

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item		Town Comment	Applicable Planning Stage	Response by	Response
Development Engineering					
<i>March 21, 2025, Letter from Jay Menary, C.E.T. Senior Project Manager, Development Engineering</i>					
General Comments					
1.	1	<p>The following documents are outstanding and are to be provided with future submissions of the Mayfield Tullamore OPA and Secondary Plan (POPA 2024-0006) and/or Tertiary Plan:</p> <ul style="list-style-type: none"> i. Detailed FSR completed with SWM analysis ii. Preliminary Grading Plans iii. Preliminary Servicing Plans iv. Pre and Post Development Drainage Area Plans v. Development Staging and Sequencing Plan (DSSP)/Phasing Plan 	Tertiary Plan	SCS/MGP	<ul style="list-style-type: none"> i. To be provided in support of the Tertiary Plan. ii. This has been provided as part of the Phase 2 Local SWS and will be refined upon finalization of the Town's TMP update and as part of the Tertiary Plan. iii. To be provided in support of the Tertiary Plan. iv. This has been provided as part of the Phase 1 and Phase 2 Local SWS. The plans are actively being refined through coordination with Town staff. v. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan
2.	2	<p>Town Engineering Services plans to undertake an addendum to the approved Town of Caledon Multi Modal Transportation Master Plan (MMTMP, June 2024) in 2025. The MMTMP addendum is intended primarily to assess collector road requirements in the settlement area boundary expansion (SABE) area of Caledon, including assessment of the need for continuous East-West collector Roads. Secondary Planning, Tertiary Planning, and Draft Plans in the Mayfield Tullamore plan area are to have regard for the findings of the MMTMP update. MMTMP Update and Secondary Planning are anticipated to proceed concurrently.</p>	Secondary Plan	BA Group / MGP	<p>Noted. The road layout in the current OPA plan has been coordinated with the ongoing MMTMP.</p>
3.	3	<p>Concurrent to the MMTMP Addendum, Town Engineering Services also plans to initiate environmental assessment(s) for widening and urbanization of a number of existing Town roads. EAs are to be initiated in 2025-2026 for Old School Road/Healey Road, Torbram Road, and the extension of Dougall Ave East of Heart Lake Road. Environmental Assessments and Secondary Planning are anticipated to proceed concurrently. The Mayfield Tullamore Secondary Plan (POPA 2024-006) is to have regard for the findings of the EAs, including the requirement to protect for the future extension of Dougall Ave.</p>	Tertiary Plan	BA Group / MGP	<p>Noted.</p>
4.	4	<p>Bramalea Road Comments:</p> <ul style="list-style-type: none"> i. The current Caledon MMTMP identifies that Bramalea Road widening and urbanization from Mayfield Road to Old School Road is to be completed by 2051. Timeframe for road improvements will need to be accelerated considering the anticipated Mayfield 	Tertiary Plan	BA Group	<p>Noted. Future conversations are anticipated to be held at a later date between LOG and Town.</p>

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	Tullamore development. Town Engineering Services preference is for the Environmental Assessment (preliminary design) for the widening and urbanization of Bramalea Road to be advanced by the Mayfield Tullamore Landowners Group in parallel with the first phase of development. Further discussions between Town Engineering Services and Mayfield Tullamore Landowners Group on the EA for Bramalea Road will be required to confirm the EA process.			
5.	ii. The ultimate ROW for Bramalea Road is 36.0m in accordance with Schedule C- 2 of the Future Caledon Official Plan. The required ROW widening will be 18m from CL. Land dedication for ROW widening is to be provided as part of the draft plan of subdivision process for developments fronting Bramalea Road. Additional ROW may be required at intersections for auxiliary lands.	Subdivision	BA Group	Noted. DPOS will comply with the 36m ROW requirement. Determination of the extent of the additional ROW will require completion of the EA for Bramalea.
6.	5	Torbram Road Comments:		
	i. Torbram widening and urbanization will be assessed in a Town led EA that is to commence in 2025. Transportation Engineering contact for EA is Gurpreet Walia, Manager, Transportation Engineering. Contact email: gurpreet.walia@caledon.ca	Information Only	BA Group	Noted.
7.	ii. The ultimate ROW for Torbram Road is 36.0m in accordance with Schedule C- 2 of the Future Caledon Official Plan. The required ROW widening will be 18m from CL. Land dedication for ROW widening is to be provided as part of the draft plan of subdivision process for developments fronting Torbram Road. Additional ROW may be required at intersections for auxiliary lands. Advanced land dedication may be required for any road works anticipated to be completed prior to registration of draft plans.	Subdivision	BA Group	Noted. DPOS will comply with the 36m ROW requirement. Determination of the extent of the additional ROW will require completion of the EA for Torbram.
8.	6	Old School Road Comments:		
	i. Old School Road / Healey Road widening and urbanization will be assessed in a Town led EA that is to commence in 2025. Transportation Engineering contact for EA is Gurpreet Walia, Manager, Transportation Engineering. Contact email: gurpreet.walia@caledon.ca	Information Only	BA Group	Noted.
9.	ii. The ultimate ROW for Old School Road is 36.0m in accordance with Schedule C- 2 of the Future Caledon Official Plan. The required	Subdivision	BA Group	Noted. DPOS will comply with the 36m ROW requirement.

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	ROW widening will be 18m from CL. Land dedication for ROW widening is to be provided as part of the draft plan of subdivision process for developments fronting Old School Road. Additional ROW may be required at intersections for auxiliary lands. Advanced land dedication may be required for any road works anticipated to be completed prior to registration of draft plans.			Determination of the extent of the additional ROW will require completion of the EA for Old School.
10.	7	East-West Collector Roads:		
	i. Town Development Engineering is of the opinion a mid-block east-west collector road located between Mayfield Road and Old School Road is required to be provided for the Mayfield Tullamore community. Road is to provide additional connectivity between Dixie Road and Torbram Road and potentially further west and east. Various Region of Peel Official Plan policies speak to the need for continuous collector roads within the SABE to address traffic, transit, and active transportation objectives. Region water and wastewater DC maps indicate watermains to service the plan area are to be provided between Dixie and Bramalea that are typically within the municipal ROW. The current land use plan and other OPA documents do not provide for an east west collector road within the plan, and particularly the connection to the west to Dixie Road.	<p>Secondary Plan, road layout coordinated with MMTMP</p> <p>Tertiary Plan, servicing memo refinement.</p>	BA Group/SCS	<p>The road layout in the current OPA plan has been coordinated with the ongoing MMTMP.</p> <p>The Servicing memo provides the preliminary trunk servicing alignment and are generally consistent with the latest Region of Peel master water and wastewater plans. The Region of Peel will have the opportunity to review the Servicing memo and comment on the preliminary trunk servicing alignment. Servicing will be further refined through the Tertiary Plan.</p>
11.	ii. TIS indicates that the direct connection to Dixie Road via a collector road would create a negative condition in which delivery vehicles would use the road for access to Bramalea and the future HWY413. Town Development Engineering does not support this conclusion. The provision of an additional connection to Dixie would have multiple beneficial outcomes that far outweigh traffic impacts from smaller delivery vehicles.	Secondary Plan	BA Group	The collector road plan for the community has been updated to reflect the ongoing MMTMP update.
12.	iii. As noted in comments above, Town is initiating multiple processes to assess the need for east-west collector roads including the MMTMP Addendum and the Dougall Ave EA. OPA is to have regard for the findings of this process with regards to east-west collector roads.	Secondary Plan	BA Group	The collector road plan for the community has been updated to reflect the ongoing MMTMP update.
13.	iv. Determination of conceptual east-west collector road alignment and assessment of impacts is to be included in the applicable Secondary Plan documents (Local SWS, FSR, TIS).	Secondary Plan	BA Group	The collector road plan for the community has been updated to reflect the ongoing MMTMP update.

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14.	v. Development Engineering Staff is aware that there is on-going discussion with the Mayfield Tullamore landowners group as well as the adjacent landowners within the SABE with regards to the need for collector roads.	Information Only	BA Group	Noted.
15.	8 Collector Road Network General Comments:			
	i. The multiple proposed crossings of the NHS/Valley Lands are to be assessed in the Local Subwatershed Study and the FSR. FSR is to provide details for crossings including plan profile drawings and preliminary crossing structure design. The current High Level Servicing Analysis does not provide any information with regards to the road crossings.	Tertiary Plan	BA Group/SCS	Acknowledged. The requested crossing details will be provided through the Tertiary Plan process.
16.	ii. Collector Road connection at Torbram Road through the Mayfield Golf Course lands is to be coordinated with the adjacent Rice Group industrial subdivision to the east (21T-21002C). Applicable studies (TIS, FSR) are to confirm road alignment matches the collector road in Rice Group.	Tertiary Plan	BA Group	The alignment will be confirmed through the tertiary plan process.
17.	9 Construction of the active transportation network as noted in the FSR and TIS will be the responsibility of the individual developers as part of the subdivision works. Policies will need to be included in the OPA to address implementation of the AT network.	Tertiary Plan	MGP/BA Group	The collector road network will form the spine of the AT network. The design and connectivity of the network will be further refined as part of the tertiary plan.
18.	10 Geotechnical reports and Hydrogeologic Reports will be required with draft plan submissions in the Mayfield Tullamore plan area. Reports are to address construction requirements of the proposed SWM ponds considering soil and groundwater conditions.	Subdivision	GEI	Acknowledged.
High Level Servicing and SWM Analysis				
19.	11 The High-Level Servicing and SWM Analysis prepared by SCS Consulting Group Ltd. and dated August 29, 2024 provides minimal information on the grading and SWM design for the plan area. Future submissions of the FSR to be provided with the Secondary Plan and/or Tertiary Plan are to include additional detail to confirm the overall grading, storm servicing, and stormwater management for the area. FSR information is to be coordinated with the findings of the Local Subwatershed Study. Additional detail to be provided includes the following:			
	i. Provide SWM design criteria in FSR or indicate where information is available in Local SWS.	Secondary Plan – SWM criteria in LSS resubmission	SCS	SWM criteria are summarized in Section 3.3.5 of the Phase 1 Local SWS. The criteria are actively being refined through coordination with Town staff in support of subsequent submission of the Local SWS.

