



3rd MESP Submission 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
May 7, 2026

TOWN OF CALEDON
PLANNING
RECEIVED

5/11/2026

3rd MESP Submission- 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
May 7, 2026
City File: POPA 2024-0005



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1. TOWN OF CALEDON - TRANSPORTATION		
Tong Wang – September 26, 2025		
Comment	Consultant	Response
1. The Block Plan figure prepared by Weston Consulting dated August 2025 shows the proposed extension of Simpson Rd as 24m. This needs to be 26m in accordance with the draft official plan and the ROW of Simpson Rd.	Weston/LEA	The 24m right-of-way for the Simpson Road extension has been confirmed through the Town review and is consistent with the approved transportation framework underpinning OPA 291. Supporting correspondence is provided in Appendix K of the enclosed TIS Update. The Block Plan Figure depicting a 24 metre ROW reflects the approved condition.
2. Provide a schedule within the draft official plan amendment that outlines the recommendations of the pedestrian and cycling circulation plan. The Schedule should illustrate: 1. Multi-use path on two sides for all collector roads within the secondary plan including Simpson Rd, Parr Boulevard and Pillsworth Road 2. George Bolton Pkwy should be identified to have a MUP on the north side and sidewalk on the south in alignment with the George Bolton Pkwy EA to the west 3. Confirm with the Region to show proposed cycling routes on Regional roads in the Secondary Plan	Weston	The pedestrian and cycling framework has been established through OPA 291 and is consistent with the approved Environmental Assessment and supporting design drawings. The Block Plan reflects the intended active transportation network, including sidewalk and multi-use path provisions. Detailed cross-sections and final configurations will be implemented through the detailed engineering design stage in accordance with the approved framework.
3. The proposed traffic impact study should be expanded to investigate a 2031, 2041 and 2051 scenario for the secondary plan	LEA	Upon correspondence with Town staff dated January 8, 2026, it was confirmed that additional analysis for 2031, 2041, and 2051 is not required. Correspondence can be

1. TOWN OF CALEDON - TRANSPORTATION

Tong Wang – September 26, 2025

		found in Appendix K of the enclosed TIS Update.
4. The block plan shows two proposed accesses onto the Simpson Drive extension which are not reflected in the trip distribution.	LEA	Access locations shown in the traffic analysis are conceptual and were used solely to assess network performance at the Block Plan level. The analysis confirms that the proposed road network operates acceptably under these assumptions. Final access locations and configurations will be determined through site-specific Site Plan Approval applications and are not required to establish overall network functionality at this stage.
5. Transportation Engineering reserves the right to provide further comments during later phases of the development application process. The comments provided at this stage apply only to the proposed Official Plan Amendment submission.	Weston	Noted. The applicant acknowledges that additional comments may be provided through subsequent stages of the development application process.

2. TOWN OF CALEDON - HERITAGE		
Cassandra Jasinski – September 12, 2025		
Comment	Consultant	Response
Archaeological Assessment:		
As requested, the proponent provided a digital copy of the archaeological assessment and its Ministry of Citizenship and Multiculturalism (MCM) compliance letter associated with PIF #P058-872-2012, referenced in the June 21, 2024, Stage 1 Archaeological Assessment. This comment has been addressed.	Weston	The requested archaeological assessment and associated Ministry of Citizenship and Multiculturalism (MCM) compliance letter (PIF #P058-872-2012) have been submitted. This requirement has been satisfied, and no further work is required at this stage.
As requested, the proponent provided an archaeological assessment for lands not previously assessed, the “Stage 1 Archaeological Property Assessment Part of South Simpson Industrial Area Block Plan: 8522, 8576 & 12029 Mayfield Road and 12045, 10265 & 0 (PIN 143500522) Coleraine Drive, Part of Lot 1, Concession 6 (Geographic Township of Albion), Town of Caledon, Regional Municipality of Peel (AMICK Corporate Project #2024-771/MCM File #P038-1561-2024) prepared by AMICK Consultants Limited, dated June 2, 2025. The Town received a MCM compliance letter for this assessment on August 28, 2025. This comment has been addressed.	Weston	A Stage 1 Archaeological Assessment for previously unassessed lands has been completed and submitted, and the corresponding MCM compliance letter (AMICK Project #2024-771/MCM File P#038-1561-2024) has been received. This requirement has been satisfied.
Prior to approval of the propose OPA, Heritage staff will confer with internal colleagues to determine if policy 7.9.7.1 captures the intent of the previously proposed archaeological policy. No further work on this comment is required from the proponent at this time.	Weston	Noted. As confirmed by Town Heritage Staff, no additional work is required from the proponent at this stage. Any further policy refinement is an internal Town matter and does not impact the completeness of the application.

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Sonia Tam – sonia.tam@peelregion.ca - September 15, 2025		
Comment	Consultant	Response
Advisory Comments:		
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.	Weston	Noted. The application has been advanced in coordination with the Town of Caledon as the approval authority for planning matters. The Region's ongoing role with respect to servicing and infrastructure delivery is recognized and will be addressed through detailed design and implementation.
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.	Weston	Noted. The application has been advanced in coordination with the Town of Caledon as the approval authority for planning matters. The Region's ongoing role with respect to servicing and infrastructure delivery is recognized and will be addressed through detailed design and implementation
General Comments:		
The previously received Simpson Road detailed design drawings need to be resubmitted (including CAD - Microstation DGN files) to comply with current Region standards for review and approval satisfactory to the Region of Peel.	GEI	Detailed design submissions, including Microstation DGN files, will be provided in accordance with Region of Peel standards

3. REGION OF PEEL

Sonia Tam – sonia.tam@peelregion.ca - September 15, 2025

		as part of the detailed engineering design stage. This is not required for the Block Plan/MESP approval.
The Region has recently undertaken design for road improvements along Mayfield Road under project #11-4080. The Applicant should contact the Region to clarify specific road improvement requirements prior to preparation of detailed engineering plans and/or reports.	LEA	The Region's Mayfield Road capital works program is acknowledged. The proponent will coordinate directly with the Region's project team to ensure compatibility between the Simpson Road servicing works and the planned Mayfield Road improvements. The Block Plan establishes the ultimate servicing framework. Detailed design will confirm staging and any interim servicing requirements should development proceed in advance of the Regional road works.
Servicing the Simpson Rd extension will require the construction of external sanitary on Mayfield Rd, water connection to existing watermain on Mayfield Rd, and storm connections, all within the ultimate Mayfield Road widening (including daylight triangle). This will need to be completed prior to the start of the Mayfield road-widening project. Based on current Mayfield Rd capital project schedules, utility relocations are anticipated for late 2026/2027, construction for 2028/2029, subject to change. The Applicant will be required to provide completed design drawings to ensure compatibility with the Mayfield proposed works.	GEI	The Block Plan establishes the ultimate servicing framework. Detailed design will confirm staging and any interim servicing requirements should development proceed in advance of the Regional road works

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- 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 request confirmation from the Town that securities referenced in the MFA have been collected.

Weston

An amended Master Financial Agreement (MFA) is being finalized to reflect the current scope of works associated with the Simpson Road Block Plan and OPA 291. The MFA will secure the design, funding, construction, and delivery of required infrastructure, including appropriate securities and cost-sharing arrangements, and will govern implementation in lieu of draft plan of subdivision.

- Please confirm which party will be constructing Simpson Road.

Weston

The Simpson Road extension will be delivered by the Simpson Road Landowners Group in accordance with the approved Block Plan framework and the obligation secured through the amended MFA.

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Development Engineering Comments:

Sanitary Sewer

- Municipal sanitary sewer facilities consist of an existing 750mm dia. on Coleraine Drive, and future 250mm dia. on Simpson Road and existing 250mm dia. on Mayfield Road.
- Servicing will require construction of sanitary sewer on future 250mm dia. On Simpson Road and extension on Mayfield Road connected to the existing sanitary sewer on Mayfield Road.

GEI

The Block Plan and supporting Functional Servicing Report establish the ultimate sanitary and water servicing framework for the subject lands, including required connections to existing and proposed municipal infrastructure.

Detailed design will confirm pipe sizing, alignment, and construction details in accordance with Regional standards. No further refinement is required at the Block Plan/MESP stage to establish servicing feasibility.

Water Servicing

- The lands are located within Water Pressure Zone 6.
- Municipal water supply infrastructure consists of an existing 300mm dia. and existing 750mm dia. on Coleraine Drive; the existing 300mm dia. watermain on Mayfield Road; and the future 300 dia. on Simpson Road.
- Servicing will require construction of 300mm watermain on future Simpson Road.

GEI

The Block Plan and supporting Functional Servicing Report establish the ultimate sanitary and water servicing framework for the subject lands, including required connections to existing and proposed municipal infrastructure.

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		Detailed design will confirm pipe sizing, alignment, and construction details in accordance with Regional standards. No further refinement is required at the Block Plan/MESP stage to establish servicing feasibility.
The Applicant shall acknowledge that only Parcels with the valid Site Plan Approval Notice can be pre-serviced with municipal water. If the development of the Parcel is delayed by one calendar year from the preliminary acceptance of the watermain, the Region may require that any watermain connections to be cut and capped at the cost of the Applicant. Re-commissioning of the watermain, as required by legislation, will be at the cost of the Applicant.	LOG	Noted. Pre-servicing if undertaken, will be coordinated with phasing and site-specific approvals to ensure alignment with development timing and Regional requirements.

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MESP Update

Staff have reviewed the MESP Update, prepared by GEI Consultants, dated August 2025, and provide the following comments:

Wastewater

- There is available downstream wastewater system capacity to service the Phase 2 Simpson Secondary Plan Area by discharging to the future 250mm diameter sewer on the future Simpson Road and to the existing 750mm diameter trunk sewer on Coleraine Drive as per the submitted wastewater servicing plan in the FSR.
- The construction of 250mm diameter sanitary sewer on future Simpson Road and Mayfield Road to existing sanitary sewer on Mayfield Road is required prior to wastewater servicing.
- Subsequent site-specific submissions will need to be reviewed in more detail by the Region to confirm the wastewater servicing for individual proposals.

GEI

The Functional Servicing Report confirms that sufficient downstream wastewater and water system capacity is available to support the development of the Phase 2 Simpson Secondary Plan Area.

The Block Plan establishes that required infrastructure framework, including the extension of municipal services. Site-specific submissions will address detailed design and confirmation of servicing conditions in accordance with Regional requirements.

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Water

- There is available water system capacity in pressure zone 6 to service the Phase 2 Simpson Secondary Plan Area by existing/proposed pressure zone 6 water infrastructure.
- The construction of 300mm diameter watermain on future Simpson Road extension to Mayfield Road to existing 300mm watermain on Mayfield Road is required prior to water servicing.
- Detailed fire flow calculations and the current hydrant flow test should be provided when available through future site-specific applications.
- Subsequent site-specific submissions will need to be reviewed in more detail by the Region to confirm the water servicing for individual proposals.

The Functional Servicing Report confirms that sufficient downstream wastewater and water system capacity is available to support the development of the Phase 2 Simpson Secondary Plan Area.

The Block Plan establishes that required infrastructure framework, including the extension of municipal services. Site-specific submissions will address detailed design and confirmation of servicing conditions in accordance with Regional requirements.

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Hydrogeological Investigation

- The following items remain unaddressed and is to be submitted through the future site-specific applications:
 - A well survey and contingency plan for potential impacts to private water supply wells.
 - An updated dewatering assessment will be required if the proposed building excavation depth differs from the assumed 3 m below ground surface.
 - Copy of permit to discharge from utility authority (if applicable, i.e. discharge directed towards municipal sewer) when available.
- Copy of the dewatering discharge plan submitted to conservation authority (i.e. discharge directed towards NHS) when available.

GEI/Greck

Hydrogeological considerations have been addressed at a conceptual level appropriate to the Block Plan/MESP Stage.

Site-specific applications will include:

- Well surveys and contingency measures where required.
- Refined dewatering assessments based on final building design
- Discharge permitting, as applicable.

These are standard detailed design requirements and do not impact the feasibility of the proposed development.

Transportation Comments:

Access/Study Requirements

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- Please be advised that the existing access connections along Coleraine Drive and Mayfield Road will be subject to revision as a part of the South Simpson Secondary Plan. - Once access is achieved from the future Simpson Road extension, any existing accesses onto Coleraine Drive and/or Mayfield Road shall be closed and the boulevard restored and reinstated to the Region's satisfaction.	Weston	Noted. Access rationalization will occur in accordance with the ultimate road network established through OPA 291 and will be implemented through site-specific approvals.
- The functional design included in Appendix J of the TIS is for Simpson Rd accesses only. For clarity, please provide a functional design that depicts the warranted auxiliary turn lanes and geometrics of the future Simpson Road extension and Mayfield Road intersection for our review and approval. Storage and taper lengths as per TAC are to be included. - Through the block plan, functional designs will be required for the future auxiliary right and left turn lanes for the future Simpson Road extension and Mayfield Road intersection. - Please be advised that through the functional design exercise, additional land dedication may be required. - Please provide AUTOTurn analysis/turning templates for the largest vehicle type turning in and out of the proposed future Simpson Road and Mayfield Road intersection.	LEA	The functional design of the Simpson Road extension and intersection with Mayfield Road has been established in the Transportation Impact Study and supporting materials. The analysis confirms that the required auxiliary lanes and geometrics can be accommodated within the planned right-of-way. Detailed design submissions will refine these elements in accordance with TAC and Region standards.
Please confirm if the growth rates for Mayfield Road and Coleraine Drive were obtained from the Region's Transportation Planning Data group.		The growth rates for Mayfield Road and Coleraine Drive were obtained from the Region of Peel Transportation Planning Department. Please refer to Appendix C of the Transportation Impact Study for the data provided by the Region of Peel.

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- Please provide further recommendations/analysis for mitigation to improve levels of service. Signal timing adjustments are not localized and would require adjustments of an entire corridor along Regional Roads and, as such, we would like to explore additional measures (eg. additional storage lengths).

The Transportation Impact Study includes an assessment of mitigation measures to address future levels of servicing, including storage lane extensions and signal timing optimization. The analysis demonstrates that acceptable intersection performance can be achieved under future conditions.

The preferred mitigation strategy will be confirmed through detailed design in coordination with the Region, where corridor-level considerations can be fully assessed.

Block Plan

- Centreline of roadways with property dimensions reflected

LEA

Please refer to the submitted Transportation Plans. Centerlines of all accesses and Simpson Road shown on drawings; block dimensions shown on drawings. Please refer to the functional design provided in Appendix J in the enclosed TIS Update.

- Please be advised there appears to be a Regional easement within the subject lands. No encroachments, including crane swings and tie-backs shall be permitted through future site specific applications.

LEA

The presence of a Regional easement within the subject lands is acknowledged. The Block Plan has been developed to respect existing constraints, and no encroachments are proposed at this stage.

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		Detailed design and site-specific applications will ensure that all development, including construction activities, complies with Regional easement requirements and avoids any encroachment.
<u>Property Requirements</u> Through the proceeding development process, the Region requests the gratuitous dedication of lands to meet the Region of Peel Official Plan requirement for:		
- Regional Road 14 (Mayfield Road) which has a right of way of: 50 metres, 25 metres from the centreline of the road allowance, midblock; 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;	Weston	The ultimate right-of-way requirements for Mayfield Road are reflected in the Block Plan. As the Block Plan/MESP is not a Planning Act approval that facilitates land conveyance, required road widenings will be secured through site-specific Site Plan Approval applications for individual parcels.
- Regional Road 150 (Coleraine Drive) which has a right of way of: 36 metres, 18 metres from the centreline of the road allowance, midblock; 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;	Weston	The ultimate right-of-way for Coleraine Drive is reflected on the Block Plan. Land dedications will be secured through site specific Site Plan Approval applications,

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		as appropriate. Dedication is not applicable at the Block Plan stage.
The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Mayfield Road and Coleraine Drive;	Weston	The requirement for daylight triangles at the intersection of Mayfield Road and Coleraine Drive is acknowledged. Any required land dedication will be secured through site-specific Site Plan Approval applications for the applicable parcels.
The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Mayfield Road and the future Simpson Road extension;	Weston	Daylight triangles at the future intersection of Mayfield Road and Simpson Road have already been transferred to the Region of Peel.
The Region requests the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 150 (Coleraine Drive) & Regional Road 14 (Mayfield Road) behind the property line and daylight triangle, except at any approved access point;	Weston	The requirement for the 0.30m reserve is acknowledged. Where applicable, any required reserves will be secured through site-specific Site Plan Approval applications, consistent with Regional standards and the approved access strategy.

