list-style-type: none"> <li>Despite indicating it had done so, Section 4.2 did not assess natural heritage policy conformance in relation to the Town's OP. It only assesses conformance in relation to PPS natural heritage policies. Further, 'no net loss' is not a policy test in the PPS or OP. It is indicated that buffers are not being provided due to the valuation of Alternative Flow Conveyance Options conducted by Palmer. As that evaluation has no standing as outlined above, OP policies must be assessed, and conformance demonstrated as outlined in the approved Terms of Reference for the study provided in Appendix A. Section 7.5 must also be revised in this regard.</li> </ul>	GEI	These sections have been updated to reflect the updated channel design.

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<ul style="list-style-type: none"> <li>Section 5.5.4 does not recommend any infiltration in the SWM plan despite Sections 3.1 and 5.9 indicating that best-efforts approach should be applied. Revise to include specific requirements related to a best-efforts approach (e.g., site plans must include infiltration BMP using roof water as best-efforts approach). As underground storage is already recommended, this appears feasible. This also applies to Table 5.6 and 6.1.</li> </ul>	GEI	Revised.
<ul style="list-style-type: none"> <li>Section 5.9 – Site Water Balance, inappropriately used the existing imperviousness that has resulted from the unapproved, non-conforming land uses in the study area to calculate existing infiltration. Existing infiltration should be calculated using the conditions prior to those uses.</li> </ul>	GEI	Revised.
<ul style="list-style-type: none"> <li>Section 5.10 inaccurately indicates that Greck’s report indicated that 30% of the channel would need to be filled for the crossings. The 30% (although overstated as outlined above) represents the combined length of crossings but the channel would flow freely through box culverts.</li> </ul>	GEI	Addressed.
<p>Planning Justification Report:</p> <ul style="list-style-type: none"> <li>As with all submitted reports, the report must be extensively revised to consider and include the required open channel. Specific comments that were not already provided on other reports are provided below.</li> </ul>	Weston Consulting	Noted. A PJR Addendum Letter has been provided for review.

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<ul style="list-style-type: none"> <li>It is not accurate that channelization of Rainbow Creek is required to facilitate future development of the subject lands.</li> </ul>	<p>Weston Consulting</p>	<p>The channelization of Rainbow Creek and the method in which it is channelized is critical to the future development of the Subject Lands, particularly for Parcels 1 and 2. Access and egress is required at Simpson Road due to access limitations on Coleraine Drive and Mayfield Road imposed by the Region. The Rainbow Creek tributary traverses the area between the future development area and the future Simpson Road extension, providing a significant challenge. The proposed open channel of the Rainbow Creek tributary with an outlet extension is endorsed in principle by the Town and TRCA.</p>
<ul style="list-style-type: none"> <li>It is not accurate that “natural features will be protected through the piping of Rainbow Creek, which will provide an improved ecological condition” or that channelization is “the most effective option for environmental conservation”. These statements represent fundamental errors that are contrary to the natural heritage planning regime in Ontario.</li> </ul>	<p>Weston Consulting / Palmer</p>	<p>Noted. The resubmission revises the channelization of the Rainbow Creek tributary to be a naturalized, open channel downstream of a reconfigured outlet from the existing SWM pond. This concept has been endorsed in</p>

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		principle by the Town and TRCA, subject to the detailed reports and studies enclosed in this resubmission.
<ul style="list-style-type: none"> <li>It is indicated that the portion of Rainbow Creek on the subject lands is not mapped as part of the Greenlands System. While this is accurate, it has little relevance as site-specific studies must identify all features that meet Greenlands criteria. This assessment was not done.</li> </ul>	Weston Consulting / Palmer	Noted. The resubmission includes an EIS that introduces and addresses the Greenlands System and its relevance as part of the proposal for a naturalized, open channel system downstream of a reconfigured outlet from the existing SWM pond.
<ul style="list-style-type: none"> <li>Section 6.6 includes many Ecosystem Planning Strategy policies from Section 3.2 of the Town’s OP. However, no report assessed conformance to those policies. The paragraph included after the policies has no relevance to the policies.</li> </ul>	Weston Consulting	Noted. The revised channelization of Rainbow Creek to an open channel now has regard for these policies, as stated in the enclosed PJR Addendum Letter.
<ul style="list-style-type: none"> <li>The discussion on Policy 7.9.3 from the South Simpson Secondary Plan in Section 6.7 omits any discussion on the portion of that policy that requires the protection of small tributaries.</li> </ul>	Weston Consulting	Noted. The revised channelization of Rainbow Creek to an open channel now has regard for the portion of Policy 7.9.3 which speaks to the protection of tributaries. This is also