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			Tertiary Plan – More detailed SWM criteria		
20.		ii. Provide pond locations and sizing information in accordance with applicable design criteria and with Town and MECP standards	Tertiary Plan	SCS	Pond Locations will be confirmed through the Tertiary Plan process. Preliminary pond sizing information and design criteria will be provided in the Phase 2 Local SWS and will be refined as part of the Tertiary Plan process.
21.		iii. Include pre and post development drainage area plans.	Secondary Plan - LSS	SCS	This has been provided as part of the Phase 1 and 2 Local SWS.
22.		iv. Provide information on trunk STM sewers within the plan.	Secondary Plan - LSS	SCS	This has been provided as part of the Phase 2 Local SWS
23.		v. Provide any proposed cleanwater pipe systems.	Tertiary Plan	SCS	Cleanwater pipe systems will be identified as part of the Tertiary Plan process.
24.		vi. Provide proposed preliminary design details to address water balance.	Secondary Plan – Preliminary water balance in LSS. Tertiary Plan – preliminary water balance design details	SCS	A preliminary water balance has been provided as part of the Phase 2 Local SWS. Preliminary design details to address any water balance deficit will be provided as part of the Tertiary Plan process.
25.		vii. Provide information on road crossing of NHS lands and preliminary sizing for crossing structures.	Tertiary Plan	SCS	Preliminary structure sizing will be provided in subsequent submissions following finalization of the Town's TMP update.
Local Subwatershed Study					
26.	12	Detailed technical comments on the Local SWS are to be provided by Town Stormwater Engineering Staff, the Town Peer Review Consultants (if required), Town Natural Heritage Planners, and TRCA.	Information Only	SCS	Noted.
27.	13	Local Subwatershed study is to be revised as required to address the revisions to the collector road network and any additional crossings of the NHS.	Tertiary Plan	SCS	Noted.
Transportation Impact Study Needs Study					
28.	14	Technical review of the Roads Needs Study is to be addressed by Town Transportation Engineering and Region of Peel Staff.	Information Only	BA Group	Noted.
29.	15	Refer to general comments above for comments on the proposed and existing arterial and collector road network. Comments are to be incorporated into the revised Roads Needs Study, as applicable.	Information Only	BA Group	Noted.

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30.	16	Figure 4 and Section 2.3 - Multiple roundabouts are proposed in the community at collector to collector intersections. Additional details for the roundabouts will be required at the Tertiary Plan and Draft Plan stage including preliminary design and ROW requirements. Note that Town Engineering Services may indicate that standard at grade intersections are preferred at certain locations in place of the proposed roundabouts.	Tertiary Plan	BA Group	Can be addressed through subsequent submission
31.	17	Section 3.0 – additional detail is required for the transit requirements for the community. Brampton Transit is anticipated to be the transit provider for the Town of Caledon in the short to medium term. Transit plan needs to include specifics on the existing or new bus routes that are proposed to service the community. Plan to demonstrate how transit stops are provided within 400m walking distance for the entire community. Transit plan to address continuous collector road network in the community. Transit plan also needs to address planned HWY413 transitway to the north.	Tertiary Plan	BA Group	Noted. Additional detail will be provided in the tertiary plan. There is a limit to how much detail can be provided without contact with Brampton Transit.
32.	18	Section 4.0 Active Transportation			
	19	A more detailed active transport network will be required to delineates specific trails proposed within the NHS. Detail to be provided at the Secondary Plan or Tertiary Plan level. Trail connections on the adjacent lands (south, east, west) are to be confirmed. Trail alignment and any required watercourse crossings within the NHS are to be addressed. Assessment of impacts of trails on NHS to be included in the Local SWS.	Tertiary Plan	BA Group	The collector road network will form the spine of the AT network. Trail connections within the NHS to be coordinated with GEI.
33.	i.	AT section proposes narrowing the pavement width within the Town ROW for traffic calming. Town Development Engineering does not necessary support narrow pavement widths for ROWs. ROW cross section requirements including pavement widths to be in general conformance with Town Standard Drawings.	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.
34.	ii.	Further assessment of MUTs on collector roads will be required. Town does not support asphalt MUTs on collector roads with driveways fronting onto the road.	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.
35.	20	Development Engineering notes that no traffic counts were obtained in support of the traffic analysis in the TIS. Volumes projections for arterial and collector road from the MMTMP were used for the assessment. Site generated	Tertiary Plan	BA Group	An updated TIS will be included in the tertiary plan submission.

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	residential traffic was calculated based on the ITE Trip Generation Manual and added to the TMP volumes.				
36.	21	Section 5.1 of the TIS states that the modeling undertaken for the TMP accounted for the development of the subject lands, and that the road plan proposed for the site has undergone changes from the road plan proposed in the OP. TIS also states that the assignment of 2051 TMP horizon volumes may be refined through the development process. Further details on these points needs to be included in the study. Clarification on future process for tertiary plan / draft plan for assessment of traffic to be included in the study.	Tertiary Plan	BA Group	An updated TIS will be included in the tertiary plan submission.
37.	22	Figure 11 - Street D and Torbram – street has no east leg. This road is to be continuation of the municipal road within the Rice Group Development. Clarify that assessment has addressed this	Tertiary Plan	BA Group	This will be further addressed in the tertiary plan.
38.	23	Section 6.2.1.2 – Mayfield and Bramalea Road Intersection Assessment - Analysis indicates that the movements in the intersection will operation with LOS F, and the intersection will operate with an overall LOS of E with a v/c of 0.96 during the AM and PM peak hours. Section indicates that due to the limited ability to provide additional connection to the west, this intersection will experience a high volume of southbound right turning vehicles in the morning peak hour. Section appears to indicate that additional connections to the west (Dixie road) and/or connections to the south to Mayfield would be preferred.	Tertiary Plan	BA Group	An updated TIS will be included in the tertiary plan submission.
39.	24	Mayfield Road and proposed Street H – Street H alignment is to be coordinated with development to the south in Brampton. No info regarding alignment in relation to planned north-south collector roads in Brampton is provided in the TIS.	Tertiary Plan	BA Group	This will be further addressed in the tertiary plan / DPOS.
40.	25	Section 7.0 Summary and Conclusions			
	i.	Section should provide summary of the required road improvements to support the development including timing for the improvements.	Tertiary Plan	BA Group	This will be addressed in an updated TIS.
41.	ii.	Section should provide figure showing the proposed arterial and collector road configuration including traffic control requirements and lane configurations at intersections	Tertiary Plan	BA Group	This will be addressed in an updated TIS.
42.	26	Section does not indicate next steps for traffic assessment			
	i.	Tertiary Planning to include refined TIS?	Tertiary Plan	BA Group	An updated TIS will be provided in support of the Secondary Plan.

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43.	ii. Draft plan TIS and/or Letter of Conformance to address individual developments?	Subdivision	BA Group	Individual Draft Plans will include site-specific TIS.
44.	27	Appendix C – Proposed cross sections		
	i. Cross sections to be Town Standards. Exception can be in village center areas where enhanced streetscaping is required.	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.
45.	ii. Local Road – 18m ROW – pavement width of 7.9 from EP to EP	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.
46.	iii. Collector Road – 22m ROW • pavement width to be 9.8m • No MUTs unless no driveways fronting the road • MUTs to be 3.0m width • MUTs to have 0.5m offset from ROW	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.
47.	28	Collector Road with 26m cross sections – further discussion will be required where the 26m major collector is intended to be implemented and the ROW requirements for this.		
Community and sustainability Design Guidelines				
48.	29	Guidelines are to be updated to reflect the updated collector road network in accordance with the general comments above.		
Park Comments				
<i>Refer to Redlined Preliminary Land Use and Transportation Plan</i>				
49.		Secondary Plan	MGP	The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt, as well as a refinement to the Prime Agricultural Area. This would result in the tableland being located outside the refined Natural Heritage System and located within a Rural Area. As such, these lands would not be subject to Official Plan policies that restrict parkland credit within the Greenbelt's Natural Heritage System. These lands can accommodate both passive and active recreational uses and represent an efficient use of land within the community.
50.	-	Secondary Plan	MGP	The proposed co-location of the neighbourhood park with the school blocks allows for the shared use of recreational amenities, promotes efficient use of land, and fosters a central community hub that supports both educational and community needs. This approach also enhances accessibility and maximizes year-round

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				<p>activity and programming opportunities for both students and residents.</p> <p>This in alignment with multiple Future Caledon Official Plan policies including 22.4.4c), 10.1b) and 10.3.1.</p> <p>In addition, we met with both the public and Catholic school boards, and they were supportive of co-locating the parks and schools to allow for shared facilities.</p>	
51.	-	Provide a larger community park 10 ha in size adjacent to the proposed community centre to provide opportunity for shared amenities such as parking.	Secondary Plan	MGP	<p>The MTLOG is proposing approximately 35 ha of tableland within the Greenbelt in the southern half of the MTSP to be used for parkland with an additional 5 ha allocated for the new Community Center. The 11 ha of proposed parkland within the Greenbelt in combination with the existing 9.1 ha of proposed parkland within the developable area of the MTSP's participating landowners would surpass the required 5% parkland dedication as per Section 42 (1) of the Planning Act.</p> <p>A conceptual Facility Fit Plan has been prepared by NAK to represent the recreational servicing potential of the proposed parkland and new Community Centre within the Greenbelt showing that they can support a range of passive and active recreational uses within the Greenbelt and will have the capacity to perform the required recreational function and provide ample opportunity for amenities such as parking.</p> <p>Please refer to the Facility Fit Plan prepared by NAK.</p>
52.	-	Location of existing Recreation Centre to be converted to future parkland	Information Only	MGP	Acknowledged.
Financial Comments					
<i>January 7, 2025, Letter from Glendon Turner, Senior Financial Analyst</i>					
53.	-	<p>The proposed application is towards an Official Plan Amendment, to facilitate a planning framework for major developments that will include residential, commercial, and institutional buildings, and open spaces on the subject properties. If the proposal were to proceed as planned, the taxable assessment value of the properties would change to reflect any developments that would have taken place.</p> <p>Subsequent residential dwellings will attract Development Charges at the Residential rates; and commercial non-institutional buildings at the Non-Residential (Other) rates. Those charges will be 'frozen' at the rates that will be in effect on the date when the first zoning amendment application is deemed complete (the application completion date), provided that the first zoning</p>	Information Only	General	Acknowledged.