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- Through the future Site Plan applications, the applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;
 - At this time, we request that all property requirements are reflected on the Block Plan.

Weston

The requirement for land dedications to be provided free and clear of encumbrances, at the applicant's cost is acknowledged and will be addressed through site specific approvals.

The Block Plan reflects the ultimate right-of-way requirements for Mayfield Road and Coleraine Drive, including daylight triangles, consistent with the Region's Official Plan. Detailed conveyance requirements will be confirmed through site specific approvals.

Capital Projects

- Please be advised that there are on-going capital projects taking place along Mayfield Rd. Please reach out to the project managers, with copy to the Regional Planner, to obtain additional information on the capital projects and detailed designs.

Weston

Noted. The proponent will coordinate with the Region's project managers to ensure compatibility between the proposed development and ongoing capital works along Mayfield Road. Detailed design submissions will confirm alignment with Regional infrastructure requirements.

- Please note, should additional property requirements be necessary beyond the capital project requirements, this will be addressed through subsequent site-specific applications.

Weston

Noted. Any additional property requirements, if any identified, will be reviewed and addressed through site-specific applications in accordance with

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		applicable Regional standards and the approved development framework.
- Capital Project #11-4080: from Highway 50 to Coleraine Dr. The Project Manager for this project is Sandra Sadek (sandra.sadek@peelregion.ca). - This capital project is at 100% detailed design and at land acquisition stage. - Please see the accompanying Property Impact Plans (PIPs) depicting capital project works requirements.	Weston	Noted. The status of Capital Project #11-4080 is acknowledged. The proponent will coordinate with the Region to ensure compatibility between the proposed Simpson Road works and the planned Mayfield Road improvements.
- Capital Project #13-4065: from The Gore Rd to Coleraine Dr. The Project Manager for this project is Randy Chawb-Naraine (randy.chawb-naraine@peelregion.ca). - This capital project is moving towards an updated 60% design - Please see the accompanying Property Impact Plans (PIPs) depicting capital project works requirements.	Weston	Noted. The status of Capital Project #11-4080 is acknowledged. The proponent will coordinate with the Region to ensure compatibility between the proposed Simpson Road works and the planned Coleraine Drive improvements.
Public Health:		
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	Weston	Noted. Healthy Development requirements, where applicable will be addressed through site-specific development applications.

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led tools for metrics related to ICI uses. Through the future site-specific development applications, please submit a copy of the small-scale ICI HDA for Peel Public Health review to assess the health promoting ability of the proposal.		
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 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.	Weston	Noted.

4. TOWN OF CALEDON – DEVELOPMENT ENGINEERING – ENGINEERING SERVICES

Alex Schittenhelm – November 10, 2025

Comment	Consultant	Response
General Comments:		
1. The MESP Update, supporting materials reference multiple matters to be addressed at the detailed design (DD) stage, as well as through individual Site Plan Applications. Similarly, the Comment Response Matrix identifies several items that are proposed to be resolved through future Site Plan Applications. Development Engineering has significant concerns regarding the facilitation of comprehensive development within the South Simpson Phase Two Secondary Plan area and the implementation of the supporting infrastructure necessary to accommodate future development. As outlined in the MESP Update, properties within the Block Plan area are dependent on the Simpson Road Extension, Channel, and associated works for servicing (storm, sanitary, and water) and access. However, it remains unclear how these works will be advanced through detailed design and constructed prior to Site Plan approvals. Typically, detailed design, new roads, and infrastructure are implemented through a Draft Plan of Subdivision (DPOS) in accordance with OP Policy 7.9.12.3. Development Engineering understands from Planning Staff that a DPOS may not be required following OPA approval and therefore requires clarification on the planning mechanisms and subsequent development approval processes that will enable the comprehensive development of the area. Should a DPOS not be pursued, Development Engineering recommends that planning policies be incorporated to ensure all detailed design and other	N/A	OPA 291 establishes the planning framework for comprehensive development of the South Simpson Phase 2 lands and confirms that a Draft Plan of Subdivision is not required. The required public infrastructure, including the Simpson Road extension, channel works, servicing, stormwater infrastructure, grading framework, easements, securities and related implementation obligations, will be advanced through the amended Master Financial Agreement and detailed design process prior to site-specific development proceeding, as applicable. Site Plan approval applications will address parcel specific design matters within the framework established by OPA 291, the MESP Update, and the amended MFA.

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matters are addressed prior to the approval of individual Site Plan Applications. Development Engineering recommends the following Planning Policies are to be included, subject to refinement from Town Planning and Policy Staff:		
a. Prior to site plan approval of any development within the subject lands, the Landowners Group is required to amend the existing Master Financial Agreement and/or enter into another agreement for Development of the Subject lands including but not limited to a Detailed Design submission, comprehensive grading strategy for the area, resolving external off-site works requirements, updates to the ASDC By-law, establishment of required easements (both public and private), land conveyances, payment of fees and securities all to the satisfaction of the Town.	GEI/Weston/ LEA	An amended Master Financial Agreement (MFA) is being prepared to reflect the current scope of public infrastructure and implementation obligations required for South Simpson Phase 2 lands. The amended MFA and any related agreements will address the detailed design process, construction of required public works, cost-sharing, securities, easements, external works, CLI ECA requirements, and other implementation matters required to support site-specific development. Land conveyance required through individual development applications will be secured through the applicable Site Plan Approval process.
b. Prior to approval of any site-specific development, all public infrastructure required to service the individual parcels is required to be constructed and receive preliminary acceptance as individual sites are all reliant on the communal works and infrastructure.	GEI/Weston/ LEA	Noted. Site-specific development will proceed only where the required public infrastructure necessary to service and provide access to the applicable parcel has been constructed, secured, or otherwise

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		addressed to the Town's satisfaction through the amended MFA, detailed design approvals, and applicable development agreements. The timing of infrastructure delivery will be coordinated with the phasing of site-specific applications.
c. The ultimate Simpson Road Extension is reliant on the Regions Capital Project for the reconstruction and associated services for Mayfield Road and therefore should follow the Regions Mayfield Road reconstruction. Where full build-out construction of the Simpson Road Extension is not feasible prior to development and agreed upon with Town Staff, the Owner will submit Interim Roadway Designs and associated studies to the satisfaction of the Town. These interim designs must offer comparable connectivity, safety, and capacity and protect for full-buildout conditions. i. Temporary cul-de-sacs or interim connections will be provided on roadways to support interim conditions, as requested by Town Staff, to facilitate proper traffic circulation during phased development.	GEI/Weston/ LEA	The relationship between the Simpson Road extension and the Region's Mayfield Road capital works is acknowledged in Section 5.1.2 of the MESP update. Detailed design will be coordinated with the Region's Mayfield Road design to ensure compatibility with ultimate conditions. If Simpson Road or related servicing works are advanced ahead of the Region's Mayfield Road reconstruction, any required interim roadway, servicing, grading, drainage, or access requirements will be submitted for the Town and Region review through detailed design and will protect for the ultimate approved condition.
d. The four (4) properties identified in the MESP Update as Parts 7, 8, 9 and 11 at the southwest corner of the Phase 2 Lands identified on Schedule C-5 are	GEI/Weston/ LEA	The servicing and drainage strategy for Parts 7, 8, 9 and 11 has been revised so

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reliant on an integrated stormwater management, grading and drainage strategy to support the future development of these lands. The landowners are required to coordinate and submit a Draft Plan of Subdivision for the implementation and construction of the communal works to support the future individual Site Plan Applications on the subject lands.		that these parcels can proceed through site-specific applications without requiring a Draft Plan of Subdivision. The MESP Update establishes the stormwater, grading, drainage, and outlet framework for these lands. Site-specific applications will be required to demonstrate conformity with that framework, including any required easements, outlet controls, grading interfaces, and approvals from the Town and Region, as applicable.
e. Entrances to Simpson Road should be consolidated and shared to reduce access points on Simpson Road and to minimize crossings of the naturalized channel. This is a transportation matter and policy should be confirmed by Town Transportation Staff.	GEI/Weston/ LEA	The access strategy consolidates entrances to Simpson Road to the extent feasible at the Block Plan/MESP Stage, including shared access arrangements intended to reduce the number of crossings of the naturalized channel. The access locations shown are conceptual and will be refined through detailed design and site-specific applications, in coordination with Town Transportation Staff and applicable road authorities.

Master Environmental Servicing Plan – Update (GEI, Revised Aug.2025):

4. TOWN OF CALEDON – DEVELOPMENT ENGINEERING – ENGINEERING SERVICES

Alex Schittenhelm – November 10, 2025

2. The Town 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 MESP Update is to be 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: <https://www.caledon.ca/en/town-services/standards-policies-and-guidelines.aspx#Consolidated-Linear-Infrastructure-Environmental-Compliance-Approval-CLI-ECA->

The comment response matrix response identified “Noted and will apply the ECA during detailed design.” While the CLI ECA will indeed be applied in detail at the detailed design stage, the MESP Update should further elaborate and establish the framework outlining how the CLI ECA Table A1 Performance Criteria—covering water balance, water quality, erosion control, water quantity, and flood control—will be achieved. This framework should address both the public roadway and the private lands that drain to the public roadway or directly to the channel.

GEI

The MESP Update has been revised to identify the Town’s CLI ECA as a governing approval framework for future public stormwater infrastructure. The MESP establishes the conceptual stormwater management framework for the Simpson Road extension, public drainage works, and associated outlet/channel infrastructure, including the applicable CLI ECA performance categories of water balance, water quality, erosion control, water quantity, and flood control.

Detailed compliance with the CLI ECA Table A1 criteria will be demonstrated through the detailed design of Simpson Road extension and related public infrastructure. Site-specific applications will address private stormwater controls for individual parcels and will be required to demonstrate consistency with the MESP framework and applicable Town standards. The MESP is not intended to finalize detailed CLI ECA design calculations at this the stage; however, it establishes the framework to confirm that future public infrastructure can be designed to comply with the Town’s CLI ECA requirements.

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a. The MESP references throughout to the “approved storm network” and “approved Simpson Road Extension drawings dated September 2021, prepared by Wood Consultants”. As per other comments in this memo, the previously approved Simpson Road drawings and storm servicing strategy will need to be revised to conform to the Towns CLI ECA Performance Criteria and obtain a CLI ECA. The language and all references throughout the MESP and Conceptual Flood Hazard Assessment & Naturalized Channel Design should be revised accordingly to reflect this detailed design requirement as the previously approved drawings may no longer be sufficient.	GEI	The MESP has been revised to clarify that the previously approved Simpson Road design drawings prepared by Wood are not longer being relied upon as the final stormwater design. The Simpson Road detailed design will be updated to conform to the Town's CLI ECA requirements, including applicable Table A1 performance criteria, prior to construction approval.
3. Revise Section 1.3 Bullet 15 to reference the correct year (2024) for the Towns CII ECA.	GEI	The text has been revised to reference the Town's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA) (2024).
4. Revise Section 2.2.3 from “Northern section of the subject site (Industrial lands)” to “Northern external lands (Industrial lands)” for clarity as these lands are not part of the subject site.	GEI	Section 2.2.3 has been revised to refer to the “Northern external lands (industrial lands)” for clarity.
5. Revise the first paragraph of Section 2.2.5 and the reference to the “constructed SWM facility located at Coleraine Drive” to the Equity Prestige Business Park SWM Pond which is located in between Coleraine Drive and Simpson Road.	GEI	Section 2.2.5 has been revised to reference the Equity Prestige Business Park SWM Pond located between Coleraine Drive and Simpson Road.
6. Section 2.2.2, 2.2.7.1 and Dwg. 2-1 identifies a 1300mm culvert on Mayfield Road, however Dwg. 5-7 identifies it is a 1350mm culvert. Confirm culvert sizing.	GEI	Figure 5-7 has been revised to identify the Mayfield Road culvert as 1300mm,

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		consistent with Section 2.2.2, Section 2.2.7.1 and Drawing 2-1.
7. Section 2.2.7.1 references both a 1300 mm culvert and a 6.0 m × 1.5 m box culvert at the same location. Development Engineering understands that the box culvert is intended to replace the 1300 mm culvert. Please clarify and update the section to reflect this.	GEI	Section 2.2.7.1 has been revised to clarify that the existing 1300mm culvert is proposed to be removed and replaced with a 6.0m x 1.5m box culvert.
8. Update Section 3.1 to reference that the design criteria shall adhere to the Town of Caledon (Town), the Region of Peel (Region), the TRCA, the Ministry of the Environment, Conservation and Parks (MECP) and the Ministry of Natural Resources and Forestry (MNRF) design guidelines. Include reference to the applicable documents including but not limited to: a. Development Standards Manual (Town of Caledon, 2019) b. Environmental Compliance Approval for the Corporation of the Town of Caledon (ECA Number 324-S701 Issue Number 2, August 19, 2024) c. Town of Caledon Green Development Standards d. Region of Peel Development Standards e. TRCA Stormwater Management Criteria f. MOE – Stormwater Management Planning and Design Manual (2003) MESP 2000	GEI	Section 3.1 has been revised to identify the applicable design criteria and approval standards, including the Town of Caledon, Region of Peel, TRCA, MECP, and MNRF requirements, together with the Town Development Standards Manual, Town CLI ECA, Region of Peel Development Standards, and TRCA Stormwater Management Criteria.
9. Section 3.1 identifies erosion control of 5mm from each of the site plans to be retained on site and/or detain 25mm and discharge over 48hrs, while Sections 5.5.4, 5.8 and 6.1 identify erosion control measures of retaining 5 mm where feasible. As per TRCA requirements, a minimum of the first 5 mm of runoff generated from the total impervious area must be retained on-site. This standard applies where the sensitivity of the receiving watercourse does not warrant a	GEI	The erosion control strategy has been updated in Sections 5.8 and 5.8.1 of the MESP Update to reflect the applicable Town CLI ECA (2024) and TRCA Criteria. The proposed approach includes a minimum of 7mm on-site retention, which exceeds the standard 5mm retention

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more detailed erosion potential assessment. For properties incorporating stormwater management facilities, TRCA criteria requires extended detention of the 25 mm design storm event over a 48-hour period. This clarification and reference to TRCA criteria should be incorporated into the report. The applicable erosion control requirements are to be confirmed with the TRCA, including whether a detailed erosion assessment or analysis is necessary. The report should be updated accordingly following confirmation with the TRCA and identify the erosion control requirements and strategy for the private lands draining to the channel, the private lands draining to Simpson Road and the Simpson Road Extension Lands themselves. a. The comment response indicates that an Erosion Control section has been added as Section 5.8; however, this section currently provides only a generic reference to retaining the first 5 mm of runoff. The Erosion Control section should be expanded to reference (where applicable) and align with the requirements of the Original MESP (2000), TRCA criteria, and the Town's Consolidated Linear Infrastructure (CLI) ECA for both public (roadway) and private lands. Development Engineering defers review and approval of the erosion control criteria to the TRCA. Please provide written confirmation from the TRCA supporting the proposed approach and update the report.		criterion where applicable, together with extended detention of the 25mm design storm over a period of 48-hour period for stormwater management facilities. Based on coordination with the Town and TRCA, the proposed combination of on-site retention and controlled release via the naturalized channel system maintains flow consistent with downstream conditions and does not increase erosion risk. The MESP establishes the erosion control framework for both public and contributing private lands. Confirmation of whether a detailed erosion assessment is required and refinement of erosion control measures, will be address through detailed design in consultation with the Town and TRCA.
10. Sections 3.1, 5.5.4, 5.9 and 6.1 identifies best efforts approach for meeting post-to-pre water balance requirements for individual site plan applications. Please note that a best-efforts approach is not acceptable, and water balance is required to control the infiltration deficit identified in a water balance assessment or control to the greatest extent possible (based on site constraints) the 27mm event in accordance with the Towns Green Development Standards. Revise accordingly.	GEI	The MESP Update establishes the water balance framework in accordance with the Town's requirements and applicable CLI ECA (2024) criteria. The proposed approach identifies the application of on-site retention measures and stormwater controls to manage runoff

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		volumes and address the infiltration deficit to the extent feasible within site constraints. The MESP confirms that a water balance strategy can be implemented for the subject lands. Detailed design will refine the specific measures and demonstrate compliance with the Town's water balance objectives, including the applicable design event criteria.
a. Furthermore, water balance for public lands, such as the Simpson Road extension is required in conformance with the CLI ECA Table A1. Performance Criteria and should elaborate on this within the MESP to provide the framework to support the subsequent detailed design.	GEI	The MESP update establishes the water balance framework for public lands, including the Simpson Road extension, in accordance with the Town's CLI ECA (2024) Table A1 performance criteria. The report outlines the approach to managing runoff and infiltration for public infrastructure. Detailed design will confirm the specific measures and demonstrate compliance with applicable criteria.
11. Confirm the subject area referenced throughout the MESP Update: a. The second paragraph in Section 3.3.1 identifies a subject area of approximately 23.79ha however Table 2.1 and 3.3 identifies an area of 24.77ha (A1 Pre – 13.93ha + A2 Pre – 10.84ha). Please confirm.	GEI	Section 3.3.1 and Table 2.1 have been revised to confirm a consistent total pre-development drainage area of 24.76 ha.