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		stated in the enclosed PJR Addendum Letter.
<ul style="list-style-type: none"> <li>Section 6.8 omits any discussion on Section 13 – Natural Environment System from the Future Caledon OP.</li> </ul>	Weston Consulting	Section 4 of the enclosed PJR Addendum Letter provides a discussion on Section 13- Natural Environment System.

**17. MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING**

Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)

Comment	Consultant	Response
MMAH defers comments regarding the Highway 413 Focused Analysis Area and the NWGTA Transmission Corridor Narrowed Area of Interest to the Ministry of Transportation and the Ministry of Energy and Electrification, respectively.	Information Only	Noted.

**18. MINISTRY OF TRANSPORTATION**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
After review of the materials submitted for the above OPA/BPA, the subject sites do not appear to be within the MTO’s Permit Control Area or the Hwy 413 Functional Analysis Area. Therefore, we have no comments.	Information Only	Noted.

**19. DUFFERIN PEEL CATHOLIC DISTRICT SCHOOL BOARD**

**Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)**

Comment	Consultant	Response
<p>The Dufferin-Peel Catholic District School Board has reviewed the above-noted application and since the proposed development is for industrial uses, no students are anticipated from this development.</p> <p>DPCDSB has no comments or objection to the further processing of this application.</p>	<p>Information Only</p>	<p>Noted.</p>

20. PEEL DISTRICT SCHOOL BOARD		
Taral Shukla -- taral.shukla@caledon.ca – October 4, 2024 (no separate contact provided)		
Comment	Consultant	Response
<p><u>Peel District School Board</u></p> <p>PDSB has no comments for the above-noted application as the development is non-residential and therefore no students are anticipated from this development.</p>	<p>Information Only</p>	<p>Noted.</p>

21. ENBRIDGE		
Taral Shukla -- taral.shukla@caledon.ca (no separate contact provided)		
Comment	Consultant	Response
<p>Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.</p> <p>Please always call before you dig, see web link for additional details: <a href="https://www.enbridgegas.com/safety/digging-safety-for-contractors">https://www.enbridgegas.com/safety/digging-safety-for-contractors</a></p>	Information Only	Noted.

22. HYDRO ONE		
Taral Shukla -- taral.shukla@caledon.ca (no separate contact provided)		
Comment	Consultant	Response
<p><u>Hydro One</u></p> <p>Upon review, I can confirm that Hydro One has overhead primary and secondary lines as well as underground secondary lines in your proposed work area. Hydro One does not foresee any conflicts with this project provided that;</p> <ul style="list-style-type: none"> <li>• Underground locates are obtained prior to excavation.</li> <li>• No open trenching within 1.5m of Hydro poles and/or anchors.</li> <li>• Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.</li> <li>• PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels.</li> </ul> <p>Ensure all industry standard utility separations and clearance minimums are maintained.</p>	<p>Information Only</p>	<p>Noted.</p>

23. ROGERS		
<a href="mailto:yorkcirculations@rci.rogers.com">yorkcirculations@rci.rogers.com</a>		
Comment	Consultant	Response
Rogers Communications appreciates the opportunity to review and comment on future development within the Town of Caledon. 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 <a href="mailto:yorkcirculations@rci.rogers.com">yorkcirculations@rci.rogers.com</a> prior to the commencement of construction. Should you have any questions or require further information, please do not hesitate to contact York Outside Plant Engineering.	Information Only	Noted.

**24. MINISTRY OF TRANSPORTATION- NWGTA TRANSMISSION CORRIDOR**

Jonathan McGarry – [Jonathan.McGarry@ontario.ca](mailto:Jonathan.McGarry@ontario.ca)

Comment	Consultant	Response
<p>The ministry has reviewed the location map for POPA 2024-0005 and the site falls outside the Focused Analysis Area land protection boundary for the Highway 413 project. The Highway 413 project team has no concerns or comments on this proposal at this time. Please continue to include us on any circulations.</p>	<p>Information Only</p>	<p>Noted.</p>