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	<p>amendment took place after January 1, 2020. Otherwise, Development Charges will be determined on the date of building permit issuance.</p> <p>If frozen rates apply, interest on Development Charges will accrue for the period starting one day after the application completion date, through to the date on which the charges are received by the Town.</p>			
54.	-	<p>Subdivision</p>	<p>General</p>	<p>Acknowledged.</p>
	<p>Currently, applicable Development Charge rates are as follows:</p> <ul style="list-style-type: none"> • Town of Caledon: (a) \$59,199.60 per single or semi-detached residential unit; (b) \$40,701.64 per residential apartment > 70 sq. metres; (c) \$23,887.18 per residential apartment <= 70 sq. metres; (d) \$53,669.14 per residential townhouse dwelling; and (e) \$112.91 per sq. metre of new or added floor space for Non-Residential buildings. Stacked residential townhouses will attract Development Charges at the large apartment rates. All other townhouses will attract Development Charges at the Residential (Other) rates. • Region of Peel: (a) \$73,810.29 per single or semi-detached residential unit; (b) \$53,539.73 per residential apartment > 70 sq. metres; (c) \$28,315.65 per residential apartment <= 70 sq. metres; (d) \$58,458.07 per residential townhouse dwelling; and (e) \$295.90 per sq. metre of new or added floor space for Non-Residential buildings. • School Boards: (a) \$5,076 per any residential unit; and (b) \$11.84 per sq. metre of new or added floor space for Non-Residential buildings. • GO Transit: (a) \$829.20 per single or semi-detached residential unit (b) \$592.33 per residential apartment > 70 sq. metres; (c) \$306.96 per residential apartment <= 70 sq. metres; and (d) \$829.20 per residential townhouse dwelling. 			
55.	-	<p>Subdivision</p>	<p>General</p>	<p>Acknowledged.</p>
	<p>Effective February 1, 2016, the Region of Peel began collecting directly for hard service development charges (i.e., water, wastewater and roads) for residential developments, except apartments, at the time of subdivision agreement execution.</p>			
56.	-	<p>Subdivision</p>	<p>General</p>	<p>Acknowledged.</p>
	<p>The Development Charges comments and estimates above are as at December 13, 2024, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date</p>			

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	when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18 months after application approval date. Interest charges will apply for affected applications. For applications other than site plan or rezoning applications; and site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.			
Urban Design Guidelines				
<i>Refer to Redlined Community & Sustainability Design Guidelines</i>				
57.	- Section 12.2.2 – This section can be removed.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
58.	- Section 1.2.2.5 – Please also refer to the most updated Town wide Design Guidelines in effect.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
59.	- Section 1.3 – Same as a complete community and could be combined.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
60.	- Section 1.4 – recreational and institutional amenities	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
61.	- Section 1.4 – serving all ages and abilities	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
62.	- Section 1.4 – can 5 & 7 be combined	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
63.	- Section 1.5 - Architectural Control Guidelines shall be prepared for draft plans of subdivision application. Additionally Urban Design Briefs may be required for sites subject to site plan application if sufficient details are not included in the ACG. All plans of subdivisions will be subject to Architectural Control Compliance Review Process and a Control Architect has to be hired from the Town's approved list.	Subdivision	NAK	Acknowledged. Guidelines will be updated accordingly.
64.	- Figure 2.1 - Recommend to chose a different colour to distinguish better from Open Space	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.

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65.	- Figure 2.1 - Can we say Complete Communities? Including housing with a range of amenities to support	Tertiary Plan	NAK	The diversity of dwelling types is a different objective, but a component of the broader complete community approach which encompasses all 5 of the elements listed.
66.	- Figure 2.1 - Update all figures as per block plan, including lot patterns, locations of community services (e.g. schools, parks, etc.) and pedestrian networks	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
67.	- Section 2.1 - see recommendation	Information Only	NAK	Refer to 65
68.	- Section 2.2 - Recommend introducing a section that talks about constraints and opportunities	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
69.	- Section 2.2 - Constraints like communities are segregated by NHS, the ramp from Hwy 413 could have an impact on Neighbourhood Centre along Old School Road, Industrial landuse to the east and west of the secondary plan area etc Opportunities could be introduce trails within NHS (if feasible) and further connect to nature, easy access to 413 highway etc	Tertiary Plan	NAK/MGP/BA Group	Acknowledged. Guidelines will be updated accordingly. NTD: Show diagrammatically the location of the 413 relative to the Neighbourhood Centre in the Opportunities & Constraints map.
70.	- Section 2.2 - Please indicate that single purpose commercial buildings will not be permitted	Tertiary Plan	MGP/NAK	While the long-term vision for Neighbourhood Centres includes mixed-use development, there is currently limited market demand for mixed-use buildings, particularly in a mid- to high-rise built form. Prohibiting single-purpose commercial uses would significantly restrict the ability to attract needed services and amenities in the short to medium term. Allowing stand-alone commercial buildings as interim uses provides the flexibility necessary to activate these areas and support the surrounding community's daily needs while maintaining the ability to transition to more intense, mixed-use development over time. As market conditions evolve and higher-intensity development becomes viable, these sites can be redeveloped in a manner that aligns with the long-term vision of the Secondary Plan. A flexible approach ensures the Neighbourhood Centre designation can function as a vibrant focal point from the beginning, without delaying the provision of much-needed community amenities. .
71.	- Section 2.2 - Include that the minimum permitted building height is 3 storeys and the maximum permitted building height is 12 storeys	Secondary Plan	MGP/NAK	We have revised the minimum height in the Neighbourhood Centre to 3 storeys.