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b. Table 5.6 identifies a total area of 24.77ha, meanwhile Section 3.2.1 identifies the block plan area is approximately 23.6ha. Please clarify and confirm the area.	GEI	Table 5.6 (now Table 5.8) and Section 2.2.1 have been revised to confirm a consistent post-development drainage area of 24.76 ha.
12. The 3 rd last paragraph of Section 3.3.2 identifies that “catchments C6, C7, C8, C9, and C12 will undergo on-site management utilizing underground storage facilities to control their discharge. This approach guarantees that the stormwater runoff from these catchments is in line with the Town of Caledon requirements and the capacity of the storm sewers at Mayfield Road.” Mayfield Road is a Regional Road and therefore needs to meet Regional requirements. Update the language accordingly. Furthermore, the Region is responsible for the review and approval of drainage to Mayfield Road and Coleraine and is to confirm that the required post to pre-development release rate controls and proposed storm strategy is acceptable.	GEI	Section 3.3.2 has been revised to clarify that on-site stormwater controls, including underground storage, are proposed to manage runoff from the identified catchments prior to discharge. Any discharge to Regional infrastructure will be subject to Region of Peel review and approval. The MESP confirms that a stormwater management strategy can be implemented for these lands; however, detailed design will refine the control measures and confirm outlet requirements in coordination with the Region.
13. Section 4.4 does not provide sufficient details or an actual strategy for Implementation. The Comment response indicated that “Site plan applications for individual landowner parcels will be provided at a later date.” However, the implementation of the strategy and requirements is not practical or achievable on a site-by-site basis. Further details on the	GEI	Section 4.4 has been updated to clarify the implementation strategy for the MESP framework.

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proposed implementation strategy and detailed design is required. Including but not limited to requirements and impacts/updates to the existing MFA based on the MESP Update and any design revisions. Please refer to other comments in this memo regarding detailed design requirements and implementation following the OPA Application. This strategy should be elaborated on and reflected in the MESP Update accordingly		The MESP establishes the overall servicing, grading, drainage, and stormwater management framework for the subject lands and confirms that development can proceed on a parcel basis within this structure. Implementation of shared infrastructure, including the Simpson Road extension, stormwater management facilities, and channel works, will be coordinated through detailed design and the amended Master Financial Agreement, which will address design, construction, cost-sharing, and timing of delivery. Site specific applications will address parcel-level design and demonstrate conformity within the MESP framework. Detailed design will refine the infrastructure and confirm constructability.
14. Section 5.1.2 identifies that the “extension of Simpson Road consists of a 24m ROW that runs north to Mayfield Road”. Revise the direction reference as it runs south to Mayfield Road.	GEI	Section 5.1.2 has been revised to clarify that the Simpson Road extension runs south to Mayfield Road.
15. Clarify and elaborate in Section 5.3 how the overland flow route for Part 1A is to be accommodated, as it is shown as draining to Part 2A before draining to the channel.	GEI	Section 5.3 has been revised to clarify that the overland flow route from Part 1A is

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		conveyed through Part 2A prior to discharge to the channel.
16. Section 5.3 notes that the overland flow route for Part 6 drains toward the existing Equity Prestige Business Park SWMP to the north. Revise direction reference to east and confirm that this facility has sufficient capacity to accept and convey the overland flows from Part 6	GEI	Section 5.3 has been revised to clarify that the overland flow direction for Part 6 has been redirected to the east. A bypass feature is proposed to convey flows toward Part 1A and Part 2A prior to discharge to the channel. This approach avoids reliance on the existing SWM Pond. The MESP confirms that the revised overland flow strategy can be accommodated within the proposed grading framework. Detailed design will refine the conveyance and confirm capacity.
17. The property line slopes and swales referenced in the second paragraph of Section 5.3 do not conform to Town Standards, which require a minimum slope of 2.0%. The response indicates that detailed swale and storm system design will be completed at the site plan stage for each part/lot. However, conceptual high-level grading must be established through the MESP Update to confirm the feasibility of the proposed drainage strategy and to ensure sufficient depth and cover for the proposed stormwater management strategy. Comprehensive grading for the overall area must be established at this stage, as it cannot be coordinated on a site-by-site basis through individual Site Plan Applications—individual sites do not have the authority to grade beyond their property boundaries to achieve the required elevations.	GEI/ Weston	Conceptual grading has been revised through the MESP Update to establish a coordinated block-wide grading framework that demonstrates the feasibility of the proposed drainage strategy, including the ability to achieve minimum slope requirements and provide sufficient depth and cover for stormwater infrastructure. The MESP confirms that the required grading relationships between parcels can

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		be achieved to support the overall drainage system. Detailed grading design will refine swales, slopes, and tie-ins through detailed design and site-specific applications in accordance with Town standards.
18. Section 5.3 identifies that “Part 10 will also match with 3:1 sloping to existing grades along Part 12.” The grading identified within Section 5.3 and on DWG. No. 5-5 is to be revised to reflect the approved Grading Plan for Part 12 (SPA 20-53 – 8522 Mayfield Road). Please contact Planning for a copy of the approved plans. a. Currently the grading of Part 10 identifies a 3:1 slope directing drainage from Part 10 to the west towards the retaining wall adjacent to the property line approved through SPA 20-53. Drainage from Part 10 is to be self-contained and shall not be directed to Part 12. Revise accordingly.	GEI	The conceptual grading figure and interim grading figure within the MESP have been updated to reflect the approved Grading Plan for Part 12 (SPA 20-53 – 8522 Mayfield Road). a. Part 10 has been updated to remain self contained and does not direct drainage to Part 12.
19. Section 5.3 notes that the proposed grades for the Simpson Road extension are approximately 1–2 m higher than existing grades, which will require fill placement within the site. It also states that detailed grading for each Part will be completed during the Site Plan Application stage. This language should be revised to indicate that detailed grading for the overall area will be established through the detailed design process as part of the required MFA update, since grading on a site-by-site basis cannot achieve the comprehensive grading and emergency overland flow requirements shown on the conceptual grading plan. Development Engineering also notes that proceeding with grading individually on a site-by-site basis could result in technical conflicts, multiple retaining walls, and potential drainage issues.	GEI	The MESP Update establishes a coordinated block-wide grading and drainage framework for the subject lands, including the Simpson Road extension, which demonstrates that the proposed grading, drainage patterns, and emergency overland flow routes can be implemented on an area-wide basis.

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		The MESP confirms that the required grading relationships between parcels can be achieved without reliance on a site-by-site grading alone. Detailed grading design will be completed through detailed design and coordinated through the amended Master Financial Agreement and site specific applications to refine elevations, tie-ins, and overland flow routes in accordance with Town standards.
20. Section 5.3 references several easements. Please provide a summary table or bulleted list for the required easements and whom they would be in favor of. Additionally, the easement for storm drainage and overland flow over Part 2A in favor of 1A should be included.	GEI	A summary table of easements (Table 5.5) has been created in Section 5.1.3, identifying the location and intended beneficiary of required easements. This includes easements for storm drainage and overland flow conveyance, including the required drainage easement over Part 2A in favour of Part 1A.
21. Section 5.4 identifies “the proposed low-flow channel is designed to convey both storm servicing outflows and overland drainage through a gently graded open channel terminating at a 4.2 m x 1.5 m concrete box culvert with a 1.7% slope.” Revise language as it is confusing, as the open channel starts at the proposed 4.2m x 1.5m concrete box culvert and terminates at the future 6m x 1.5m concrete box culvert at Mayfield Road.	GEI	Section 5.4 has been revised to clarify the channel configuration and flow path, including the upstream connection at 4.2 m x 1.5 m box culvert and downstream

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		connection at the 6.0 m x 1.5 m box culvert at Mayfield Road.
22. Sections 5.4 and 5.10 identify that four shared driveways will cross the channel via 3.6m by 1.5m box culverts. However, the drawings only identify two (2) shared driveway crossings over the channel on Dwg. C1 and then it is understood that there are two (2) individual crossings for Parts 1A and 2A over the proposed box culvert outlet from the Equity Prestige Business Park SWMP as per GEIs Drawings. Please confirm and revise accordingly	GEI	Section 5.4 has been revised to clarify the number and function of shared driveway crossings over the channel. The MESP confirms that the proposed crossings and culvert structures are consistent with the overall drainage and channel design. Additional features, including emergency overflow routing, have been identified to ensure system functionality. Detailed design will refine the final configuration and confirm hydraulic performance.
23. Revise references at the bottom of the 2 nd paragraph of Section 5.4 to reference the correct figures for the Post-Development Drainage Area (Fig. 5-6) and for the Conceptual Storm Servicing (Fig. 5-7).	GEI	Section 5.4 has been revised to correct the referenced figures for the post-development drainage area and conceptual storm servicing.
24. Section 5.4 (paragraph 4) notes Catchments C2.1, C2.2 and C2.3 were considered in the design of the existing SWM pond at the northeastern corner of Simpson Road Extension and Mayfield Road. Confirm the catchment IDs referenced as the catchments referenced and identified on Dwg. 506 do not appear to align. The comment response indicated it was revised, however the catchment references still do not appear to be accurate.	GEI	Section 5.4 has been revised to clarify the drainage and treatment of catchments C2.1, C2.2, and C2.3, consistent with the overall stormwater management strategy established in the MESP Update.

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25. Revise Table 5.6 as follows: a. Table 5.6 identifies the discharge location for Parts 2, 3, 4, 10 and 5 as the “Proposed Channel via Extended SWMP 4.2m x 1.5m Box Culvert Outlet (Designed by Greck)”. Clearly identify the Parts that outlet to the proposed culvert crossing and the Parts that outlet to the channel.	GEI	Table 5.6 (now Table 5.8) has been revised to clearly identify the Parts discharging to the proposed channel via the 4.2 m x 1.5 m box culvert.
b. Section 5.6.2 and Table 5.6 identifies that Parts 11, 7, 8, 9 & 12 outlet to the existing storm sewer on Mayfield Road, however the Conceptual Storm Servicing Drawing (Dwg. 5-7) identifies the outlet is to the Mayfield Road Ditch. Please confirm and clarify the outlet for these Parts and revise to correlate.	GEI	Table 5.8 and the associated text have been revised to confirm that Parts 1, 7, 8, 9 and 12 discharge to the existing ditch along Mayfield Road, consistent with the conceptual storm plan.
c. Revise the description for quality control to reference that enhanced quality control (80% TSS removal) is required. The example of on-site measures can be removed from the table as it is included in Section 5.7 which is referenced.	GEI	Section has been revised to reflect the required enhanced quality control (80% TSS removal), consistent with Town standards.
d. Identify the Water balance requirements in Table 5.6.	GEI	Water balance requirements have been identified in Table 5.8. Please refer to page 52 of the MESP prepared by GEI.
e. Confirm and revise the areas associated with C2.2.2, C2.2.2, C3.2.1 & C3.2.2 in Table 5.6 as they appear to be incorrect and do not align with the Post-Development Drainage Area Figure (Dwg. 5-6). Update the calculation in Appendices D.5 accordingly as they should also align with Table 5.13 in Section 5.6.3.	GEI	Table 5.6 (now Table 5.8) has been revised to align with post-development drainage area and associated calculations.
26. Section 5.4 references minimizing backwater. The comment response identifies “The bypass system has been updated from a single box culvert to	GEI	Table 5.11 identifies the downstream pipe invert elevations for outlets discharging to

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a combination of bypass channel and Extended SWMP box culvert Outlet, in accordance with the revised design 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.” This should be elaborated on within the MESP Update confirming and referencing the backwater effect analysis that was completed and that there are no backwater effects to the individual developments systems. The backwater analysis could not be located. Confirm the outlet inverts and demonstrate that they are set above the floodline elevation.		the proposed channel. The outlet inverts for the identified catchments have been set above the applicable regulatory floodline elevations. The MESP confirms that the proposed outlet configuration avoids backwater impacts to the upstream system. Detailed design will refine outlet elevations and confirm compliance with applicable criteria.
27. Revise Table 5.6 and the first paragraph of Section 5.7 to indicate that Site Plans for Catchments C2.2.1, C2.2.2, C3.2.1, and C3.2.2 will require the installation of manufactured treatment devices (e.g., oil-grit separators) prior to discharging to the existing SWM Pond located at the northeast corner of Mayfield Road and the Simpson Road Extension. This requirement applies to all industrial and commercial sites in accordance with Town Standards. Although the comment response matrix indicates that revisions were made, this comment has not been addressed.	GEI	This comment has been addressed. (Note that Table 5.6 is now Table 5.8 and it is in Section 5.7). Please refer to page 52 of the MESP prepared by GEI.
28. Table 5.8 identifies Maximum Storage Volume, confirm if this is meant to be Storage Volume Required? Provide a summary Table in Appendix D.3 for the storage volumes required for each area for the corresponding design storms.	GEI	Table 5.8 is now named Table 5.10, which has been updated, and Storage volume summary table is attached in the Appendix D.3. Please refer to page 58 of the MESP prepared by GEI.

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29. Section 5.6.1 includes a brief analysis of the preliminary invert elevations, chamber elevations and grades for preliminary grading estimation purposes. As noted in the MESP Update, this analysis will need to be updated and further refined as part of detailed design to confirm grading elevations to support positive drainage and feasibility of the proposed storm servicing strategy. However, Development Engineering continues to have the following concerns: a. The storm servicing strategy proposed for Part 10 (Catchment C10) identifies the pipe invert elevation at 231.52 as per Table 5.9 which is at the same approximate surface grade elevation (251.56 to 231.23) of the southern portions of Part 10 (Catchment C10). Therefore, it is unclear how positive drainage will be provided for Part 10. This is required to be addressed/resolved to confirm the framework and proposed strategy as part of the MESP Update. Please note that the Pre Development Drainage Plan (Dwg. 2-1) identifies that Part 10 drains to Mayfield Road.	GEI	The servicing strategy for Part 10 has been revised to confirm a positive drainage condition to the outlet at Mayfield Road. The MESP confirms that the proposed grading and invert elevations can be configured to provide positive drainage from the contributing areas. Detailed design will refine invert elevations and confirm compliance with Town standards.
b. The Town has received a 2nd Submission for SPA 24-87 – 12155 Coleraine Drive, which is Part 2A. The SPA submission identifies that grades of up to 234.10 are required to support positive drainage and storm servicing of the site with pipe slopes of approximately 0.5%, and a storm outlet invert of 230.10. The MESP Update identifies the outlet invert elevation for Part 2A is at 232.00. Therefore, based on the above, it is likely that grades will need to be raised from what is currently shown on the Conceptual Grading Plan (Dwg. 5-5) of the MESP for the installation of private storm services in order to sufficiently service the subject properties. Please confirm.		The relationship between the Part 2A Site Plan design and the MESP framework has been reviewed. The MESP establishes the ultimate grading and servicing framework for the subject lands, including the outlet elevations and drainage patterns. Site-specific designs, including Part 2A, will be updated as required to conform to the finalized MESP framework and ensure coordinated grading and positive drainage.

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30. Section 5.6.1 under the header for the flows from the Equity Prestige Business Park should make reference to the following reports and they should be included in the Appendices of the MESP: • Equity Prestige Business Park West Phase, Stormwater Management Report prepared by A.M. Candaras Associates Inc., dated October 23, 2003 • Stormwater Management Design Brief, Simpson Road Extension, prepared by Pitura Husson Limited, Revised June 2008. Furthermore, Section 5.6.1 should clarify and elaborate where the results (Inflow, Outflow, Pre Development Flow and MESP Outflow) in Table 5.10 were obtained from. It appears this was taken from Table 5 of A.M. Candaras Addendum #1 dated June 16, 2004, but the results from the latest report prepared by Pitura Husson Limited for the revised pond design (expansion) should be utilized. Please confirm and revise accordingly. These reports were previously provided, however please contact the Town for a copy, if required.	GEI	Section 5.6.1 has been revised to include reference to the applicable supporting reports, which have been included in the MESP appendices. The report has also been updated to clarify the source of the flow data presented in Table 5.10, consistent with the overall stormwater management framework.
31. Fix the typo and revise Section 5.6.1 under Tabel 5.10 to reference “the cumulative flows from the site plan blocks in Table 5.7”.	GEI	The text has been revised. The Table is now called Table 5.9. Please refer to page 58 of the MESP prepared by GEI.
32. The 1st paragraph of Section 5.6.2 references Drawing DAP-2, it is unclear what drawing this is in reference to as it could not be located. Please clarify and revise.	GEI	The reference to DAP-2 has been removed and replaced with a reference to Figure 5-6, which is a figure for the post-development drainage area.

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33. Development Engineering understands that Part 12 received Site Plan Approval back in February 2024 and provided post to pre-development controls for the 2 through 100yr storm events. The previous approval of Part 12 should be included/referenced in Section 5.6.2, Table 5.11 and elsewhere as applicable within the MESP. Please follow up with the Towns Planning Department regarding previous Site Plan Approvals.	GEI/Weston	Section 5.6.2 and Table 5.13 (previously Table 5.11) is updated as per the approved site plan. Please refer to Page 63 of the MESP prepared by GEI.
34. Paragraph 2 of Section 5.6.2 identifies that “The allowable release rates for these catchments have been established based on 2-year pre-development flows from approximately half the site plan areas.” However, the full area appears to be utilized in Table 5.11. Please clarify and confirm as a strategy for these whole of these lands needs to be provided.	GEI	Section 5.6.2 has been revised to clarify that allowable release rates are established on a consistent basis for the contributing drainage areas, in accordance with the overall stormwater management strategy. The MESP confirms that a coordinated release rate approach can be applied across the subject lands. Detailed design will refine the allocation of release rates as required.
35. The allowable release rates and required storage identified in Table 5.11 of Section 5.6.2 do not appear to align with the calculations in Appendix D.4. Please clarify and revise.	GEI	Calculations and Table 5.13 (previously named Table 5.11) have been revised to ensure consistency with Appendix D.4.

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36. Section 5.6.2 of the MESP states that “Catchments C6, C7, C8, C9, and C12 are proposed to drain through adjacent parcels via a dedicated easement, as illustrated in Drawing DAP-2, and ultimately discharge into the existing storm sewer on Mayfield Road.” It also notes that “As the subject lands are currently non-participating, the proposed drainage strategy will be implemented upon future development.” Please refer to Comment 1e) regarding the planning policies and requirements necessary to support the future development of these lands. The appropriate planning mechanism should be confirmed with Planning Staff.	GEI/Weston	Section 5.6.2 has been revised to have the catchments directed to Coleraine or Mayfield Road infrastructure as applicable. The MESP confirms that these lands can be serviced independently without reliance on adjacent parcels or interim easement arrangements. Detailed design will refine servicing connections in accordance with applicable standards.
37. Although the current proposal indicates that the parcels will remain in their existing configuration, consideration should be given to the potential amalgamation of properties and reconfiguration of blocks and property boundaries to support the comprehensive development of the area. The small size and fragmented nature of Parts 7, 8, 9, and 11 appear to pose challenges related to access and achieving the form of prestige industrial development envisioned in the Town’s Official Plan. To be confirmed with Planning Staff.	Weston	The proposed parcel configuration reflects the development framework established through OPA 291 and the Block Plan. Amalgamation of properties is not proposed as part of this application.
38. Correct the sum of R1/C2.2.2/C2.2.2/C3.2.1/C3.2.2 of 2.89ha in Section 5.6.3 as the 2.89 ha does not appear to include R1 of 1.41ha which would result in 4.3ha. Please also elaborate and justify within the MESP as to why this is less than the 4.67ha as per the SCE Report.	GEI	Section 5.6.3 has been revised to correct the contributing area. Differences between the SCE Report and the MESP Update reflect the updated channel design and revised drainage patterns, which redirect portion of the contributing catchments.

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39. Section 5.7 identifies that “the proposed Simpson Road ROW extension as well as Catchments C2.2.1/C2.2.2/C3.2.1/C3.2.2 are proposed to drain to the Equity Prestige Business Park SWMF”. Revise the reference as these areas drain to Existing SWM Pond – Bolton_WetP_118 Plan 43R34749 and not the Equity Prestige Business Park SWMP.	GEI	Section 5.7 has been revised to clarify the receiving stormwater management facility.
40. The header for Section 5.8.1 appears to be a typo. It references Section 5.5.3 of the MESP 2000 and should reference the correct Section 5.5.2. Revise accordingly.	GEI	Section 5.8.1 has been revised. Please refer to page 64 of the MESP prepared by GEI.
41. Section 5.8.1 essentially just echo’s Section 5.5.2 of the MESP 2000, however the proposed strategy of the MESP Update has changed and it should be elaborated on the requirements associated with the new strategy which no longer reflect the proposed SWM facility through the MESP 2000. It is stated that “These criteria guide stormwater design to mitigate downstream erosion risks while acknowledging local instability and varying flow thresholds.” However, it is not clear where this is discussed in more detail.	GEI	Sections 5.8 and 5.8.1 have been revised to reflect the updated erosion control strategy consistent with the MESP Update and coordination with the Town and the TRCA.
42. Section 5.8.2 references per MESP 2000 – Section 5.5.3, however the information contained in Section 5.8.2 does not reflect the information from the MESP 2000 section referenced and appears to re-iterate information from MESP 2000 – Section 6.4. Revise accordingly.	GEI	Section 5.8.2 was removed.
43. Section 5.8.2 identifies improvements are necessary south of Mayfield Road and will be finalized during detailed design with the TRCA. Please confirm how this detailed design circulation will be facilitated and how the works will be implemented prior to any site-specific development. Please refer to Town OP Policy 7.9.10.8.	GEI	The previous Section 5.8.2 has been removed as it is not applicable to the proposed MESP framework.

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a. The works referenced in Section 5.8.2 are to be included on the drawings/figures as applicable.		
44. Section 5.8 states “Additionally, diverting storm flows between Coleraine and Countryside Drives is under consideration to reduce erosion. Preliminary grading shows a 100-year pre-development flow ditch can fit within the municipal ROW, subject to City of Brampton approval.” This statement appears to have been adapted from Section 6.4 of the 2000 MESP. Please confirm whether this information remains applicable and provide supporting references and documentation to substantiate this statement and how this will be facilitated.	GEI	Section 5.8 has been revised to reflect the updated erosion protection strategy, including site-level requirements, the proposed channel design, and downstream mitigation measures. The previous diversion concept is no longer relied upon.
45. Section 5.10 states “The outfall from the existing SWM pond was shifted east by Greck to better accommodate the proposed Simpson Road Extension.” This statement is inaccurate, as the outfall relocation is unrelated to the proposed road extension. The relocation was undertaken to accommodate proposed channel modifications and adjacent development. Please revise the statement accordingly for accuracy.	GEI	The language in section 5.10 has been revised to say the shift was to better accommodate the proposed open channel modifications and adjacent development. Please refer to page 66 and 67 of the MESP prepared by GEI.
46. Section 5.10 states “A gently graded low-flow channel directs runoff to an approximately 120m long, 4.2 m by 1.5 m concrete box culvert with a 1.7% slope (inlet at 232.00 m, outlet at 230.02 m.” This description does not appear to be accurate, as there is no evident gently graded low-flow channel conveying flow to the 4.2m by 1.5m culvert. Instead, the SWM facility outlets to the 4.2 by 1.5m culvert, which then outlets to the low-flow channel and to the Mayfield Road culvert. Please confirm and revise this description accordingly.	GEI	Language has been revised to explain flows are conveyed from the Equity Prestige Business Park SWMP to the proposed open channel via the Extended SWMP Outlet 4.2m x 1.5m box culvert and terminates at the future 6m x 1.5m box culvert at Mayfield Road. Upstream of the Extended SWMP Outlet, an emergency pond inlet structure is proposed. Should the inlet structure become clogged, the flow will be directed overland across a gently graded low-flow

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		channel which is the emergency spillway easement (Easement #1 from Table 5.6) and then direct flow into the proposed open channel.
47. Section 5.10 references to refer to Appendix A for Drawing No. SWM-1B prepared by Schaeffers, however this drawing does not appear to be included in Appendix A. Development Engineering notes it is included in Appendix D1 (pg. 495).	GEI	The reference has been changed to Appendix D.1.
48. Section 5.10 discusses the capacity of the proposed naturalized flood channel; however, it should also include a summary of the proposed flows from the Equity Prestige Business Park and the individual catchments draining to this channel to demonstrate that sufficient capacity is provided.	Greck/GEI	The MESP confirms that the proposed channel has sufficient capacity to convey flows from the Equity Prestige Business Park SWM Pond and the contributing catchments. Detailed design will refine hydraulic analysis and confirm channel performance.
49. Section 5.11 outlines erosion and sediment control (ESC) measures for individual sites. Please note that detailed ESC design for individual sites will be addressed through the Site Plan Approval process. Development Engineering has no concern with including the site-specific details; however, this section should also provide a high-level overview of ESC measures applicable to the overall development. This should encompass not only individual Site Plans, but also the channel works, Simpson Road extension, and modifications to the Equity Prestige Business Park SWMP. Refer to Section 5.7 of the MESP 2000 for guidance.	GEI	Section 5.11 has been revised to provide a high-level overview of erosion and sediment control measures applicable to the overall development, including channel works, Simpson Road extension, and stormwater management facilities.

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		Detailed ESC measures will be addressed through detailed design and site-specific applications.
50. The detailed breakdown of the preferred stormwater strategy in Section 6.1 only appears to be for the properties west of the proposed Simpson Road extension. Revise accordingly to accurately provide a breakdown for the entire area.	GEI	Section 6.1 has been revised to reflect the stormwater management strategy for the full development area.
51. Section 6.2 is currently titled “Requirements for Offsite Works”; however, the content primarily describes the proposed communal works and public infrastructure (e.g., roadway, channel, servicing, and the proposed extended SWM pond outlet pipe) rather than actual off-site works. Additionally, Sections 6.2.1 through 6.2.14 summarize the proposed servicing and access strategy for the individual parts/properties and do not pertain to off-site works. Development Engineering has no objection to retaining these sections within the MESP Update to outline the proposed strategy; however, the section heading should be revised to accurately reflect the content. A new section should be added specifically addressing requirements for off-site works, providing details on the necessary external improvements, including but not limited to: iv. Installation of new culverts external to the area (e.g., 6.0 m x 1.5 m box culvert across Mayfield Road). iv. Modifications to the existing Equity Prestige Business Park infrastructure to the north.	GEI	Section 6.2 has been revised to reflect “Requirements for Proposed Public Infrastructure.” A new Section 6.3 has been added to clearly identify requirements for offsite works. This section outlines the external infrastructure required to support the proposed servicing strategy, including culvert modifications to the existing Equity Prestige Business Park SWMP, and associated drainage improvements.

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iv. Regrading of existing external ditches. iv. Any other external works required to support the proposed servicing and drainage strategy. The new section should be structured consistent with Section 6.4 of the MESP 2000, which serves as an appropriate reference for organization and level of detail.		
52. Revise Section 6.2.7, 6.2.8, 6.2.9, 6.2.11 and 7.1 to clarify the reference to the existing 525 on Mayfield Road to the existing “525mm storm sewer” on Mayfeild Road.	GEI	This comment has been addressed across the requested sections.
53. Section 6.2.12 states “There is no sanitary sewer fronting the site. A sanitary sewer extension connected to the 750mm diameter on Coleraine Drive will be needed. The sanitary sewer connection will be a min. 200mm diameter @ 2.0% and connect into the existing 750mm diameter on Coleraine Drive via a proposed min. 250mm sanitary sewer.” Development Engineering understands that the subject site is already connected to an existing sanitary sewer along Mayfield Road to Coleraine Drive through its approved Site Plan (SPA 20-53). Please confirm this with the Region and update the text accordingly to ensure accuracy. a. Furthermore, all servicing details described in this section should align with the approved Site Plan (SPA 20-53). For example, Section 6.2.12 currently indicates a connection to the existing 525 mm storm sewer on Mayfield Road; however, the approved Site Plan drawings identify the outlet as the Mayfield Road ditch. Please confirm and revise as needed, and ensure these updates are also reflected on Drawings 5–7.	GEI	Section 6.2.12 has been revised to reflect the servicing shown in the servicing plan (Plan No. S-1) and the Functional Servicing and Stormwater Management Report from SPA 20-53, which has been added to Appendix A. Figure 5-7 has been updated accordingly.

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54. Section 6.2.14 references 8522 Mayfield Road. This does not appear to be the correct address. Revise accordingly.	GEI	The address has been revised. Please refer to page 81 of the MESP prepared by GEI.
55. Section 6.3 and Fig. 6-1 indicates that Phase 1 includes the sanitary and water connections for Part 12. These are private connection works and as previously noted in this memo, would have been captured through Site Plan Approval (SPA 20-53) for Part 12. These works should be part of the Phase 2 works and not the Phase 1 works. The Phase 1 works should comprise mainly of the public infrastructure works required to support the individual site plan developments. Clarify and revise accordingly.	GEI	Section 6.3 (now 6.4) has been updated to incorporate wording from Section 6.5 of the 2000 MESP to indicate that Stormwater Implementation Reports and Functional Servicing Reports will be required to support the detailed design of the development, to the satisfaction of the Town of Caledon and all relevant commenting agencies.
56. Update Section 6.3 to incorporate wording consistent with Section 6.5 of the 2000 MESP, indicating that Stormwater Implementation Reports and Functional Servicing Reports will be required to support the detailed design of the development, to the satisfaction of the Town and all relevant commenting agencies.	GEI	Section 6.3 (now 6.4) has been updated to incorporate wording from Section 6.5 of the 2000 MESP to indicate that Stormwater Implementation Reports and Functional Servicing Reports will be required to support the detailed design of the development, to the satisfaction of the Town of Caledon and all relevant commenting agencies
57. Section 6.3 states "grading agreements between participating landowners should be executed during the site plan development process. The execution	GEI	Section 6.3 (now 6.4) has been revised to clarify that grading coordination between

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of the grading agreements should dictate how the individual blocks will have their grading coordinated between landowners and also provide interim grading/erosion control design scenarios.” The comment response matrix similarly notes this addition. Development Engineering agrees that coordinated, comprehensive grading is necessary; however, Section 6.3 should specify that this coordination is to occur as part of the Phase 1 works to establish overall grading and drainage for the area, ensuring future developments can then proceed through site-specific applications. Clarification is required on the planning mechanism for implementing this comprehensive grading approach outside of Draft Plan of Subdivision applications, and whether it should be incorporated into planning policy. Further discussion is required.		landowners will be required to support the implementation of the MESP framework. The MESP confirms that a coordinated grading and drainage approach can be achieved across the subject lands. Detailed design and associated agreements will address grading interfaces, interim conditions, and erosion control measures as development proceeds.
58. Section 6.3 should elaborate on the detailed design requirements, amendments to the MFA, cost sharing agreements and any other measures necessary to support the proposed phasing and implementation of Phase 1. Refer to other detailed comments contained within this memo for further guidance.	GEI	Additional information to support the phasing and implementation of Phase 1 has been added to Section 6.4. (Section 6.3 is now 6.4)
59. Section 6.4 should be updated to identify the anticipated construction timing for the reconstruction of Mayfield Road as the Simpson Road Extension design is based on the ultimate Mayfield Road design.	GEI	Updated to include anticipated construction timing for the Mayfield Rd widening project.
60. Section 7.1 states “Part 12 will connect to the existing 525mm diameter storm sewer on Mayfield Road.” Development Engineering’s understanding that through the approval of SPA 20-53 – 8522 Mayfield Road the site outlets to the roadside ditch. Please confirm and revise accordingly for accuracy.	GEI	In accordance with Plan No. S-1 for the approved SPA 20-53, Section 7.1 has been revised to state that Part 12s storm servicing will outlet to the existing ditch along Mayfield Road.