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					<p>We have reduced the maximum height in the Neighbourhood Centre to 20 storeys however, in our opinion, a further reduction to 12 storeys is not appropriate given the planned role and function of these areas.</p> <p>Neighbourhood Centres are intended to serve as vibrant focal points and gateways for the surrounding community. Unlike the Urban Corridor—which permits heights up to 12 storeys—Neighbourhood Centres are envisioned as distinct mixed-use hubs that support a wider range of daily needs and activities for both residents and workers. They are intended to accommodate mid- to high-rise built forms that contribute to place-making, provide a critical mass of activity, and support investment in transit and active transportation infrastructure.</p> <p>Limiting building heights to 12 storeys would not differentiate the Neighbourhood Centre from the Urban Corridor and may constrain the ability to achieve the intended density, mix of uses, and vibrancy envisioned by the policy framework.</p>
72.	-	Section 2.2 - This should align with the designation of draft OPA-Schedule A and included as Neighbourhood Areas	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
73.	-	Section 2.2 - As per draft OPA Schedule A there is no medium density designation-please align with the OPA	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
74.	-	<p>Section 2.2 - Please include from OP-. These corridors are anticipated to be approximately 100 metres in depth on either side of the road and will be characterized by a mixture of primarily high intensity forms of development, including retail and service commercial uses, offices and residential apartments, as well as community facilities.</p> <p>A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high density residential uses are also permitted. Ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor. Buildings up to 12 storeys may be permitted.</p>	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
75.	-	<p>Section 2.8 - Gateway Feature - located on Town owned property, along Mayfield Road, a 2-meter wide entry feature block may be required.</p> <p>Entry Feature - located on private properties at the intersection of the community/ neighbourhood entrances for enhanced landscape treatment,</p>	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
	particularly in mixed use, condo, town house, commercial, employment, etc. blocks. It may include but not limited to enhanced planting, public art, special paving and landscape treatments			
76.	- Section 2.8 - Refer to the markup on the Town's gateway feature (on public land) and entry feature (on private property) location	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
77.	- Figure 2.11 – Delete “gateway and”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
78.	- Section 2.8 - Entry Feature	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
79.	- Section 2.11 - Town's	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
80.	- Section 3.1 - Please mention here how the highway 413 ramp access at Bramalea Road may have an impact on the Neighbourhood Centre designation	Secondary Plan	MGP/NAK/BA Group	The Highway 413 ramp access at Bramalea Road is located 650 metres north of Old School Road. As such, while Bramalea Road may be busier than the parallel routes (Torbram/Dixie), there will be no impact to the land use designations south of Old School Road.
81.	- Section 3.3 - Recommend to combine sections 3.3, 3.4 and 3.5 into one section	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
82.	- Section 3.2 - would use the term 'will form'. In the absence of a block structure and lotting pattern at this stage its better to show the intention.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
83.	- Section 3.2 - will be designed	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
84.	- Section 3.2 - Street layout not yet confirmed. Also local street and block network is important to comment on vehicular circulation.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
85.	- Figure 3.5 - Entry Feature and upgrade landscape/ planting for access ramp from HWY 413	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
86.	- Figure 3.5 - Gateway Feature	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
87.	- Figure 3.5 – Rename “Primary Gateway” to “Gateway Feature”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
88.	- Figure 3.5 – Rename “Secondary Gateway” to “Entry Feature”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
89.	- Section 3.7.1 - Provide a section for Urban Corridor	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item		Town Comment	Applicable Planning Stage	Response by	Response
90.	-	Section 3.7.3 - Where is this design will be provided? along Urban Corridor or in front of mixed use?	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
91.	-	Section 4 - Update this section after the location and size of park blocks are finalized	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
92.	-	Section 4 - Landscape comments will be provided for the park facility fit and trail layout after the Town staff is satisfied with Park blocks size and location	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
93.	-	Figure 4.1 - the location of parks cannot be within Greenbelt, as per our OP policies 7.13.3.2.1.5 Parkland dedication and school sites required as a condition of approval for development within an urban settlement area shall not be permitted within the Natural Heritage System of the Greenbelt Plan.	Secondary Plan	NAK/MGP	<p>The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt, as well as a refinement to the Prime Agricultural Area. This would result in the tableland being located outside the refined Natural Heritage System and located within a Rural Area.</p> <p>As such, these lands would not be subject to Official Plan policies that restrict parkland credit within the Greenbelt's Natural Heritage System. These lands can accommodate both passive and active recreational uses and represent an efficient use of land within the community as demonstrated by the Facility Fit Plan prepared by NAK.</p> <p>Please refer to the Facility Fit Plan prepared by NAK.</p>
94.	-	Section 4.1.1 - with significant street frontage on two or more sides, direct access to an arterial or collector road.	Secondary Plan	NAK	Community park now has significant street frontage and direct access to a collector.
95.	-	Section 4.1.1 - May include a large playground, splash pad, outdoor fitness stations, basketball/ multi-purpose court, pickleball courts, lit sport fields, parking, washroom facilities, shade structures, community gardens, off leash dog area, open active area, seating areas, walkways, lighting and/ or natural or cultural features. A landmark play component or specific theme for a park that makes the location memorable is encouraged.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
96.	-	Section 4.1.1 – Delete “Recreation Centre”	Tertiary Plan	NAK	Recreation Centre to remain.
97.	-	Section 4.1.1 – Delete “soccer fields”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
98.	-	Figure 4.3 – Delete “Entry Signage”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
99.	-	Figure 4.3 – Delete “Soccer Field”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
100.	-	Section 4.1.1 – Delete “The recreation centre building shall be sited and articulated in a manner that addresses the street frontage, where a strong built form relationship with the street is established to generate pedestrian activity;”	Tertiary Plan	NAK	Recreation Centre guideline to remain.
101.	-	Section 4.1.2 – Delete “Spray pad or”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
102.	-	Section 4.1.2 - May include a playground, outdoor fitness stations, basketball/ multi-purpose court, a shade structure, open active area, seating areas, walkway, lighting and/ or natural or cultural features.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
103.	-	Figure 4.6 – Delete “Main Entry Signage”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
104.	-	Figure 4.6 – Delete “Secondary Entry Signage”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
105.	-	Figure 4.8 – Delete “Main Entry Signage and Garden Plaze”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
106.	-	Figure 4.8 – Delete “Secondary Entry Signage and”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
107.	-	Section 4.1.3 - Parkettes will cater to small neighbourhoods that are constrained by major roads or natural heritage features that hinder easy access to a Neighbourhood or Community Park. These parks are designed for passive use, play opportunities, and social interaction	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
108.	-	Section 4.1.3 - Provide a separate section for Urban Square. Urban Squares are predominantly hard-surfaced and are smaller in scale than Neighbourhood Parks and Parkettes	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
109.	-	Section 4.2 – Delete “TRCA/CVC”	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
110.	-	Section 4.2 - Town	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
111.	-	Section 4.3 - Gates are not permitted between private property and NHS/ Parks/ open space, etc	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
112.	-	Section 4.4 - Limestone screening? Accessibility requirement shall be considered	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
113.	-	Section 4.4 - natural surface	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
114.	-	Section 4.4.4 - min. 6m, planting should be provided on both side of the 3m walkway to provide screening	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
115.	-	Section 4.6.4 - Identify/ explain where is the "character street focal areas"	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
116.	-	Section 5 - Will be updated through an amendment to the CDG or further ACG's submission. Please also refer to the most updated version of the Town Wide Design Guidelines	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
117.	-	Section 5.3 - Will be further detailed in the ACG or through an amendment to the CDG	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
118.	-	Section 5.4.1 - Opportunities to provide Additional Residential Units in basement and/or as garden suites conforming to the zoning by law should be explored.	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
119.	-	Section 5.5 - 5-12 storeys	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
120.	-	Section 7.1 - The CDG may be updated or amendment to the CDG maybe required once other studies of the Secondary Plan are completed and all comments are clarified or resolved.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
Infrastructure Planning & Environment Engineering					
<i>April 25, 2025, Letter from Cassie Schembri, Manager, Water Resources and Hadiseh Bolkhari, Senior Project Manager, Stormwater</i>					
121.	1	As per the Town's Future Caledon Official Plan, a Local Subwatershed Study, comprised of Phase 1 Characterization Report, Phase 2 Impact Assessment and Phase 3 Implementation and Management Plan, needs to be completed to support the Secondary Plan Application. The Town has agreed to review each Phase of the Local Subwatershed Study to support timely approval of the OPA application. At this time, it appears that only a partial Phase 1 Report and partial Phase 2 Report have been provided, and the Phase 3 Report is outstanding. Water Resources requires all three phases of the Local Subwatershed Study be completed.	Secondary Plan – LSS Tertiary Plan – resolution of all outstanding LSS Phase 1-3 requirements.	GEI/SCS	It was previously communicated by the Town that only Phase 1 and Phase 2 needed to be completed to support the OPA approval. Phase 3 will be submitted once Phase 1 & Phase 2 comments have been received. However, in light of the updates to the draft Secondary Plan Policies, the following policies allow for the finalization of the LSS technical components through the tertiary plan process (35.5.8.4) and further, policy 35.5.7 outlines that draft approval shall not be provided until the LSS and MESP have been completed to the satisfaction of the town.
122.	2	The Phase 1 Characterization Report is to be based on a minimum of two years, preferably three years, of continuous surface water and groundwater monitoring. The Phase 1 report currently has less than a year of data.	Secondary Plan – Phase 1 characterization report	GEI	1 year of hydrogeological data was approved by Cassie Schembri in TAC on April 1 (noted in meeting minutes). The full year of data has since been collected, as conservative assumptions were used in the LSS, there are no substantial changes as a result of the extra monitoring data.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
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		Tertiary Plan - finalization of the LSS technical components		As outlined in the draft Secondary Plan policies, the finalization of the LSS technical components can be addressed through the tertiary plan process	
123.	3	The Phase 2 Impact Assessment Report has not assessed the mitigation strategies, including has not assessed and refined a robust water resource management strategy (inclusive of a stormwater management strategy) and a natural heritage strategy, to inform the Impact Assessment Report and the subsequent Management Strategy.	Tertiary Plan	GEI/SCS	Water resource management strategy is actively being refined through discussions with Town staff. As outlined in the draft Secondary Plan policies, the finalization of the LSS technical components can be addressed through the tertiary plan process.
124.	4	The overall site water balance was not completed at the appropriate scale and needs to be discretized.	Tertiary Plan	GEI	As outlined in the draft Secondary Plan policies, the finalization of the LSS technical components can be addressed through the tertiary plan process. The methodology for this still requires discussion between the Town, GEI and SCS to develop an appropriately scoped approach.
125.	5	All of the hydraulic structures within the study area (and on participating landowner properties) need to be surveyed and included in the updated hydraulic model. This does not appear to have been done.	Tertiary Plan	SCS	Hydraulic structure survey has been conducted and will be included in subsequent submissions as part of the Tertiary Plan process.
126.	6	A calibrated and validated continuous model needs to be provided to support featured based water balance assessment and erosion criteria for sensitive features. This has not been done.	Tertiary Plan	GEI	In progress; can be addressed through subsequent submission/ through the tertiary planning process
127.	7	A continuous hydrology model is needed as part of the impact assessment and has not been provided.	Tertiary Plan	GEI/SCS	In progress; can be addressed through subsequent submission (erosion threshold assessment) / through the tertiary planning process
128.	8	It doesn't appear that surface water quality monitoring has been completed.	Secondary Plan	GEI	Feb 2025 version of the report contains complete surface water quality monitoring results
129.	9	The following table more explicitly outlines the outstanding work that needs to be completed for hydrology and hydraulics:	Tertiary Plan	GEI/SCS	Overall – Can be addressed through subsequent submission / through the tertiary planning process Discussion regarding the “locally calibrated/validated model” are ongoing with Town staff and will be addressed through subsequent submissions. Phase 1 items - see above comments regarding delegation to technical requirements of tertiary plan.

Mayfield Tullamore Town of Caledon Comments and Response Matrix																																																																					
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<p>Transportation Engineering - Public Works & Transportation Department <i>April 28, 2025, Letter from Kavleen S. Younan, P.Eng., Transportation Engineer</i></p>																																																																					
130.	-	Please note that the Mayfield Tullamore Community Transportation Study (dated August 2024) was also subject to a Peer Review; comments arising	Information Only	N/A	Acknowledged.																																																																