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61. Section 7.4 identifies grading of 0.3% min slope has been maintained running west to east with a 3:1 slope matching into existing. Please note that Town Standards require swale slopes to be a minimum of 2.0%. Lower slopes will be considered based on-site constraints.	GEI	Conceptual grading has been developed to demonstrate that the proposed drainage system can function within the overall MESP framework. The MESP confirms that a compliant drainage solution can be achieved for the subject lands. Detailed design will refine swale slopes and geometry to meet Town standards or demonstrate equivalent performance where required.
62. Replace the excerpts (pg. 1272 to 1274) included from the SCE SWM Pond Report in Appendices D.5 with the correct and latest version (June 2021) of this report.	GEI	Updated in Appendix D.5.
63. Development Engineering defers review and approval of the ecological and natural heritage features, aspects and partial enclosure (piped SWM pond outlet) of the Channel to the TRCA and Town Natural Heritage Staff.	GEI	Noted.
64. Review and approval of the Hydrology and the proposed SWM strategy and all outlets to TRCA regulated areas is required from TRCA.	GEI	Noted. The MESP will be circulated to TRCA for review, and detailed design and permitting will be completed through the TRCA approval process, as applicable.
65. Any grading or storm drainage affecting the Regional ROW (Mayfield Road and Coleraine Drive) requires review and approval by the Region of Peel,	GEI	Noted. The Region will be circulated all relevant materials for review, and approvals

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including considerations for water quality, quantity, water balance, and erosion control. Confirmation from the Region is required to verify agreement with the proposed outlets and overall stormwater strategy, specifically the allowable release rates identified in Section 5.6.2 and Table 5.11.		will be obtained through the detailed design process.
66. Development Engineering defers review and approval of the water and sanitary serving to the Region of Peel, as the Operating Authority for these Services.	GEI	Noted. Water and sanitary servicing will be reviewed and approved by the Region of Peel through the detailed design process.
<u>Figures/Drawings</u>		
67. The Conceptual Storm Servicing Plan (DWG. 5-7) indicates that Parts 11, 7, 8 and 9 drain to a proposed storm sewer in an easement along the rear of Parts 7, 8 and 9 to the Mayfield Road Ditch, while Section 5.6.2 and Table 5.6 identify drainage to a Mayfield Road storm sewer. Confirm the proposed outlet. Furthermore, development of this area appears challenging, and Development Engineering seeks clarification on how this strategy can be successfully implemented.	GEI	Approximate invert elevations for Parts 7, 8, 9, and 11 have been identified, and the MESP confirms that sufficient cover and a feasible servicing connection can be achieved.
a. Whether these parts outlet to the Mayfield Road ditch or storm sewer, confirm the invert elevation for the connection within the Mayfield Road ROW and that there is sufficient depth and cover to feasibly construct the proposed storm sewer and for individual sites storm sewer network/strategy to connect to the outlet based on the conceptual grading plan. iv. Provide approximate invert elevations for Parts 11, 7, 8, and 9 to confirm feasibility.		
b. Clarify how this strategy is feasible on a site-by-site development basis. For example, if Parts 11, 7, or 8 were the first to submit a development application, the storm sewer outlet may not yet exist. A comprehensive implementation strategy, such as through a DPOS or another mechanism, is		The MESP establishes that each Part can be serviced independently with a direct

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required, as the current approach does not appear achievable through individual site development.		outlet to Coleraine Drive or Mayfield Road, as applicable. The MESP confirms that a feasible servicing connection can be achieved on a parcel-by-parcel basis without reliance on adjacent lands. Detailed design will refine outlet configurations and confirm capacity.
c. Identify the size of the storm sewer required within the easement, based on the allowable release rates for the properties.		No longer required as part of this strategy.
d. As the storm sewer outlets to Mayfield Road, review and approval from the Region of Peel is required. Additionally, overland flow from these properties drains to Coleraine Drive, which also requires Regional review and approval. Confirmation from the Region that they support this strategy is required.		Noted.
68. Include the water balance volume required to achieve the annual infiltration volume deficit on Dwg. 5-7.	GEI	The water balance volumes have been included on Figure 5-7.
69. The storm sewer details shown on Plan and Profile Drawings 5-1-1, 5-1-2, and 5-1-3 for the outlet from Bolton_WetP_118 Plan 43R-34749 at the northeast corner of Mayfield Road and Simpson Road Extension (Dwg. 5-1-2) do not appear to accurately reflect the final approved SWMP plans (pg. 495). This included discrepancies such as pipe sizes, slope, and length. For example, the outlet pipe length and slope from CTRL MH-11 to MH-12 are inconsistent. Revise all drawings to accurately represent the approved servicing infrastructure.	GEI	The storm sewer and outlet configuration have been updated to reflect the approved SWM design for the Equity Business Park. Drawings have been revised to ensure consistency with the approved plans.

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70. Confirm and revise the release rates identified on Dwg. 5-7 as they all do not appear to correlate with the release rates identified within Section 5.6 of the MESP Update.	GEI	The release rates on Figure 5-7 reflect the release rates in Section 5.6.1
<u>West Rainbow Creek Channel Re-Alignment – Simpson Road Extension, Conceptual Flood Hazard Assessment and Natural Channel Design</u> <u>Prepared by Greck and Associates Ltd. Dated Juny 20, 2025</u>		
71. The SWM Report for the Equity Prestige Business Park SWM Pond, which discharges directly to the existing channel at the northern limits of the site, does not appear to have been included in the report analysis or referenced in the appendices. The Equity Prestige Business Park SWM Pond report and drawings were previously provided with the MESP TOR and should be referenced and incorporated accordingly.	Greck	The Equity Prestige Business Park SWM Report has been referenced, and as-built drawings have been included in the appendices of the report. Note that the proposed outlet extension simply routes the flows to the new outlet location at the southeast side of the pond; it has been sized to accommodate the uncontrolled flows from the pond's upstream drainage area. As such, the controlled flows stated in the provided SWM report would already be accounted for. The existing pond's outlet design and configuration will be taken into account during detailed design of the proposed extended outlet.
72. The report identifies that the existing Equity Prestige Pond Outlet will be redirected to the manhole box outlet structure. Please not that through detailed design, the Town may require the existing outlet structure to be	Greck	Noted. The final configuration of the outlet structure will be confirmed through detailed design, in coordination with the Town.

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relocated such that the outlet is linear with the manhole box culvert outlet. This is an advisory comment only and will be addressed through detailed design.		
73. The MESP Update and Channel Design show an emergency overland spillway over the proposed box culvert discharging to the 33.0 m channel. The Grading Plan places this spillway directly above the culvert headwall at elevation 232.57, while the culvert and channel invert are at 230.02, creating a potential waterfall condition, which is not acceptable to the Town. Revise the conceptual design of the spillway to show how flows will be safely conveyed to the channel invert. While detailed design can refine this, the current concept should be updated to confirm the strategy and demonstrate feasibility.	Greck	The conceptual design has been reviewed and revised to confirm that the emergency overland flow route can be conveyed to the channel in a controlled manner. Detailed design will refine grading, energy dissipation measures, and outlet geometry to ensure safe and compliant conveyance.
74. Revise the first bullet in Section 3 under Part 5 to correct a typo: it currently references Part 4 but should reference Part 5.	Greck	Noted, this has been corrected.
75. Please provide a reference and confirm the basis/calculation for the 0.20 m ³ /s flow rate listed in Table 3 from the two industrial properties.	Greck	The flow calculations were included in the memo attachments; further detail has been added to show formulas and references to the TRCA SWM Criteria.
76. Section 5.2 states “The proposed grades to contain the spill and direct major drainage to the open channel can be found on the Conceptual Culvert Conveyance System Drawing (Drawing C101).” However, this plan could not be located. Please provide.	Greck	The drawing reference has been corrected, should be Drawing C1. The MESP illustrates the proposed drainage pattern with flow arrows, confirming that the spill and major drainage can be conveyed to the channel. Detailed design will refine grading and confirm final elevations.

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77. The hydrologic and hydraulic analysis is to be reviewed and approved by the TRCA and the Towns Water Resources Department.	Greck	Noted.
<u>Access and Transportation</u>		
78. Development Engineering defers review and approval of the Transportation Impact Study to the Towns Transportation Engineering Department and the Region of Peel.	Weston	Noted.
79. The proposed concept and supporting material identify a shared access between Parts 5 and 10 which may be difficult to implement as Part 10 is currently a non-participating landowner, therefore it is not clear how this access would be facilitated. Further discussion on how this will be implemented, and possible flexibility is required. Transportation Staff should also confirm and be involved in this discussion. There may need to be consideration for relocating the access on to the Part 5 participating landowner and providing an easement in favour of Part 10. This is an advisory comment and will need to be resolved through detailed design following the OPA application.	Weston	A revised access concept has been prepared and reviewed with Town Planning and Transportation Staff The MESP confirms that feasible access can be achieved for Parts 5 and 10. Final access configuration and any required agreements will be addressed through detailed design and site-specific applications.
80. Development Engineering notes that the shared driveway works for Part 5 and 10 may be difficult to implement as Part 10 is a non-participating landowner. Further discussion on how this will be implemented, and possible flexibility is required. Transportation Staff should also confirm and be involved in this discussion.	Weston	A revised access concept has been reviewed with Town Planning and Transportation Staff. The MESP confirms that a feasible access arrangement can be implemented for Parts 5 and 10.

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		Final details will be confirmed through detailed design and site specific applications.
81. Access requirements for Parts 6, 7, 8, 9 and 11 are to be identified and confirmed with the Region of Peel. Confirmation from the Region that they are satisfied with the proposed access plan/strategy or that it will be dealt with at a later date is required.	Weston	Noted.
<u>Hydrogeological Investigation</u>		
82. There are several inconsistencies and incorrect references in Section 1 of the Hydrogeological Investigation and Geotechnical Investigation. Please confirm and revise accordingly. a. The 2nd paragraph of Section 1 states that there are eleven (11) parcels, with the landowners group consisting of Parcels 2, 3, 4, 5, and 11 as shown on the Weston Consulting map. However, the MESP Update (Sections 1.1, 1.2, and 2.1) and Fig. 1-2 identify a total of fourteen (14) parcels, with Parts 1, 2, 3, 4, and 5 as participating landowners and Part 6 as a pending participant. Revise to ensure consistency between all studies regarding the referenced maps/plans and participating landowners. b. Section 1, 2 and 2.5 identifies a total area of 36.75ha, while the MESP Update (Section 2.2) identifies the study area is 39.6ha. Revise to ensure consistency between all studies. c. Section 1 references the “Rainbow Creek Channel Re-alignment” dated March 2025 prepared by Greck. The MESP Update (pg. 471) includes a West Rainbow Creek Channel Re-Alignment – Simpson Road Extension:	GEI	Section 1 has been updated across both Hydrogeological and Geotechnical Investigation reports to ensure text and figures are consistent.

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prepared by Greck dated July 30, 2025. Confirm if this is the intended report and update the reference accordingly.		
83. Section 1 references a road concept plan shown in Figure 3A. There is no Figure 3A provided and none of the Figures provided appear to show a road concept plan.	GEI	Figure 3A has now been updated. Please refer to the Geotechnical Investigation Report prepared by GEI.
84. Section 1 references a concept plan for the channel shown in Figure 3B. This appears to be shown in Figure 2B. Please confirm and revise reference.	GEI	Figures have been updated. Please refer to Figure 2B in the Hydrogeological Investigation and Figure 3B in the Geotechnical Investigation.
85. Section 1.1 c) and Section 3 identify six (6) monitoring wells; however, it appears there are seven (7). Please confirm. a. The number of MWs referenced in the Hydro G Report and the Water Level Monitoring Letter do not align. Revise to ensure consistency between all studies.	GEI	The text and figures have been revised to identify 7 monitoring wells. Please refer to page 3 of the Hydrogeological Investigation report prepared by GEI.
86. Include the MESP Update in the list of documents in Section 1 in both the Hydro G and Geotechnical Report.	GEI	The introduction has been updated for both Hydrogeological and Geotechnical Reports.
87. Figures 2a and 2b have been revised to identify BH2; please also include BH2 on Fig. 9 and in Appendix A of the Water Level Monitoring Letter in Appendix G of the Hydro G Report. a. Additionally, the BH/MW labelling in Appendix A of the Water Level Monitoring Letter is inconsistent with the Figures of the Hydro G Report. Please revise for consistency.	GEI	The Hydrogeological Report and figures have been updated to reflect BH2.

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88. The 3 rd paragraph of Section 5.2.2 states “GEI is completing an additional scope of work through 2023 that includes installing and monitoring staff gauges within West Rainbow Creek Tributary and monitoring the nested piezometers installed near these locations to quantify seepage into features on site. This future data will be used to determine the amount of potential baseflow into the surface water features and will help evaluate any potential impacts related to the local hydrologic regime.” Development Engineering understands that this work has now been completed. Please update the text accordingly.	GEI	Section 5.2.2 has been revised, please refer to page 20 of the Hydrogeological Report prepared by GEI.
89. Page #2 of The Water Level Monitoring Letter is duplicated and repeats itself. Please revise.	GEI	The letter has been revised to delete the duplicated page.
90. The Hydrogeological investigation is to be reviewed and approved by the TRCA and the Region of Peel.	GEI	Noted. Hydrogeological approvals will be obtained through the applicable TRCA and Region review processes at the detailed design stage.
91. The Hydrogeological and Geotechnical Investigations will be reviewed further through the Detailed Design Submission and as part of site-specific Site Plan Applications.	GEI	Noted.
<u>Advisory and Process-Related Comments</u>		
92. Please refer to the advisory comments below outlining and detailing further requirements and next steps. Please contact the Town should additional clarification be required. iv. Detailed Design – Detailed Design (DD) submission must conform to the Towns Development Standards and address all proposed and required modifications to previously approved works (100% Detailed Design drawings for the Simpson Road Extension and associated Channel	Weston/GEI	Based on correspondence with Tong Wang from Town of Caledon, the 24m ROW has been approved. Correspondence is provided in Appendix K of the enclosed TIS Update. Please also refer to OPA 291.

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works was previously completed by Wood as part of a Town Capital Project), including but not limited to the Simpson Road Extension, Channel, equity Prestige Business Park SWM Pond modifications, and any other related infrastructure, to the satisfaction of the Town.

- iv. Please note that 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. Reference materials, including the CLI ECA and associated design criteria, are available at the following link:
<https://www.caledon.ca/en/town-services/standards-policies-and-guidelines.aspx#Consolidated-Linear-Infrastructure-Environmental-Compliance-Approval-CLI-ECA->

ii. The previously approved Simpson Road design prepared by Wood Consultants has not been constructed, did not receive an ECA, and does not meet the new requirements under the Town's CLI ECA. To obtain approval, the Proponent must demonstrate compliance with the stormwater performance criteria outlined in Table A1 of the CLI ECA. The Functional Servicing and Stormwater Management Report must clearly show how the proposed stormwater servicing strategy satisfied the CLI ECA criteria. All stormwater management infrastructure required to satisfy the CLI ECA requirements for public infrastructure must be located entirely on public property and remain in public ownership. This requirement may necessitate a wider right-of-way (ROW) than originally approved or anticipated. Simpson Road is currently designated in the Town's Official Plan with a 26 m ROW. Development Engineering also understands that Transportation Engineering is pursuing an updated urbanized cross-section design. Further discussion on this matter will be required to confirm the appropriate ROW width and design approach.

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iii. An amendment to the existing ECA for the Equity Prestige Business Park SWM facility to the north will be required.		
Master Financial and Other Agreements – The existing Master Financial Agreement does not currently adequately capture the proposed or required public works, as the works currently identified for construction through this agreement are outdated and a revised detailed design and a number of updates are required. An amendment/updates to the existing MFA and/or alternative agreements is required, including satisfying the obligations of those agreements to the satisfaction of the Town. i. Conveyances and land acquisition for construction of the associated municipal works. • Draft reference plans are to be provided for all conveyances, easements, etc. • Record of Site Condition is required for any lands to be conveyed to the Town. ii. Satisfying the financial and all other obligations under the MFA and undertaking construction of the works. iii. CLI ECA associated requirements (including any fees or securities). iv. Please note that an agreement (licensing agreement) will be required in order to undertake any works and modifications to the existing Equity SWM facility on Town owned lands as envisioned in the MESP Update. Legal to confirm if this can be addressed as an added Schedule to the MFA.	Weston/GEI	An amended Master Financial Agreement (MFA) is being prepared to reflect the current scope of work associated with the Simpson Road Block Plan. The amended MFA will address the implementation of required public works, including construction, cost-sharing, securities, and coordination of associated approvals and agreements. Detailed requirements related to conveyances, easements, and permitted will be finalized through the detailed design and agreement process to the satisfaction to the Town.

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Alex Schittenhelm – November 10, 2025

v. Any other impacts, amendments or modifications as required to the Master Financial Agreement (Development Agreement).		
Grading – A planning mechanism is required to establish the overall comprehensive grading for the area, as shown on the proposed Grading Plan, prior to any site-specific development. Individual site plans depend on coordinated grading across the entire area, including lot line elevations and conveyance swales, to ensure that future developments can be implemented within property limits and have adequate cover for underground services and stormwater management facilities. Site-by-site development cannot achieve the intended comprehensive grading scheme.	Weston/GEI	The MESP establishes the comprehensive grading and drainage framework for the subject lands, including coordinated lot line elevations and overland flow routing. Implementation of the framework will be secured through detailed design and the amended Master Financial Agreement, with site-specific applications required to conform to the approved grading strategy.
Easements – Easements will be required for the following and are to be incorporated into the MFA as applicable: i. Easements over Part 1A and Part 2A in favour of the Town for the culvert and emergency spillway. ii. A 6.0m access easement over part 1A or 2A, to access the culvert and emergency spillway. iii. Easement over Part 2A in favour of Part 1A for drainage and overland flow. It is Development Engineering's understanding that this will require a Committee of Adjustment Application. Please connect with Planning Staff on this matter. iv. Easement over Part 1A in favour of Part 6 for the proposed storm sewer connection to the box culvert outlet. It is Development Engineering's	Weston/GEI	The required easements to support the proposed drainage and servicing strategy have been identified through the MESP and will be secured as part of the detailed design and implementation process, including through the amended Master Financial Agreement, and site-specific approvals as applicable.

4. TOWN OF CALEDON – DEVELOPMENT ENGINEERING – ENGINEERING SERVICES

Alex Schittenhelm – November 10, 2025

understanding that this will require a Committee of Adjustment Application. Please connect with Planning Staff on this matter. Section 5.4, Table 5.6 & Table 5.7 of the MESP identifies that Part 6 (Catchment C1) will drain to the proposed box culvert. Dwg. 5-7 identified that Part 6 (Catchment C1) will outlet to the proposed extended SWM Pond box culvert outlet via a storm sewer and storm easement on Part 1A. Therefore, Part 6 is reliant on this easement to be in place and infrastructure constructed as part of the communal works (Simpson Road, Channel, modifications to Equity SWM Pond, etc.) to support the future independent development of Part 6		
By Law No. 2021-09 – Any impacts/updates 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)	Weston/GEI	Noted.
Off Site Works – Implementation of requirements/improvements for off-site works south of Mayfield Road as per Section 5.8.2 of the MESP and OP Policy 7.9.10.8.	Weston/GEI	Noted.
Access – Please note that it is the Towns preference that accesses across the channel are installed as part of the channel works rather than through site specific development applications as to limit disturbance to the channel once constructed.	Weston/GEI	Accesses will be provided as part of channel works.
93. Development Engineering understands 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. Development Engineering understands construction is anticipated to start in Q3 2027, however please contact the Region for any details and timing pertaining to this project.	Weston	Noted. The Simpson Road extension will be coordinated with the Region's Mayfield Road reconstruction project. Any detailed design undertaken in advance will be subject to the Region review and will

4. TOWN OF CALEDON – DEVELOPMENT ENGINEERING – ENGINEERING SERVICES

Alex Schittenhelm – November 10, 2025

Please note that the previously designed Simpson Road extension completed by Wood through a Town Capital Project was designed to match the Regions proposed design and therefore should follow the Regions Mayfield Road reconstruction project. Alternative solutions would be required for review should the applicant wish to proceed with the Simpson Road extension ahead of the Regions Mayfield Road Project and would be at the sole cost of the developers. 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.		conform to the ultimate design requirements.
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5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

Comment	Consultant	Response
General:		
While policy analyses were provided in the Planning Justification Report Addendum, EIS and MESP Update, a comprehensive Official Plan/South Simpson	Weston	Noted.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

Secondary Plan natural heritage policy assessment that addresses all relevant policy was not provided in the submission materials. Notably, despite the response to comments indicating that the PJR Addendum indicates that the new proposal has regard for the 1978 OP policies and addresses the South Simpson Secondary Plan policies, it does not. Further, while a discussion on Future Caledon policies were provided in the PJR Addendum, it did not discuss how the reduced open channel relative to the approved EA design is acceptable. Nevertheless, as staff have determined that the proposed reduced open channel conforms to natural heritage policy, nothing further is required on this item.

EIS:

Section 2.8 includes discussion of OP policies attributed to the Town's 2024 OP that are from the Peel Region OP. More importantly, the section omitted all relevant natural heritage policy from the Town's 1978 OP, including the South Simpson Secondary Plan.

SLR

Section 2.8 of SLR's EIS has been revised to exclude text from the Peel Region OP. The environmental policies of the 1978 OP and South Simpson Secondary Plan have been incorporated into Section 2.8 of SLR's EIS.

The statement in Section 3.3 that constructed habitats are generally not to be considered Significant Wildlife Habitat (SWH) is not accurate. Only certain types of constructed habitats are excluded in the criteria schedule. However, this is not relevant to the proposal.

SLR

Noted. SLR has removed reference to constructed habitats, as they relate to SWH, in Section 3.3 of the EIS.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

Section 4.4 indicates that monarch was observed and Section 4.5 indicates that potential habitat for monarch was identified but it was not identified as SWH. However, Table A3 indicates it was not identified as SWH because habitat was not identified. Despite this inconsistency, staff agree that SWH for monarch is not present.	SLR	Noted. Table A3 of SLR's EIS has been revised to clearly state that SWH is not present within the Study Area.
Section 5.2 incorrectly indicates that the watercourse is an Other Fishery Resource Area. As the watercourse meets the valley and stream corridor criteria (which was not addressed in the report) it meets the Core Fishery Resource Area criteria.	SLR	Noted. Section 5.2 Valley and Stream Corridors and Section 5.3 Fish and Fish Habitat of the EIS have been corrected to identify the watercourse as both a valley and stream corridor and a Core Fishery Resource Area.
Section 5.3 conflicts with Section 4.4 regarding the identification of candidate SWH wetland breeding amphibians. It is unclear why the report recommends additional amphibian surveys because the standard protocols were not completed when they were completed by GEI as part of the MESP Update. Staff confirm that additional surveys are not required. This also applies to the recommended additional breeding bird surveys for the same reason. However, consistent with the response to comments indicating it would be provided, the Town expects that the channel corridor design will include amphibian habitat.	SLR	Noted. Sections 4.4 and 5.3 of the EIS have been revised to confirm that no amphibian SWH is identified within the Study Area and that additional surveys are not required. Channel corridor design will be finalized through detailed design in accordance with applicable requirements.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

Sections 5.4 and 9 recommend bat surveys for treed areas. It is not clear where this is to occur given there are no treed ELC communities identified on Figure 2. Further, it is not clear how this recommendation aligns with Section 7.1.5 that concludes that if vegetation clearing is undertaken outside of the bat active season, impacts are not anticipated. Staff confirm that the Town does not require bat surveys.

SLR

Noted. Sections 5.4 and 9 of the EIS have been revised to reflect that bat surveys are not required based on site conditions and applicable guidance.

The report did not recommend fencing along the watercourse channel to mitigate impacts from encroachment and litter. The Town requires fencing to be included in the detailed design.

SLR

Noted. Section 8.1 of the EIS has been updated to include fencing along the channel corridor, to be confirmed through detailed design.

MESP Update:

It is not accurate that the proposed Species Conservation Act "provides many of the same protections to species at risk as the ESA 2007". While it does not affect the proposal, this statement should be deleted.

GEI

Noted. Section 1.4.8 of the MESP has been updated.

It is indicated that box culverts are proposed for the driveway accesses across the reconstructed watercourse corridor. While it is not clear, the conceptual design provided on Dwg C1 appears to display closed bottom culverts. It must be ensured that natural functions are provided through the crossings. To that end, open bottom culverts are strongly preferred. However, at minimum, embedded culverts should be provided. Revise accordingly.

GEI / Greck

Noted. The design of the driveway crossings will consider appropriate culvert configurations to maintain natural channel function. Final culvert design will be confirmed through detailed design in consultation with the Town and applicable agencies.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

Section 6.2 indicates that sanitary and watermain connections are proposed to cross the reconstructed channel and Dwgs 5-3 and 5-4 indicate that some of these crossings will not be included in the driveway accesses. To avoid future channel disruption, the driveway accesses and the service crossings must be constructed along with the channel in Phase 1. Revise Section 6.3 to outline this.

GEI / Greck

All crossings will be coordinated with the channel works and implemented through detailed design to support future servicing connections and avoid disruption to the channel system.

Dwg 5-7 displays storm outlets at the bottom of slope within the channel. Confirm that outlet treatment and/or conveyance channels are not required. Similar to the preceding comment, revise Section 6.3 to indicate that the outlets into the channel are to be constructed in Phase 1.

GEI / Greck

Storm outfalls will be coordinated with channel construction, with final configuration confirmed through detailed design to support future tie-ins.

The Scoped Fluvial Geomorphology Assessment, Aquatic Habitat Review and Evaluation of Alternative Flow Conveyance Options memorandum prepared by Palmer contained within the appendices is not supported (as outlined in comments on the previous submission) and, as it proposes to enclose the watercourse rather than rehabilitate it as proposed, it should be removed from the report.

GEI

Noted. Reference has been removed.

Conceptual Flood Hazard Assessment and Natural Channel Design:

It is indicated that box culverts are proposed for the driveway crossings. Revise as per the similar comment above on the MESP Update.

Greck

Noted. Culvert design will consider appropriate configurations to maintain natural channel function. Final culvert design will be confirmed through detailed design in consultation with the Town and applicable agencies.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

It is proposed to outlet a 4.2 m wide box culvert into the watercourse corridor that only includes a 2.8 m wide low flow channel. Demonstrate how it will be ensured that all flows up to the low flow channel design event will only enter the low flow channel. In other words, demonstrate how flows that should be contained within the low flow channel will not be lost on the floodplain.	Greck	The conceptual design has been developed to ensure that flows are conveyed within the defined low flow channel. The MESP confirms that a feasible grading and channel configuration can be achieved to direct flows appropriately. Detailed design will refine channel geometry and confirm hydraulic performance.
Six cascade pools with 0.3 m drops are proposed at the downstream end of the rehabilitated channel. It is indicated that they will facilitate fish passage and to consult the fluvial geomorphology report for more details. That report indicates that this area of the design should not exceed a 4% slope to accommodate fish passage. Dwg C1 indicates that the design of this area will have an average grade of 3.1%. However, based on Detail C on Dwg C1, the slopes of the drops are 37.5% across lengths of 0.8 m. It must be demonstrated that fish passage for the target species will be provided through quantitative analyses of flow velocity, slope and minimum water depths. A design using a rocky ramp with low flow channel could also be considered instead of the cascade pools.	Greck	Noted. The channel design will be developed to support fish passage in accordance with applicable guidelines. Detailed design will refine channel features, including grade transitions and energy dissipation, in consultation with ecology and fluvial geomorphology specialists.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

It is indicated that the Mayfield Rd culvert will have an inlet invert of 227.79 m and a proposed channel invert of 228.19 m immediately upstream of the culvert. This represents a 0.4 m drop into the culvert. While Dwg C1 does not appear to display this drop, it must be confirmed that a drop into the culvert will not occur and the report/design revised accordingly.

Greck

Noted. The proposed Mayfield culvert will have an inlet invert of 227.79m. This culvert will have 0.4m embedment as per the design by others, as such, the proposed channel invert would be 228.19m. There is no drop proposed. This will be clarified on the Drawing C1.

Dwg C1 displays gravel and cobble in areas of the low-flow channel. To ensure flows are not lost in interstitial spaces, granular must be provided.

Greck

Noted. Appropriate material specifications will be confirmed through detailed design to maintain flow continuity with the low-flow channel.

Fluvial Geomorphology Assessment and Channel Realignment Guidance:

Similar to the preceding comment, it is indicated that coarse gravel and cobble in the low flow channel will provide cover for fish. Revise to ensure that flows will not be lost in interstitial space and prevent fish passage during low flows.

Greck/SLR

Noted. Channel materials and grading will be designed to support fish passage and maintain flow within the low-flow channel. Final details will be confirmed through detailed design.

Planning Justification Report Addendum:

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

It is indicated that the findings and analysis of the previous PJR remain relevant and accurate, the proposal continues to conform to the Official Plans, and the proposed open channel is further aligned with those policies. This does not reflect previous comments on the PJR that outlined inaccuracies and omissions in that report. As the previous proposal did not conform to natural heritage policies, these statements should be revised.

Weston

Noted. OPA 291 has since been adopted, and the current proposal conforms to the updated policy framework. As a result, the Planning Justification Report Addendum remains appropriate in the context of the current approvals framework.

Draft Block Plan:

Clarify why a Proposed Natural Channel Easement is displayed given the channel is to be conveyed to the Town or revise accordingly.

Weston

Labelling on approved Block Plan figure was revised to indicate “Natural Channel”. The realigned Rainbow Creek channel and associated buffers will be dedicated to the Town of Caledon following construction, consistent with OPA 291.

Draft 1978 Official Plan OPA:

It is not clear what is meant by the term ‘channelization’ in the preamble. Due to the ambiguity of the term and as it appears to be pointing toward proposed policy 7.9.6.3, it is preferred if that portion of the preamble is revised to: “to permit the reconstruction and rehabilitation of Rainbow Creek”.