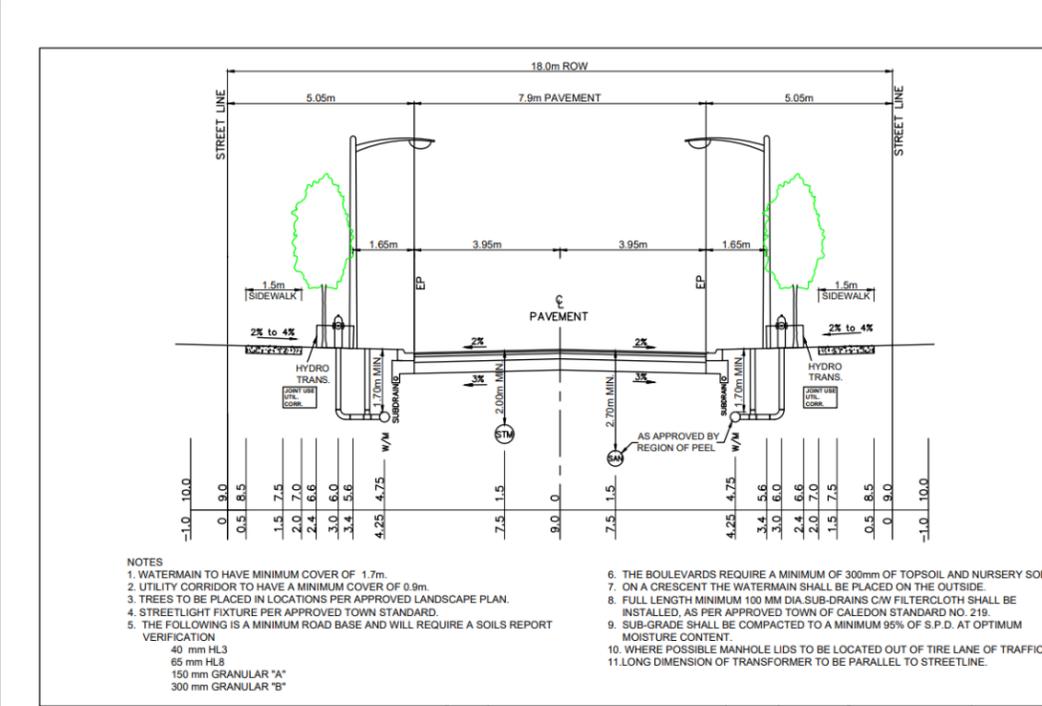
Mayfield Tullamore Town of Caledon Comments and Response Matrix				
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	from the Peer Review are attached. In addition to the peer reviewer's comments, Town Transportation Engineering offers the following detailed feedback.			
131.	- The Town of Caledon is planning to initiate an addendum to the approved Multi-Modal Transportation Master Plan (MMTMP, June 2024) in 2025. This addendum will focus on evaluating collector road requirements within the Settlement Area Boundary Expansion (SABE) lands, with particular attention to identifying the need for continuous east-west collector roads. The findings of the MMTMP addendum will guide and inform Secondary Planning, Tertiary Planning, and Draft Plan applications within the Mayfield Tullamore area. In coordination with the MMTMP addendum, the Town also intends to initiate a series of Environmental Assessments (EAs) between 2025 and 2026. These assessments will examine the widening and urbanization of several key Town corridors, including Old School Road/Healey Road, Torbram Road, and the extension of Dougall Avenue east of Heart Lake Road. The Environmental Assessments and Secondary Planning processes are expected to proceed concurrently to ensure alignment between transportation infrastructure planning and future development. The Mayfield Tullamore Secondary Plan (POPA 2024-006) will be required to consider the findings of both the MMTMP update and the ongoing EAs, including the requirement to protect for the future extension of Dougall Avenue.	Tertiary Plan	BA Group	Noted.
132.	1 Bramalea Road: The ultimate ROW width for Bramalea Road is 36.0 metres, in accordance with Schedule C-2 of the Future Caledon Official Plan. An 18.0-metre widening from the centerline will be required. Additional ROW may be required at intersections to accommodate auxiliary lanes. Confirm ROW dedications through the Draft Plan approval process.	Tertiary Plan	BA Group	Can be addressed through subsequent submission
133.	Torbram Road: The widening and urbanization of Torbram Road will be assessed through a Town-led EA commencing in 2025. The ultimate ROW is identified as 36.0 metres, with additional widening potentially required at intersections. No immediate action is required at this time; to be addressed following EA completion.	Tertiary Plan	BA Group	Noted.
134.	Old School Road / Healey Road: The widening and urbanization of Old School Road and Healey Road will also be assessed through a Town-led EA commencing in 2025. The ultimate ROW is 36.0 metres, with intersection	Tertiary Plan	BA Group	Noted.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
	expansions potentially required. No immediate action is required at this time; to be addressed following EA completion.			
135.	2 Mid-Block East-West Collector: A mid-block east-west collector road is required between Mayfield Road and Old School Road to provide essential connectivity between Dixie Road and Torbram Road. Current land use plans do not accommodate this connection. Action: Revise the land use plan to incorporate the east-west collector road alignment.	Tertiary Plan	BA Group / MGP	Noted.
136.	Connection to Dixie Road: Town Transportation Engineering does not agree with the Transportation Impact Study (TIS) conclusion that a direct collector connection to Dixie Road would create adverse traffic conditions. It is the Town's position that the benefits of connectivity outweigh the concerns identified. Action: Update the TIS to support the provision of a collector road connection to Dixie Road.	Tertiary Plan	BA Group	Noted.
137.	Connection through Mayfield Golf Course: The east-west collector road connection through the Mayfield Golf Course lands must be coordinated with the adjacent Rice Group Industrial Subdivision (File 21T-21002C). Action: Confirm through updated TIS and FSR studies that the road alignment matches the adjacent Rice Group subdivision.	Tertiary Plan	BA Group / SCS	Noted. Final road alignment will be confirmed upon finalization of the Town's TMP update.
138.	3 Roundabouts: Several roundabouts are proposed at key collector-to-collector intersections within the community. Additional design details are required, including preliminary layouts and associated ROW requirements. Provide preliminary roundabout designs and ROW dimensions at the Secondary/Tertiary Plan and Draft Plan stages.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS.
139.	Pavement Widths: The Active Transportation section of the proposal suggests narrower pavement widths for traffic calming purposes. Town Transportation Engineering does not necessarily support narrower cross-sections and prefers that ROWs generally conform to Town Standard Drawings. Revise cross-sections to ensure pavement widths align with Town Transportation Engineering standards.	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
140.	4	Transit Plan: A comprehensive transit plan must be developed that identifies proposed or existing bus routes, ensures all residential areas are within a 400-metre walking distance to transit stops, and integrates with both the internal collector road network and the planned Highway 413 Transitway to the north. Brampton Transit is anticipated to be the interim service provider for this area. Prepare a detailed transit plan to address the transit servicing requirements as part of the Secondary and Tertiary Plan submissions.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS.
141.	5	Trail Planning: A more detailed Active Transportation network is required to delineate proposed trails within the Natural Heritage System (NHS) and to confirm trail connections to adjacent lands. Provide detailed AT network mapping and confirm external trail connections through Secondary or Tertiary Plan submissions.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
142.	6	Traffic Data: The TIS relied on traffic volume projections from the MMTMP and did not include site-specific traffic counts. Site-generated traffic volumes were calculated using the ITE Trip Generation Manual. Supplement the TIS with site-specific traffic counts where feasible or provide justification for relying solely on modeled volumes.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
143.	Street Network Coordination: <ul style="list-style-type: none"> Street D: The eastward extension of Street D to connect with the Rice Group development is missing. Revise the Draft Plan to extend Street D into the adjacent subdivision. Street H: Alignment information for Street H, which must coordinate with Brampton's planned north-south collector roads, is not provided. Confirm the alignment of Street H in consultation with City of Brampton planning staff. 	Tertiary Plan	MGP / BA Group	This will be addressed in the tertiary plan TIS or individual Draft Plan submissions.	
144.	7	Road Improvements Summary: Section 7 and the Conclusions section of the TIS must clearly summarize all road improvements required to support development, along with proposed implementation timing.:	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
145.	Cross-Section Coordination: Road cross-sections must align with Town Transportation Engineering standards. Further coordination with Town staff is recommended.	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.	
Conclusion					

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
146.	<p>Following receipt of the final comment letter, staff recommend that you request for a comment review meeting. Staff will require an agenda for any comment review meetings a minimum of 3 days prior to the meeting, to ensure appropriate internal and external agencies are invited. Please submit the agenda along with dates and times that work best for your team.</p> <p>Partial resubmissions, which do not address all deficiencies listed in the letter, will generally not be accepted for processing. All comply with the Electronic Submission Standards:</p> <p>The Town is only accepting electronic submissions. To assist, the Town has created a document which identifies how material is to be submitted. Please click here to access the Town’s website for details and ensure that any submission material you are preparing will meet the attached requirements.</p> <p>To submit a revised submission, please visit the Town’s website and complete the additional information form online at www.caledon.ca/development, under the heading “For Existing Applications” and click on Official Plan Amendments. As the resubmission will be of a substantial file size, all supporting documents will be required to be uploaded to a secure Planning FTP site. Should you not have access to the folder, please let Town staff (Bailey Loverock) know. Once a submission has been made as per above, please advise Town staff for efficient processing.</p> <p>Please note:</p> <p>The latest Town of Caledon’s Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp. Please ensure all future engineering drawings are designed in accordance with the latest Town’s engineering standard.</p> <p>Town’s Fees By-law requires recirculation fees for Official Plan Amendment and Zoning By-law Amendment and Site Plan Approval (fees subject to change) for any resubmission after the 3rd submission.</p>	Information Only	MGP	Acknowledged.
<p>Transportation Engineering - Public Works & Transportation Department September 30, 2025, Email from Emma Howlett, Transportation Coordinator</p>				
<p>In addition to Comments provided by Town Staff dated April 28th and Peer review comments dated March 31st Transportation Engineering staff offer the following additional comments:</p>				

Mayfield Tullamore
Town of Caledon Comments and Response Matrix

Item	Town Comment	Applicable Planning Stage	Response by	Response																																			
147.	<p>Local Road: To follow the Town's standard local road right-of-way (ROW).</p>  <p>NOTES</p> <ol style="list-style-type: none"> 1. WATERMAIN TO HAVE MINIMUM COVER OF 1.7m. 2. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.9m. 3. TREES TO BE PLACED IN LOCATIONS PER APPROVED LANDSCAPE PLAN. 4. STREETLIGHT FIXTURE PER APPROVED TOWN STANDARD. 5. THE FOLLOWING IS A MINIMUM ROAD BASE AND WILL REQUIRE A SOILS REPORT VERIFICATION 40 mm HL3 65 mm HL8 150 mm GRANULAR "A" 300 mm GRANULAR "B" 6. THE BOULEVARDS REQUIRE A MINIMUM OF 300mm OF TOPSOIL AND NURSERY SOD. 7. ON A CRESCENT THE WATERMAIN SHALL BE PLACED ON THE OUTSIDE. 8. FULL LENGTH MINIMUM 100 MM DIA SUB-DRAINS C/W FILTERCLOTH SHALL BE INSTALLED, AS PER APPROVED TOWN OF CALEDON STANDARD NO. 219. 9. SUB-GRADE SHALL BE COMPACTED TO A MINIMUM 95% OF S.P.D. AT OPTIMUM MOISTURE CONTENT. 10. WHERE POSSIBLE MANHOLE LIDS TO BE LOCATED OUT OF TIRE LANE OF TRAFFIC. 11. LONG DIMENSION OF TRANSFORMER TO BE PARALLEL TO STREETLINE. <table border="1" data-bbox="404 1139 1429 1260"> <tr> <td colspan="2">TOWN OF CALEDON</td> <td>4</td> <td>TEXT AND SLOPE REVISIONS</td> <td>MAY 19</td> <td>APRD: C. C.</td> <td>DATE: JUNE 08</td> </tr> <tr> <td colspan="2"></td> <td>3</td> <td>DIMENSION AND TEXT REVISION</td> <td>JAN. 09</td> <td></td> <td></td> </tr> <tr> <td colspan="2"></td> <td>2</td> <td>DIMENSION AND LAYOUT REVISION</td> <td>JULY 08</td> <td>DRAWN:</td> <td>SCALE: N.T.S.</td> </tr> <tr> <td colspan="2"></td> <td>1</td> <td>DIMENSION EDIT</td> <td>JUNE 08</td> <td></td> <td></td> </tr> <tr> <td colspan="2">18.0m LOCAL ROAD 8.5m ROADWAY (7.9m PAVEMENT)</td> <td>NO.</td> <td>REVISION</td> <td>APR'D</td> <td>DATE</td> <td>STANDARD No. 202</td> </tr> </table>	TOWN OF CALEDON		4	TEXT AND SLOPE REVISIONS	MAY 19	APRD: C. C.	DATE: JUNE 08			3	DIMENSION AND TEXT REVISION	JAN. 09					2	DIMENSION AND LAYOUT REVISION	JULY 08	DRAWN:	SCALE: N.T.S.			1	DIMENSION EDIT	JUNE 08			18.0m LOCAL ROAD 8.5m ROADWAY (7.9m PAVEMENT)		NO.	REVISION	APR'D	DATE	STANDARD No. 202	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.
TOWN OF CALEDON		4	TEXT AND SLOPE REVISIONS	MAY 19	APRD: C. C.	DATE: JUNE 08																																	
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18.0m LOCAL ROAD 8.5m ROADWAY (7.9m PAVEMENT)		NO.	REVISION	APR'D	DATE	STANDARD No. 202																																	
148.	<p>Minor Collector: The Town requires a 23.5m cross-section, as illustrated in the attached document. This cross-section accommodates on-street parking on both sides and multi-use paths (MUPs) on both sides, in alignment with the Active Transportation Master Plan (ATMP) policy.</p>	Tertiary Plan	BA Group	Road cross-sections have been agreed to with the Town and will be reflected in the tertiary plan submission.																																			