Weston

In the time since this comment was issued, OPA 291 for the South Simpson Secondary Plan Area has been adopted and provides the current policy framework for the subject lands.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

The intention of the portion of proposed policy 7.9.6.3 that indicates the permission for the channel is pursuant to the completion of the listed studies is unclear. However, as it appears that it is requiring that those studies be finalized, it is indicating that the land use has not been finalized. If that is the case, a policy should be added indicating that the proposed EPA displayed on the schedules is preliminary and subject to change based on completion of the studies.	Weston	Noted. OPA 291 for the South Simpson Secondary Plan has since been adopted and provides the applicable policy framework for the subject lands.
A policy requiring that the detailed design of the Rainbow Creek Tributary channel is to be prepared and implemented to the Town's satisfaction prior to approval of the first site plan in the Phase 2 area must be added.	Weston	Noted. This matter has been addressed through OPA 291, which establishes the applicable policy framework for the subject lands.
Existing Policy 7.9.6 must be amended to indicate that the Rainbow Creek Tributary channel is designated EPA (currently it indicates that no lands are designated EPA).	Weston	Noted. This has been addressed in OPA 291, which designates the Rainbow Creek corridor as an Environmental Policy Area.
A policy requiring the gratuitous conveyance of the Rainbow Creek Tributary channel to the Town must be added.	Weston	Noted. This has been addressed through OPA 291 for the South Simpson Secondary Plan.
The proposed amendments to Schedules C and C5 must display the blue watercourse within EPA to match the existing schedules and remove the small waterbody within the Phase 2 area.	Weston	Noted. This has been addressed through OPA 291 for the South Simpson Secondary Plan.
The proposed amendment to Schedule C7 must include the Rainbow Creek tributary corridor designated EPA with the blue watercourse within it.	Weston	Noted. This has been addressed through OPA 291 for the South Simpson Secondary Plan.

5. TOWN OF CALEDON – NATURAL HERITAGE

Jason Elliot – November 25, 2025

Draft Future Caledon OPA:

The preamble indicates that no changes to the land use designations are proposed. It is understood that this is because the South Simpson Secondary Plan is in force and the proposed 1978 OP OPA will implement the EPA land use designation for the Rainbow Creek corridor. Nevertheless, Schedule B1 must be revised to display the corridor.

Weston

Noted. OPA 291 for the South Simpson Secondary Plan has been adopted and establishes the applicable land use and environmental policy framework for the subject lands.

Once the Bolton Secondary Plan is in force, it will replace the South Simpson Secondary Plan. However, it did not include the proposed Rainbow Creek corridor in its schedules. Similarly, it did not include the corresponding policies as proposed in the South Simpson Secondary Plan OPA. Amendments to Section 33.4.8 and relevant schedules of the Bolton Secondary Plan like those proposed for the 1978 OP OPA must be proposed.

Weston

Noted. OPA 291 for the South Simpson Secondary Plan addresses the policy and mapping framework for the Rainbow Creek corridor.

6. TORONTO AND REGION CONSERVATION AUTHORITY		
Adam Miller – October 20, 2025		
Comment	Consultant	Response
Recommendation:		
Given the supplementary materials submitted in Appendix I and constructive discussions to date, the key priority issues that were identified in our letter dated October 25, 2024, have in-principle been adequately addressed for this stage of the planning process. TRCA staff's specific comments on the resubmission are identified in Appendix II. Based on this review, TRCA staff has no objection to the Block Plan and OPA applications as currently submitted.	Weston	Noted. TRCA has no objection to the Block Plan and OPA application at this stage.
Application-Specific Comments:		
The revised calculations are acceptable. However, TRCA still requires submission of the updated HEC-RAS model reflecting the proposed realigned channel.	SLR/Greck	The updated HEC-RAS model reflecting the proposed channel realignment will be submitted as part of the detailed design and TRCA review process.
TRCA staff note that the applicant now proposes to maintain the watercourse in an open configuration, which will enhance flood storage. However, TRCA still requires submission of the updated HEC-RAS model reflecting the proposed realigned channel.	SLR/Greck	The updated HEC-RAS model reflecting the proposed channel realignment will be submitted as part of the detailed design and TRCA review process.
The revisions to the draft OPA associated with the current Town of Caledon Official Plan are acceptable. However, the submission also included proposed amendments to the Future Town of Caledon Official Plan. The applicable Official Plan schedules will need to be updated as part of the Future Town of Caledon Official Plan to ensure the proposed realigned watercourse is appropriately	Weston	OPA 291 for the South Simpson Secondary Plan Area appropriately applies the EPA and Natural Features and Areas designations to provide for the long-term protection of Rainbow Creek corridor

6. TORONTO AND REGION CONSERVATION AUTHORITY

Adam Miller – October 20, 2025

designated within a land use category that provides for the long-term protection of the natural system and associated hazards.

through the subject lands. OPA 291 was adopted by Council on March 30, 2026. Please also note that this corridor will be dedicated to the Town of Caledon to ensure its long-term protection.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

Comment

Consultant

Response

General Comments:

1. Section 2.3.2.7 (Headwater Drainage Feature Assessment) states that “The proposed grading will match the existing overland flow patterns in combination with efforts made through detailed design to ensure the continued function of the headwater drainage features despite their removal from the landscape.”. A management recommendation of ‘mitigation’ is provided for both headwater drainage features (HDF) within the planning area. Please confirm this has been sufficiently provided within the channel.

GEI (NHS)

The proposed development will maintain overland flow and drainage function within the study area and through the channel design.

Mitigation for the removal of headwater drainage features has been incorporated within the overall drainage strategy, consistent with the MESP framework.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

		Detailed design will refine specific measures as required.
2. Section 3 of the Conceptual Flood Hazard Assessment and Natural Channel Design Memo (Greck and Associates, 2025) states that: “It should be noted that the Equity SWM Pond outlet extension and the natural channel described above will be owned and maintained by the Town of Caledon. Easements will be required on private property as discussed to ensure no buildings are placed within the easement for long-term maintenance of the pond outfall and emergency overland spillway should both the pond outfall and emergency inlet become incapacitated.”. Agreement to legal easements between the Town and the property owners must be executed prior to issuance of a building permit / draft plan approval.	Weston / Greck	Easements and associated agreements required to support the channel and related infrastructure will be secured through the detailed design and implementation process, including through site-specific approvals and the amended Master Financial Agreement, as applicable.
3. The proposed engineered channel for West Rainbow Creek will be crossed by several driveways, five proposed sanitary sewers, five proposed watermains and possibility additional utilities. To minimize the impact Water Resources recommends that the proposed watermain crossings and sanitary lateral crossings be aligned with the proposed driveway crossings. This approach will minimize direct impacts on the engineered natural channel by consolidating infrastructure within already disturbed areas. Locating these crossings at driveway locations will also reduce potential disruption to the channel during future maintenance or replacement activities, thereby supporting long-term channel stability and ecological function.	Weston/GEI	Noted. Crossings and servicing infrastructure will be coordinated to minimize impacts to the channel, with final configurations confirmed through detailed design.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

4. Section 5.4 (Post Development Stormwater Management Plan) includes a table (Table 5-6) that suggests that proposed storm sewers on Simpson Road Extension will drain into the Equity Prestige Business Park SWMF. These sewers appear to drain to the existing Bolton Wet Pond #118. Please review and update if necessary.	GEI	Noted. The storm servicing strategy and outlet locations have been updated and are reflected in Table 5.8 of the MESP.
5. The Town of Caledon was granted a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA) from the Ministry of Environment Conservation and Parks (MECP) in October 2022. The MESP references high-level stormwater criteria but does not demonstrate how the proposed servicing strategy aligns with the Town's obligations under the Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA). There is no clear indication of how new LID features, underground storage systems, outfalls, channels, and sewer infrastructure will be incorporated into the Town's ECA asset inventory, nor how inspection, maintenance, monitoring, and reporting requirements will be met. With respect to the Town's CLI ECA please: • Provide a table identifying which SWM components will be municipal CLI ECA assets versus privately owned/maintained assets (e.g., LIDs, underground tanks, channels, OGS units, private rooftop controls). • Confirm that the proposed design performance targets (e.g., 5 mm retention, 80% TSS removal, quality treatment approach) align with the Town's ongoing reporting and compliance obligations under the CLI ECA (e.g., water balance criteria) • Clarify how inspection and O&M responsibilities will be assigned for all new stormwater components, especially LID and green infrastructure features that require defined long-term maintenance.	GEI	The SWM strategy has been developed in accordance with applicable provincial and municipal standards and is consistent with the Town's CLI ECA framework. The MESP establishes the overall design criteria and servicing approach, including the integration of stormwater infrastructure. Detailed design will confirm asset ownership, performance targets, and operation and maintenance requirements in accordance with the Town's CLI ECA.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

6. Section 5.5.2 (Conveyance Controls) recommends perforated storm sewers, bioswales and tree pits for South Simpson Road. The West Rainbow Creek Channel Re-Alignment Conceptual Flood Hazard Assessment and Natural Channel Design letter (Greck and Associates Ltd., 2025) includes design drawings for the proposed channel and road. It includes proposed locations for bioswales within the proposed South Simpson Road right-of-way. Please update the MESP to include a figure that illustrates the ideal locations for these features. Please also provide the supporting performance calculations to demonstrate retention of the 90th percentile rainfall event for contributing impervious areas within the right-of-way.	GEI / Greck	The Simpson Road alignment is fixed and has been considered in the SWM strategy. Opportunities for LID measures will be incorporated within the available boulevard space, with final details confirmed through detailed design.
7. The bioswales illustrated in the work completed by Greck and Associates would intercept stormwater generated from proposed Simpson road and outlet stormwater to the adjacent natural channel. To minimize impacts to the channel, and to provide mitigation for the two existing wetlands that will be removed post development, please update the design to include wetland pockets at the bioswale outfalls and along the drainage path toward the floodplain.	Greck	Noted. Stormwater from Simpson Road is managed within the overall SWM strategy, with flows directed to the approved stormwater management strategy. Opportunities for additional measures will be considered, where appropriate, through detailed design.
8. It is understood that the design of Simpson Road and the channel has a long history. With this in mind, Water Resources sees benefit in a vegetated buffer in between the proposed South Simpson Road and natural channel. A vegetated buffer and tree planting zone would separate the road and channel with benefits relating to water quality. Please consider the feasibility of this approach.	Greck	Noted. The relationship between Simpson Road and the channel has been considered in the design. Landscaping and buffering will be addressed through detailed design, where appropriate.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

9. Section 5.5.4 (Recommended SWM measures) describes a best-efforts approach toward water balance criteria on the private properties using infiltration of roof water. Water Resources did not find an assessment of the feasibility to employ infiltration-based practices for other impervious surfaces (e.g. parking lot). If feasible, please consider a continuous bioswale along the western edge of properties identified as Parts 1 to 5, to achieve water quality, erosion and water balance criteria. Depending on the ultimate location of the natural channel, the bioswale could outlet directly to the channel or (via pipe) into the proposed 6.0m x 1.5c box culvert crossing under Mayfield Rd. Please revisit the recommended approach and consider updating the report accordingly.	GEI	The required infiltration volume will primarily be achieved through underground storage systems integrated within the site servicing strategy. Opportunities for additional measures, such as bioswales, have been considered; however, based on current site constraints, they are not proposed as part of the MESP. Detailed design will further evaluate site specific opportunities, where appropriate.
10. The proposed stormwater management strategy for private properties includes underground storage tanks located on the western boundary of each individual property, located to spill to the proposed natural channel. If an underground SWM infrastructure strategy is ultimately proposed, Water Resources recommends the use of arch chambers with an open bottom to promote infiltration of stormwater and reduce runoff volumes, thereby meeting multiple stormwater objectives.	GEI	Section 5.5.4 of the MESP has been updated. This section identifies that open-bottom arch chambers are recommended for underground storage systems, where suitable, to allow infiltration of stormwater into the underlying soils and reduce runoff volumes
11. Section 5.5.4 (Recommended SWM Measures) lists filtration units and oil grit separators (OGS) to achieve the water quality targets on private properties. Please investigate the potential to use best management practices that retain stormwater prior to advancing filtration and OGS units. If OGS units are specified, they must be sized to achieve a 90% volume capture of the annual runoff volume on a long-term	GEI	Section 5.5.4 of the MESP has been updated to address water quality treatment requirements.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

average basis using the environmental technologies verification program particle size distributions and local historical rainfall data.		
12. Section 3.1 (Design Criteria) provides an erosion control criteria of 5mm of retention for each property and/or detention of 25mm over 48hrs within a SWM facility. Please confirm how it was determined and that no further erosion criteria may apply. Staff are aware of a particular erosion prone reach of West Rainbow Creek Tributary just downstream of the secondary plan area. Please complete field work to determine erosion thresholds and complete a threshold exceedance analysis for the next submission. If the pre-development erosion potential cannot be maintained, the design criteria for erosion control will need to be revised.	GEI	Based on discussions with the Town and TRCA, it was determined that 7 mm of on-site retention (incl. 5mm for infiltration) will be implemented at the lot level in accordance with the MESP framework. The proposed channel design provides additional mitigation consistent with applicable criteria. Detailed design will confirm erosion control measures and performance, in consultation with the Town and TRCA.
13. Section 5.6.1 (Catchments draining to Proposed Box Culvert and Channel) describes SWM facility performance using calculated (modelled) flows to estimate the total flow discharged into the proposed natural channel. Given the requirement to monitor surface flow for several years prior to finalizing the MESP, please use the available monitoring data rather than relying on flows reported in the outdated MESP. The proposed bypass channel should be designed based on monitored flows to the extent possible.	GEI	Channel design has been based on established modelling approaches using appropriate design storm criteria. Available monitoring data has been considered as part of the overall assessment.

7. TOWN OF CALEDON – WATER RESOURCE

Matthew Wilson– December 11, 2025

		Detailed design will refine flow characterization and confirm final design parameters, as appropriate.
14. Section 5.6.2. (Catchments Draining to Existing Storm Sewer System) establishes allowable release rates for catchments C6, C7, C8, C9 & C12 that are proposed to drain through a dedicated easement on route to the existing storm sewer on Mayfield Rd. Allowable release rates for this easement were established based on 2-year pre-development flows from approximately half the site plan areas. Staff are concerned that the release rates should be based on flows from all the site plan areas to err on the conservative side. Please discuss pros and cons to this approach and provide a recommendation for review.	GEI	The drainage strategy has been updated to reflect revised outlet conditions. Release rates and contributing drainage areas will be confirmed through detailed design to ensure consistency with applicable criteria and downstream conditions.
15. Section 5.8.1 (Rainbow Watershed per MESP 2000 – Section 5.5.3) describes unstable (erosion prone) conditions in rainbow creek immediately downstream of the secondary plan area. For assessment purposes erosion thresholds were established at a more stable reach, 1300m downstream of the study area. Typically, the most erosion prone reach is used. Even using the more stable reach, extended detention times are calculated to range between 48 and 100 hours. Furthermore, the report notes that the effectiveness of extended detention per facility decreases. This situation elevates the importance of using a stormwater strategy that reduces stormwater volume at source (i.e. infiltration).	GEI	The SWM strategy incorporates on-site retention and detention measures in accordance with the MESP framework. The proposed channel design provides additional mitigation consistent with applicable criteria. Detailed design will confirm erosion control measures and performances in consultation with the Town and the TRCA.

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16. Appendix D.1 (SWM Report, Simpson Road Extension) recommends that the Bolton WP SWM facility is designed to limit downstream erosion by detaining 25mm of stormwater runoff to be released slowly over forty-eight hours. The MESP also identifies unstable, erosion prone reaches immediately downstream of the secondary plan area. Does attenuation of 25mm over 48 hours maintain flows below the identified erosion thresholds? If not, please recommend SWM facility design modifications and/or a revised stormwater management strategy. If pre-development erosion potential cannot be maintained, downstream mitigation work will be required prior to draft plan approval. A recommended approach is required to advance the MESP.	GEI	The SWM strategy incorporates detention and retention measures consistent with applicable design criteria. The proposed channel design provides additional mitigation within the overall system. Detailed design will confirm erosion control performance in consultation with the Town and TRCA.
17. Section 5.9 (Site Water Balance) identifies an infiltration deficit of 2,091 m ³ /year and recommends use of infiltration-based measures to meet a 5mm erosion control target for private side development. The 5mm target will only restore a portion of the infiltration deficit. Please determine if it is possible to maintain predevelopment infiltration volumes based on-site constraints and opportunities and update section 6.1 (Preferred SWM strategy) accordingly.	GEI	The MESP establishes on-site infiltration targets for the subject lands in accordance with the applicable criteria. Site-specific constraints and opportunities will be addressed through detailed design to support the overall water balance strategy.
18. The preferred SWM strategy (Section 6.1) describes the use of green roofs (where possible) and rainwater harvesting systems for grey water reuse or irrigation. Please note that the Town does not provide water balance credit toward matching pre-development infiltration using either of these approaches.	GEI	Noted.

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19. The Environmental Impact Study (SLR Consulting) notes that Rainbow Creek and one of its tributaries (located in the southwest quadrant of the study area) are regulated by the Conservation Authority. The West Rainbow Creek Fluvial Geomorphology Assessment and Channel Realignment Guidance report (SLR consulting, 2025) notes that updated hydraulic modelling (Greck and Associates, 2025) confirmed that a reduced 33m wide corridor would be sufficient for conveyance and storage of regulatory events. If this has not already been done, please confirm the acceptability of this change with the TRCA.	Greck / GEI	Coordination with TRCA is ongoing with respect to the channel realignment and associated corridor. Detailed design and permitting will confirm the final configuration within regulated areas.
20. The tributary of Rainbow Creek located in the southwest quadrant of the study area is regulated by the TRCA. Water Resources assumes this feature will remain on the landscape post-development. Please confirm and illustrate the protection zone for this feature on the relevant figures within the MESP.	SLR and GEI (NHS)	The conditions within the southwest quadrant have been modified through previous development. The current site conditions and regulatory context have been reflected in the MESP documentation.
21. The West Rainbow Creek Fluvial Geomorphology Assessment and Channel Realignment Guidance report (SLR consulting Ltd., 2025) notes the following objectives for the natural channel design: (1) Incorporate localized geomorphic habitat features along the channel to provide more heterogeneity and (2) Establish a riparian area that will improve the ecological, geomorphological, and hydraulic function of West Rainbow Creek. Despite noting these objectives, the only habitat features recommended (per section 5.2.4) are course gravel, cobble and brush layers incorporated along the outer banks of the low flow channel at select meanders. Water Resources recommends offline wetland pockets, strategically placed to capture and filter stormwater before it enters the stream channel. By	GEI (NHS) and Greck	Channel design objectives will be addressed through detailed design in accordance with the MESP framework and applicable guidance.

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holding water, wetlands minimize “flashy” or sudden surges of water thereby minimizing impacts on the downstream channel.		
22. Section 6.3 (Development Phasing and Cost) states that “...the landowners shall convey any part of their land required by the Town/Region for the public infrastructure works or easements located on their land to the Town/Region gratuitously. In addition to the cost sharing agreements, grading agreements between participating landowners should be executed during the site plan development process.”. These agreements should be drafted and agreed upon prior to secondary plan approval.	Weston/GEI	The lands for Simpson Road and the open channel shall be conveyed to the Town of Caledon at the time of construction.
23. The hydrogeological investigation report (GEI, July 2025) Section 2.2 Hydrogeology) describes the soil types as cohesive clay to silt textured glacial till deposits across the site. Section 4.1 refines this general description following borehole investigation and confirms the presence of clayey silt, silt glacial till, sand and trace gravel. The sand and gravel are suspected to actively participate as a diffusive recharging layer. These findings support feasibility for green stormwater infrastructure / low impact development strategies.	GEI	Noted. Details to be established during detailed design.
24. The hydrogeological investigation report (GEI, July 2025) Section 4.3 presents the results of hydraulic conductivity testing across the site. The reported hydraulic conductivity (k value – m/s) values are raised to powers between 10-5 and 10-8 m/s. Unfactored infiltration rates are provided in Section 4.5 indicating infiltration rates between 30 and 75 (mm/hr) for silty sand soils and lower than 12 mm/hr for	GEI	Noted. Details to be established during detailed design.

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inorganic clay loams. Water resources endorses the use of low impact development infiltration-based practices wherever soil infiltration rates exceed 5mm/hr.

25. Figure 8 of the hydrogeological investigation report (GEI, July 2025) illustrates the geological cross section A-A illustrating that a significant percentage of the study area is overlain with sand and silts, and a smaller percentage with silts and clays. The report states that the infiltration rates should be confirmed once the final location and elevation of LID measures is known. Water Resources recommends illustrating the specific locations of the proposed LID measures in the next submission. Please conduct sufficient investigation to determine the location-specific feasibility for the proposed LID features. The is required to understand the extent that the applicant will be able to match the predevelopment infiltration deficit.

GEI (HydroG)

Noted. Details to be established during detailed design.

26. The hydrogeological investigation report (GEI, July 2025) Section 4.2 (Groundwater Monitoring) states that groundwater levels are generally between 0.5 and 4.7 meters below the ground surface. Water Resources review of the groundwater contour plan (Figure 9), borehole logs and water level monitoring map (Appendix A) did not identify significant constraints pertaining to LID feasibility for this study area.

GEI (HydroG)

Noted. Details to be established during detailed design.

27. The hydrogeological investigation report (GEI, July 2025) Conclusion and Discussion section states that “GEI is completing an additional scope of work through 2023 that includes installing and monitoring staff gauges within West Rainbow Creek Tributary and monitoring the nested piezometers installed near

GEI (HydroG)

The technical memo attached as Appendix G includes this information and is also discussed in the text of the Hydrogeological report.

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these locations to quantify seepage into features on site. This future data will be used to determine the amount of potential baseflow into the surface water features and will help evaluate any potential impacts related to the local hydrologic regime.”. Has this assessment been completed? Was the natural channel sized in consideration of potential groundwater input?		
28. Water Resources did not find any evidence of a downstream analysis to confirm maintenance of pre-development food levels downstream of the secondary planning area. Please clarify if the downstream flow regime has been maintained post-development.	Greck	A downstream analysis has been completed as part of the supporting studies. The proposed channel and SWM strategy have been developed to manage flows in accordance with applicable criteria. Detailed design will confirm downstream flow conditions and performance.
29. Per the Town's TOR, the applicant will develop a comprehensive adaptive monitoring plan that monitors existing, during construction and post development monitoring. This plan should be developed as part of the MESP (not issued under separate cover) and a budget prepared to support future planning.	SLR	The adaptive monitoring plan will be developed in accordance with the Town's requirements as part of the MESP implementation and detailed design process. Coordination regarding private property ownership downstream of Mayfield Road is ongoing with the Town and the City of Brampton.

Hydrology and Hydraulics Comments:

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30. The MESP report states that existing flows for A1 and A2 were “calculated using the MTO proration method,” but no formula, exponent, assumptions, or rationale are provided. From a Town review perspective, this is insufficient and does not meet hydrology documentation requirements. In addition, the MTO proration approach is not accepted for floodplain mapping, MESP hydrology, or setting allowable release rates within TRCA-regulated systems.	GEI	The reference to the MTO proration method has been removed/clarified in the revised submission. Existing condition flows have been established using appropriate methods consistent with applicable criteria.
31. The submission applies NasHYD to represent existing conditions for TRCA Catchment 24.10; however, NasHYD is intended for largely pervious, rural catchments with <20% imperviousness. The upstream drainage area and the study area is fully developed with industrial buildings, extensive paved surfaces. NasHYD cannot accurately model the hydrologic response of such developed systems because it inherently assumes slow overland flow. Using NasHYD in this context results in underestimation of peak flows, understated runoff volumes, and incorrect timing, which directly affects allowable release rate calculations, storage sizing, downstream channel assessments, and the overall SWM strategy. Please re-delineate all catchments and recalculate hydrologic parameters (TIMP, WIMP, Tc, routing method) using a hydrologic model appropriate for developed land (e.g., StandHYD). To support this revision, the consultant must provide updated GIS-based imperviousness mapping for every subcatchment, using current aerial imagery and building/driveway footprint data. These updated imperviousness values must be used to rebuild all hydrologic inputs and VO models. A full hydrology resubmission is required, including updated model files and summary tables. The Town cannot proceed with further review until the hydrology accurately reflects existing industrial conditions.	GEI	Existing conditions have been represented using appropriate modelling approaches consistent with the characteristics of the study area.

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32. Section 5.6 states that the 4-hour Chicago design storm governed storage requirements compared to the 6-hr, 12-hr, and 24-hr AES storms; however, no documentation, comparison table, or summary of model results is provided to support this conclusion. Without a clear comparison of required storage volumes across all storm durations and return periods, the selection of the 4-hr Chicago storm as the governing event is not verifiable. This is critical because the choice of governing storm directly affects chamber sizing, allowable discharge rates, and downstream hydraulic impacts. Please provide a concise summary table in the main report (or Appendix D.3) showing the maximum storage required under each storm event (4-hr Chicago and 6/12/24-hr AES storms for 2-yr through 100-yr events). This table must clearly demonstrate which storm duration produces the highest required storage volume and therefore governs the design. If different storms govern different catchments, please identify this as well. Until this comparison is provided, the use of the 4-hr Chicago storm as the controlling design event for storage sizing cannot be accepted.

GEI

The storm event selection and associated storage requirements have been reviewed and updated in the revised submission.

Supporting information is provided in the updated report and appendices.

33. The MESP does not include any discussion of climate change, future IDF curve adjustments, or design allowances for increased rainfall intensity. Current Town of Caledon requires that infrastructure planning at the Secondary Plan / MESP level explicitly evaluate or acknowledge climate resilience, including consideration of climate-adjusted IDF curves consistent with 2080 horizons. This is particularly important for stormwater management facilities, storage systems, channel design, culvert performance, and major overland flow routing. The MESP does not identify whether any conservatism has been incorporated into:

- SWM storage sizing,
- Allowable release rates,

GEI

The SWM strategy has been developed in accordance with applicable design criteria and guidance.

Consideration of climate change and associated design parameters will be confirmed through detailed design.

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• Channel conveyance capacity and freeboard, • Storm sewer capacity, • Water balance mitigation.		
34. The MESP does not evaluate cumulative hydrologic and hydraulic impacts on the downstream West Rainbow / Mayfield / Coleraine system, despite already limited capacity and multiple existing SWM ponds in this area. Adding a new channel plus several controlled-release storage systems could alter hydrograph timing, increase combined peaks, or reduce freeboard downstream. Please provide a cumulative impacts check comparing pre- and post-development combined hydrographs at the downstream control point, confirming that the Mayfield/West Rainbow system can safely accommodate the total 100-year (and Regional) flows without adverse effects.	GEI	A cumulative assessment has been undertaken as part of the supporting hydrologic analysis. The SWM strategy has been developed to manage post-development in accordance with applicable criteria. Detailed design will confirm cumulative performance and downstream conditions.
35. The allowable flows in Table 5.7 appear to apply the TRCA Sub-Basin 36 unit-flow equations using only the individual block areas (e.g., 1–4 ha) as the “A” term, rather than the total contributing drainage area to the channel outlet as intended by TRCA. This produces artificially low allowable flows for each block and results in a hybrid method that is inconsistent with TRCA guidance. Please clarify how “A” was defined and confirm that the sum of allowable flows does not exceed the TRCA allowable flow for the full contributing area (including external drainage and Equity Prestige). If the equations were applied incorrectly, revise the allowable flows and storage volumes accordingly.	GEI	The SWM control approach has been reviewed and updated in the revised submission, please refer to Table 5.9 in the updated MESP. Allowable flows and associated parameters have been established in accordance with applicable analysis.

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36. Appendix D.3 contains a critical VO/OTTHYMO warning (“WARNING: STORAGE-DISCHARGE TABLE WAS EXCEEDED”), meaning the modelled storage requirement exceeded the upper limit of the SSD curve for at least one storm. When the SSD table is exceeded, VO truncates/extrapolates the routing, and the resulting storage volumes, peak attenuation, and chamber sizing values are not valid. Please revise the SSD table so it fully covers the storage range required for all storms.	GEI	Appendix D.3 has been updated to address the noted modelling limitations.
37. The MESP does not provide a dual-drainage model representing the full minor and major system, including all storm sewers, catchbasins, culverts, roadway conveyance, overland flow routes, the proposed channel, and the extended SWM pond. For a plan of this scale and complexity—particularly given the new channel, raised road grades, multiple controlled-release systems, and downstream capacity constraints—a full dual-drainage model is required to assess 2-yr through 100-yr performance, overland routing, ponding depths, and interaction between the major and minor systems. Please prepare and submit a complete dual-drainage model (e.g., PCSWMM or approved equivalent) incorporating all proposed and existing infrastructure. The model must evaluate surcharging, overland flow paths, inlet capacity, hydraulic controls, and confirm safe conveyance to the receiving channel and pond for all design events.	GEI	We had discussions with the Town and agreed that the dual-drainage analysis is premature, as detailed site-level grading and servicing plans are not yet available.
38. The MESP does not include a 2D spill / overland flood routing analysis for the proposed channel, extended box culvert, SWM systems, and adjacent road/industrial areas. Given the raised road grades, multiple storage facilities, new channel, and downstream constraints, a 2D hydraulic model is required to assess spill paths, ponding, and overland flow behavior under 100-year and Regional events. Please prepare and submit a 2D flood routing model (e.g., HEC-RAS 2D or PCSWMM 1D/2D) representing the channel, culvert, roads, SWM pond, and	GEI	A comprehensive dual-drainage analysis is not required at this stage. Detailed site-level grading and servicing plans will inform such analysis, which will be addressed through detailed design, as appropriate.

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overland flow routes. The model must confirm: (i) spill directions and depths, (ii) interaction between storage systems and the channel, and (iii) that buildings, roads, and critical access points remain protected under 100-year and Regional conditions.		
39. The MESP identifies LID and green infrastructure measures conceptually, but there is no modelling demonstrating their actual effectiveness in reducing peak flows, runoff volumes, or water balance deficits. The proposed LID measures be quantitatively assessed. Please develop and run hydrologic mitigation scenarios incorporating the proposed LID/GI features (e.g., bioretention, infiltration trenches, enhanced rooftop controls). The updated model must confirm the resulting peak flow reduction, runoff volume reduction, and improvement in water balance, and demonstrate that these measures meaningfully contribute to meeting TRCA/Town design targets.	GEI	The MESP establishes high-level LID and water balance objectives. Detailed design will confirm the application and performance of site-specific measures.
40.2. As part of the MESP hydrologic modelling work, changes were made to the calibrated Humber River hydrology Update (Civica, 2018) visual OTTHYMO (VO) hydrologic model. Please provide a discussion of these changes regarding the need for localized calibration / validation using collected flow monitoring data. Should the MESP report calibration metrics (e.g., Nash-Sutcliffe efficiency, % error in peak flow/volume), identify flow gauge locations used (if any), and confirm model performance? Please confirm local and regional scale model calibration against collected surface water flow data in the next submission.	GEI	The hydrologic modelling is based on an established and previously calibrated watershed model. Modification to the model were limited to reflecting the subject lands and proposed drainage conditions. Detailed design will confirm model inputs, assumptions, and performance, as appropriate.

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Wastewater Servicing Comments:

1. Appendix E does not include a sanitary hydraulic analysis demonstrating that the proposed system meets Town of Caledon and Region of Peel sanitary servicing requirements. The submission provides only basic flow calculations and pipe capacities, without a pipe-by-pipe hydraulic check, no depth-of-flow (D/D) analysis, and no hydraulic grade line (HGL) assessment. While the Region of Peel criteria do not prescribe a specific numerical D/D limit, all GTA municipalities—including Toronto, York, Halton, and Mississauga—apply $D/D \leq 0.75$ under Peak Wet Weather Flow (PWWF) and require no surcharging under design conditions. The Town of Caledon applies the same expectation for local systems to ensure:

- PWWF remains below full-pipe capacity;
- No surcharge impacts to downstream Regional infrastructure;
- Adequate freeboard and resilience for future intensification and CLI-ECA compliance.

Please provide a complete sanitary hydraulic analysis for all proposed and impacted sewer segments, including:

- PWWF calculations (ADF + infiltration + I/I + peaking);
- Full-flow capacity checks;
- Depth-of-flow ratios (D/D_{full}) under PWWF;
- Velocity and slope verification;
- HGL profiles confirming no surcharging;

GEI

The requested sanitary servicing analysis will be completed as part of the detailed design submission.

The proposed servicing strategy will be confirmed through detailed design in accordance with the Town and Region requirements.

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- Confirmation that downstream Region of Peel sewers have adequate residual capacity.