**Mayfield Tullamore
Town of Caledon Comments and Response Matrix**

Item	Town Comment	Applicable Planning Stage	Response by	Response
	<p style="color: red; text-align: center;">Transportation Preferred Cross-Section</p> <p style="text-align: center;">CALEDON CROSS-SECTION 23.5m R.O.W. Residential Collector with Multi-Use Path</p> <p style="font-size: small;">Date Plotted: May 28, 2025 Filename: J:\8155-03\BA\Cross-Sections\2025-05-28\BA-Generics\Caledon-XSEC-R07-815503_SCS Based Utilities.dwg</p>			
149.	- Major Collector: A 26m ROW is deemed sufficient	Information Only	BA Group	Noted.
150.	- Please note that modifications to internal facilities are to be completed as required in the detailed design phase to further ensure compliance with applicable policies, standards, and stakeholder requirements.	Information Only	BA Group	Noted.

Environment – Parks and Natural Heritage
April 30, 2025, Letter from Eric Braithwaite, Town of Caledon Planning Consultant, MHBC Planning

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
151.	-	Only Phase 1 and 2 reports were submitted. The Phase 3 report is outstanding. Therefore, the submitted LSS is only partially complete.	Tertiary Plan	GEI	See comment 121 above.
152.	-	The Phase 2 report indicates that the development of the stormwater strategy, feature-based water balance requirements and suitable LID mitigation, and a proposed trails strategy will be included in the Phase 3 report. These outstanding items make it impossible to conduct a proper impact assessment. However, the Phase 2 report included an impact assessment. The Phase 3 study with these items is needed to evaluate the proposed detailed land use plan proposed for the Tertiary Plan.	Tertiary Plan	GEI	<p>The Phase 2 report provides detailed assumptions on stormwater strategy, feature-based water balance, potential LIDs, and trail strategy.</p> <p>Stormwater strategy is anticipated in Phase 3, as per the Consultant Team's Terms of Reference.</p> <p>A feature-based water balance risk assessment was completed, and best practices have been outlined. Water balance assessments should occur at the draft plan phase as the level of detail in a Secondary Plan is not sufficient for this analysis.</p> <p>However, in light of the updates to the draft Secondary Plan Policies, the following policies allow for the finalization of the LSS technical components through the tertiary plan process (35.5.8.4) and further, policy 35.5.7 outlines that draft approval shall not be provided until the LSS and MESP have been completed to the satisfaction of the town..</p>
153.	-	It appears that all of the strictly natural heritage field studies, data collection and analysis have been completed. However, the Phase 1 report indicates that ground and surface water monitoring is still on-going. The applicant has only provided and based the study on 8 months of data which doesn't include the typically critical early spring. This water resource data integrates with natural heritage with respect to natural feature hydrology characterization, associated impact analysis and the ability to mitigate impacts. Until a minimum of one-year of data is collected (Water Resources staff to determine if additional data is needed), the impact assessment can only be considered preliminary. It is indicated that, because of the lack of a full dataset, the applicant has used conservative assumptions that will be confirmed or updated as necessary in an addendum. Further review, is required to provide an opinion on the conservative assumptions.	Secondary Plan	GEI	As previously discussed, the Phase 1 report will be updated with all monitoring data – the full year has now been completed and will be submitted as part of the resubmission.
154.	-	The Phase 1 report indicates that the Phase 2 report will provide a detailed update to the characterization of existing conditions. However, the Phase 2 report did not include this.	Tertiary Plan	GEI	The Phase 1 report language should be updated such that characterization is contained within Phase 1 report – Phase 2 is intended to be impact assessment as per the TOR.
155.	-	An assessment demonstrating the feasibility of meeting site-based infiltration targets through LID was not provided as required by the approved LSS ToR.	Tertiary Plan	GEI	To be added to Phase 2 report resubmission and can be addressed through the technical requirements outlined in the draft Secondary Plan policies through the tertiary planning process.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
Energy & Environmental				
<i>April 30, 2025, Letter from Eric Braithwaite, Town of Caledon Planning Consultant, MHBC Planning</i>				
156.	- Applicant has submitted the required Climate Adaptation Plan, comments are outstanding and will be provided upon completion of review. Contact: Cristina Guido, email – alexandra.service@caledon.ca	Tertiary Plan	N/A	Acknowledged.
Cultural Heritage Analysis				
<i>Refer to Reviewed Cultural Heritage Analysis from Cassandra Jasinski</i>				
<i>Cultural Heritage Analysis</i>				
157.	Pg 3 Future Caledon is awaiting approval by the Province. These section numbers may need to change to reflect the Future Caledon OP, depending on the timing of submissions and the anticipated approval date.	Information Only	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
158.	Pg 8 Update based on new PPS	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
159.	Pg 9 Update based on new PPS	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
160.	Pg 14 The CHLs aren't formally listed on the Register	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
161.	Pg 15 We've located an archival photograph of this property, thanks to previous correspondence with the staff at the Peel Archives	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
162.	Pg 15 Known as Burn Brae (datestone)	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
163.	Pg 15 This is our Register information but we now know that it was constructed in 1896	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
164.	Pg 15 Demolished, along with its barn, without due process under the Act.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
165.	Pg 15 In the process of relocation.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
166.	Pg 18 Suggest headings to provide a clear delineation between recommendations	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
167.	Pg 18 Any confirmation/disagreement with Register information?	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
168.	Pg 18 We're working on this TOR	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
169.	Pg 18 This needs to be advocated for with the owners, as the Town can do little to encourage/promote their continued use.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
170.	Pg 18 As previously mentioned in the Introduction section, for this and further OP references, in Future Caledon, Chapter 6. Future Caledon hasn't yet received formal approval, but it will likely be in place by the time this OPA is adopted.	Information Only	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
171.	Pg 19 See previous comments	Information Only	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
172.	Pg 19 We're now calling these Heritage Impact Assessments	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
173.	Pg 19 As per my draft OPA revisions: a) will be required as part of any development application for lands that include identified Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan area b) may be required as part of any development application for lands adjacent to an identified Built Heritage Resource and/or Cultural Heritage Landscape within or adjacent to the Secondary Plan area	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
174.	Pg 19 See other references to Future Caledon; this may need to be updated as well.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
175.	Pg 19 This house is relocating in 2025 to the southeast corner of Pt Lot 19, Con 5 EHS within the secondary plan area. We have an HCP – prepared by GBCA – for this property.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
176.	Pg 19 Demolished without due process under the Act in 2024. Need to make a statement here regarding its omission from consideration for adjacency recommendations due to its loss.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
177.	Pg 19 Check against new PPS to make sure this still applies.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
178.	Pg 19 A lot of these adjacent cultural heritage resources are going through their own development. Additionally, as many of the adjacent properties are large agricultural parcels, there is less impact to built resources than in a more	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
	condensed settlement context. We're mindful of that in our policies, so HIAs for adjacency are at the Town's discretion			
179.	Pg 20 There do appear to be outbuildings with historic forms here. A site visit would be needed to confirm.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
180.	Pg 20 All of these buildings appear to relate to a modernized farming operation. We wouldn't ask for an HIA for this farm.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
181.	Pg 20 We don't have CHERs in our Terms of Reference. We use Heritage Impact Assessments as the tool for this type of evaluation.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
182.	Pg 20 <u>Documentation Report and Salvage Plan TOR</u>		GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
183.	Pg 24 Also known as Coventry	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
184.	Pg 25 Please include reference to the Figure/Image/Map number and where it's located in the report. Preferably, include the mapping in this section so that it can be compared with the modern mapping.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
185.	Pg 28 Provide Figure/Image/Map numbers	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
186.	Pg 29 Tremaine Map was a subscription map and log houses were not usually identified on it	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
187.	Pg 29 We may have something in our files.	Information Only	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
188.	PG 31 See previous comment on Tremaine Map.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
189.	Pg 32 Clarify if the historic house is still extant now.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
190.	Pg 33 We have more information on this property	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
191.	Pg 33 It was a 20 th century farmstead. The original 19 th century farmstead, including its outbuildings, had been replaced in the early-mid 20 th century.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
192.	Pg 33 Better described as a house. In the 1851 census, it was identified as a single storey frame house. We've noticed throughour research that a lot of houses	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item		Town Comment	Applicable Planning Stage	Response by	Response
		were built with heavy timber framing that was frequently misidentified in census records as log.			
193.	Pg 33	The property was sold to the Carr/Kerr family in 1861	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
194.	Pg 33	Please revise this statement. The building that was at 12282 Bramalea Road was not the original 19 th century structure. The farmhouse was dated to the 20 th century. We have further research we can provide.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
195.	Pg 34	We have an HIA and historic photograph of this property.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
196.	Pg 35	We have since done some research on this property as well. A two storey brick house with 9 rooms, presumably the extant one on the property, was under construction at the time the 1891 Personal Census was taken. A two storey wood house with 5 rooms was inhabited at the time.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
197.	App. 2	Provide Figure/Image/Map numbers for these historic maps. Identify where extant cultural heritage resources are located.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
198.	App. 2	Clarify how this section is being organized. Suggest a separate appendix for the Listing Sheets.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
199.	App. 2	Identify a new section here for Listing Sheets for clarity.	Tertiary Plan	GBCA Architects	This has been addressed. Currently under review by Cassandra Savini from the Town.
Planning					
<i>March 28, 2025, Letter from Eric Brathwaite</i>					
Draft Official Plan Amendment (OPA)					
200.	1	Part A - Basis: Last paragraph, suggest updating to the Provincial Planning Statement (PPS), 2024. Reference to the Growth Plan should be deleted and updated with PPS 2024.	Secondary Plan	MGP	The preamble has been updated to reflect the latest policy context.
201.	2	Suggest removing “and Transportation Plan” from policy 7.x.1.1 Recommend removing the net developable area from 7.x.2.1 as this has not been review and/or confirmed. This doesn’t need to be included in the OP as is subject to studies to confirm the developable area.	Secondary Plan	MGP	The Draft OPA Schedule contains transportation elements and as such, we have kept it in for now. We have removed the net developable from this policy.
202.	3	Recommend the goal of the SP be revised to include other elements of a complete community, including commercial (jobs). The community should also	Secondary Plan	MGP	The goal of the Secondary Plan has been revised. The objectives have also been updated to reflect these changes.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
	promote sustainability and protect heritage resources. The objectives should be revised accordingly.				
203.	4	Please elaborate on how this community will be transit oriented. Note: the community design elements speak to active transit only.	Secondary Plan	MGP	The community design elements have been updated to reflect on how it will be transit-oriented.
204.	5	7.x.4.1 a) - how will the alignment of Highway 413 ramp along Bramalea Road impact the proposed northern Neighbourhood Centre, and the northern stretch of Bramalea Road identified as an urban corridor? We note that the application has been circulated to MTO but comments remain outstanding.	Secondary Plan	MGP/BA Group	The Highway 413 ramp access at Bramalea Road is located 650 metres north of Old School Road. As such, while Bramalea Road may be busier than the parallel routes (Torbram/Dixie), there will be no impact to the land use designations south of Old School Road.
205.	6	7.x.4.1 c) – remove proposed parks from the Natural heritage System of the greenbelt. Identify proposed parks outside of the Greenbelt, refer to proposed Schedule 'A.	Secondary Plan	MGP	The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt, as well as a refinement to the Prime Agricultural Area. This would result in the tableland being located outside the refined Natural Heritage System and located within a Rural Area. As such, these lands would not be subject to Official Plan policies that restrict parkland credit within the Greenbelt's Natural Heritage System. These lands can accommodate both passive and active recreational uses and represent an efficient use of land within the community as demonstrated by the Facility Fit Plan prepared by NAK. Please refer to the Facility Fit Plan prepared by NAK..
206.	7	Policy 7.x.5.1.4: The mitigation measures of the AIA should be implemented into the secondary plan (specific policies) or appropriate secondary plan level submission material (e.g. Development Servicing and Sequencing Plan).	Tertiary Plan	MGP/Colville	Acknowledged. To be addressed in revised technical materials.
207.	8	7.x.5.3.2: Recommend language indicating refinement through the processing of subsequent development applications in consideration of the sequence of infrastructure requirements, will not require an amendment to the plan.	Secondary Plan	MGP	Additional language has been added to allow refinement without an amendment.
208.	9	Add affordable housing site(s) after 7.x.5.3.5 f) to provide an opportunity to prioritize approvals for affordable housing units in accordance with 5.9.22 of Region of Peel Official Plan.	Secondary Plan	MGP	Policy has been revised to add language.
209.	10	Add a policy to section 7.6 that requires the Tertiary Plan to include a breakdown of the anticipated range and mix of housing units, net density and anticipated population yields in accordance with 21.4.3 j and k of the Future Caledon Official Plan.	Secondary Plan	MGP	A policy has been added that has addressed this comment.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
210. 11	7.x.6 – add policy, in order to increase housing supply, multiplexes and other missing middle housing forms including non-market housing will be permitted in designation that permits residential uses.	Secondary Plan	MGP	This policy has been added.
211. 12	7.x.6.2: It is understood that there will be a mix of unit types and typologies sold at market price within the Mayfield Tullamore Secondary Plan area. As part of the landowner’s contribution to the Peel Official Plan housing unit targets for affordability, staff urge the participating landowners to consider contribution of land or units to Peel or a non-profit housing provider, to be used for affordable housing.	Tertiary Plan	MGP	Noted. This can be discussed with landowners at a later time.
212. 13	7.x.6.3: It is noted that additional clarity and detail is required to demonstrate how this policy can be implemented at the time of draft plan of subdivision/condominium through consideration of the Town’s zoning standards for ARUs	Secondary Plan	MGP	The policy is not intended to supersede the Town’s standards, but rather to ensure that subdivision design proactively considers and supports opportunities for future ADUs. We have proposed adding a clarifying sentence to the end of the policy.
213. 14	7.x.6.4 Reference to on-street parking should be removed. It is noted that the Town’s zoning by-law includes zone standards for ARUs.	Secondary Plan	MGP	The intent of the policy is to support the implementation of additional residential units by enabling consideration of alternative development standards through the implementing zoning by-law. While we acknowledge the Town’s existing zoning standards for ARUs, we believe flexibility should be maintained to allow for context-sensitive approaches that promote housing affordability and supply.
214. 15	7.x.6.5 should be removed. ARUs helps provide more affordable housing options, but does not meet the PPS definition, nor the Town’s, for affordable housing.	Secondary Plan	MGP	While we recognize that affordability can only be measured at the time units are delivered, Additional Residential Units (ARUs) can be a recognized form of affordable rental housing under the framework of the Provincial Planning Statement (PPS) 2024. Section 8 of the PPS 2024 defines “affordable” rental housing as the least expensive of: <ul style="list-style-type: none"> • units where rent does not exceed 30 percent of gross annual household income for low and moderate income households; or • units for which the rent is at or below the average market rent of a unit in the municipality. ARUs inherently align with this definition. They are smaller, self-contained units developed on existing residential lots, which significantly reduce land and construction costs. These units are commonly rented at or below average market rents due to their size, tenure, and location. Accordingly, while the exact rent levels cannot be confirmed at this stage, ARUs have a demonstrated ability to meet the PPS affordability threshold in practice and

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
				contribute directly to expanding the supply of attainable and affordable rental options within the Town.	
215.	16	7.x.7.1 - Schedule 'A' should read 'Land Use Plan'. Delete 'transportation'.	Secondary Plan	MGP	The Draft OPA Schedule contains transportation elements and as such, we have kept it in for now.
216.	17	7.x.7.2.3 – residential dwellings will not be provided with direct vehicular access from the Arterial Roads and avoid providing direct access from collector roads.	Secondary Plan	MGP	This policy has been revised.
217.	18	7.x.7.3.4 i) – recommend replacing. On sites adjacent to arterial roads, transit-oriented building forms of development in close proximity to transit stop and transit-supportive public space design will be of high priority for development.	Secondary Plan	MGP	This policy has been revised to add this wording.
218.	19	7.x.7.4.3 d) - recommend adding. Buildings with 'active frontages (i.e., entrances and openings)' should be located on or close to the street.....	Secondary Plan	MGP	This policy has been revised to add this wording.
219.	20	7.x.7.5 - consider location of the proposed Highway 413 ramp along Bramalea Road and its impact on the proposed northern Neighbourhood Centre.	Secondary Plan	MGP	The Highway 413 ramp access at Bramalea Road is located 650 metres north of Old School Road. As such, while Bramalea Road may be busier than the parallel routes (Torbram/Dixie), there will be no impact to the land use designations south of Old School Road.
220.	21	Add the following policy under 7.x.6: Notwithstanding the policies for each designation that permits residential uses, to increase the Town's housing supply and provide for affordable housing options (i.e., additional affordable/rental residential units), multiplexes and non-market housing will be permitted within those designations that permit residential uses.	Secondary Plan	MGP	This policy has been added.
221.	22	7.x.7.6 & 7.x.7.7 – Local SWS review is underway, and the policy will be revised by Natural Heritage staff accordingly.	Secondary Plan	MGP	Acknowledged.
222.	23	7x.7.7 The proposed "Open Space" designation currently depicted on land use plan (Figure x) should be revised to a "Natural Heritage System Outside Key Features" designation (or something similar) as these lands remain within the Natural Heritage System designation of the Greenbelt Plan, which is not able to be refined through this process. Policies within this designation shall be in conformity with the Natural heritage System policies of the greenbelt Plan are within the natural heritage system of the Greenbelt Plan. See further comments regarding parkland dedication further below.	Secondary Plan	MGP	The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt. This would result in the tableland being located outside the refined Natural Heritage System.
223.	24	Clarification is required if the proposed Natural Heritage Features contains the vegetation protection zone buffers	Secondary Plan	MGP	7.x.7.6.4b) already clarifies this.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
224.	25	Policy 7.x.6.8.2.1 to be confirmed by School Boards that this is appropriate.	Secondary Plan	MGP	Acknowledged.
225.	26	Typo in policy 7.x.7.8.4.3 – “fire station schools”	Secondary Plan	MGP	The typo has been fixed.
226.	27	7.x.8 – Revise second sentence as follows: “Through the Tertiary Plan process, areas will be identified for the need for buffering and/or mitigation, which must be addressed where proposed sensitive uses area within the area of influence to employment uses.”	Secondary Plan	MGP	This policy has been revised to add this wording.
227.	28	7x.8 – Halton Region Land Use Compatibility Guidelines referenced when lands are within the Region of Peel	Secondary Plan	MGP	This typo has been revised.
228.	29	Policy required within 7.x.10.2 regarding the east-west collector road (extension to Dougall).(to be confirmed with development engineering)	Secondary Plan	MGP/BA Group	Acknowledged.
229.	30	General comments: Reference to the SP wide studies should be included in the policies.	Secondary Plan	MGP	Acknowledged.
230.	31	7.x.10.3.1 the road right-of-way widths are not provided in the Secondary Plan. Do they differ from the right-of-way widths in the Future Caledon Official Plan?	Secondary Plan	MGP/BA Group	Following discussions with the Town, we have added policies detailing the right of way widths within this Secondary Plan.
231.	32	Add the following wording to 7.x.10.3.1: “to provide the road right-of-way width established by the Official Plan and ___ of this Plan. Where there is a conflict, the policies of this Plan shall apply.”	Secondary Plan	MGP/BA Group	Refer to the response above.
232.	33	Revise 7.x.10.3.2 to add the following before bike lanes “streetscape elements (street trees, street lighting, seating, signage), low impact development”	Secondary Plan	MGP	This policy has been revised to add this wording.
233.	34	7.x.11.3.3 there is no section 7.x.13 in the plan. Standards will need to be confirmed by development engineering	Secondary Plan	MGP	That policy was not referencing Section 7.x.13, it was referencing Section 7.13 and in particular, Section 7.13.4.3 of the now former Caledon Official Plan. The policy references have been updated to reflect the Future Caledon Official Plan.
234.	35	Land Use Schedule should be aligned with Town’s OPA schedule format.	Secondary Plan	MGP	The final form will be aligned.
235.	36	Additional comments will be provided on the second submission.	Secondary Plan	MGP	Acknowledged.
236.	37	Need a section titled Green Development and Climate Resilience	Secondary Plan	MGP	A section on climate resilience has been added. Future development applications will be subject to green development standards as applicable.
237.	38	Land use schedule:	Secondary Plan	MGP	The final form will be aligned.

Mayfield Tullamore Town of Caledon Comments and Response Matrix				
Item	Town Comment	Applicable Planning Stage	Response by	Response
238.	<ul style="list-style-type: none"> Should be revised to align with the Town's OPA Schedule format (see Alloa secondary plan as an example) Roundabouts should be removed from the schedule but included in subsequent planning applications (i.e. Tertiary Plan, Draft Plan of Subdivision or Site Plan Approval) 	Secondary Plan	MGP	Roundabouts have been removed from the land use schedule for the OPA.
239.	<ul style="list-style-type: none"> Dedicated parkland should be removed from the greenbelt in accordance with 2.12.13.1.5 of ROP 	Secondary Plan	MGP	<p>The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt, as well as a refinement to the Prime Agricultural Area. This would result in the tableland being located outside the refined Natural Heritage System and located within a Rural Area.</p> <p>As such, these lands would not be subject to Official Plan policies that restrict parkland credit within the Greenbelt's Natural Heritage System. These lands can accommodate both passive and active recreational uses and represent an efficient use of land within the community as demonstrated by the Facility Fit Plan prepared by NAK.</p> <p>Please refer to the Facility Fit Plan prepared by NAK.</p>
240.	<ul style="list-style-type: none"> Area of Influence for surrounding employment uses should be indicated on the plan 	Tertiary Plan	MGP	Noted. To be addressed at Tertiary Plan Submission through Land Use Compatibility study.
241.	<ul style="list-style-type: none"> Other comments to be provided following receipt of revised submission. 	Tertiary Plan	MGP	Acknowledged.
Planning Opinion Report				
242.	1 Section 1.2 - gross area should be updated to 609 gross hectares for the entire secondary plan (as per email by MGP to TRCA).	Secondary Plan	MGP	Fixed.
243.	2 Request addendum to address the 2024 PPS as it came into effect after the application submission	Secondary Plan	MGP	Added.
244.	3 Section 6.5.3 Housing Assessment: Table 10 (page 47): Estimated Housing Quantity and Mix by Unit Types. As per this table 49% of proposed density of new housing units is in forms other than detached and semi-detached. Whereas it is required at 50% as per the Region of Peel Official Plan (RPOP) table 4, Peel-Wide New Housing Unit Targets.	Secondary Plan	MGP	Unit mix has changed following submission. Detached and semi detached now constitute only 43% of unit mix meeting the Region's target.
245.	4 How are mix of unit types shown in the table 10 (section 6.5.3 of Planning Opinion Report) aligning with affordability and rental targets of Region of Peel Official Plan (RPOP) table 4, Peel-Wide New Housing Unit Targets?	Secondary Plan	MGP	Refer to Section 4.1 of the Planning Opinion Report.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
246.	5	As per table 10 of the planning opinion report, 33% townhouses (street townhouses and stacked townhouse units) are being proposed. Whereas last paragraph on page 48 mentions townhouse dwellings at 47%, please clarify.	Secondary Plan	MGP	Fixed.
247.	6	Please refer to the Region of Peel staff comments relating to housing.	Information Only	MGP	-
248.	7	Section 6.6.5 identifies collector roads providing opportunities for local transit routes tertiary plan to identify where local transit to be provided and transit stops to be situated.	Tertiary Plan	MGP	Acknowledged. To be addressed at Tertiary Plan submission.
249.	8	Section 7.x.8 revise wording from “adjacent” to “within the area of influence” in accordance with Provincial Guidelines	Secondary Plan	MGP	Refer to revised Draft OPA, Policy 35.3.10 includes this language.
250.	9	How are the land use compatibility policies of the PPS addressed in relation to the surrounding planned employment lands?	Secondary Plan	MGP	Refer to revised POR including Section 6.2 which addresses this.
Public Consultation Strategy					
251.	-	Section 1.0, Purpose of Consultation: gross area should be updated to 609 gross hectares for the entire secondary plan. Please update this.	Secondary Plan	MGP	Fixed.
Commercial Impact Study					
252.	-	Update the site area provided in section 2.1 of the commercial Market Impact Study.	Secondary Plan	Altus Group	Acknowledged. Report will be updated accordingly.
Tertiary Plan					
253.	1	The Commercial Impact Study provides a very high-level analysis of commercial market impact study in regional context which may be appropriate for the OPA application. However, for the Tertiary Plan and implementing Zoning By-law a more detailed Commercial Impact Study recommendations will be necessary to provide more specific information/percentage on how commercial/retail spaces will be integrated into the two proposed neighbourhood centers and along urban corridors. The Tertiary Plan and implementing Zoning By-law will ensure that commercial/retail spaces are located in close proximity to the proposed neighbourhood areas to prioritize compact, walkable and transit supportive community, which is less reliant on personal vehicles.	Tertiary Plan	Altus Group	Acknowledged.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
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254.	2	7.x.4.1 b) of Draft Official Plan Amendment– will these be identified on the proposed Tertiary Plan given they are not detailed in Schedule “A”?	Subdivision	MGP	The commercial opportunities will be identified through the respective draft plan of subdivision process. The Urban Corridor and Neighbourhood Centre land use designations provide the opportunity for these types of uses.
255.	3	Location of commercial/retail areas should be identified on the Proposed Schedule ‘A’ Preliminary Land Use Plan.	Secondary Plan	MGP	See response above.
256.	4	Submission of a Land Use Compatibility Study will be required as identified by proposed policy 7.x.8	Tertiary Plan	MGP	Noted. To be addressed at Tertiary Plan Submission.
Urban Design					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
257.	1	Clearly outline the opportunities and constraints within the site and what measures are taken to design around them. Please indicate the alignment of proposed Highway 413 with the proposed Secondary Plan. Please assess the impact of the potential Highway 413 access ramp on Bramalea Road and Old School Road and on the Neighbourhood Centre designation around that area.		NAK	Acknowledged. Guidelines will be updated accordingly.
258.	2	UD would like to understand how transition is happening from the Neighbourhood Area (potential residential uses) with the Industrial Area to the west of the Secondary Plan. Also we’d like to understand how the residential development along Torbram Road is mitigating the impact of Industrial development to the east of Torbram Road.		NAK	Acknowledged. Guidelines will be updated accordingly.
259.	3	The Secondary Plan Area is divided into isolated pockets of development by the NHS. We’d like to understand how these areas are connected.		NAK	Acknowledged. Guidelines will be updated accordingly.
260.	4	We’d recommend a Design Charette with relevant Town departments along with the consultants in the near future for better understanding of the design principles and its implementation.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
261.	5	The Community Design Guidelines is at a very high level. Further amendments may be required as all studies for the Secondary Plan are completed to inform the structuring elements as well as comments received from all Town staff.	Tertiary Plan	NAK	Acknowledged. Guidelines will be updated accordingly.
262.	6	HDA document requires further details and coordination with relevant Town staff (policy, transportation, landscape) for its review and evaluation at this stage.	Tertiary Plan	NAK	Acknowledged.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
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263.	7	Refer to redlined comments from UD and Landscape on the CDG as attached (Attachment 1).	Tertiary Plan	NAK	Acknowledged.
Landscape <i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
264.	-	Community Design Plan (Guidelines): Refer to redlined comments from UD and Landscape on the CDG as attached (Attachment 1).	Tertiary Plan	General	
Parks <i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
General Comments					
265.	1	As part of the tertiary Plan process the park system for new communities should be designed as part of a comprehensive planning process with all landowners at the table so that parks can sized and located with consideration of the other future developable lands and to support the assembly of larger park blocks that support larger recreational amenities.	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
266.	2	Park blocks should be characterized by a broad and deep developable area, and having generally a regular rectangular square shape, as opposed to elongated, truncated, or complex parcel shapes, to maximize park design flexibility and programmability.	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
267.	3	Parks should be placed in prominent locations to ensure high visibility from adjacent streets. Parks should have frontage on a minimum of two streets and be located on major arterial or collector roads. This positioning will facilitate ease of access and increase the likelihood of frequent use.	Tertiary Plan	MGP/NAK	Refer to Facility Fit Plan prepared by NAK.
268.	4	Demonstrate parkland service radius buffers to all Neighbourhood (800 metres) and Community Park (15,000 to 20,000 residents) blocks in the secondary plan area	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
269.	5	Town is not supportive of locating parks within designated Greenbelt lands and the natural heritage system due to Official Plan policies limiting the use of the lands	Secondary Plan	MGP/NAK	The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt, as well as a refinement to the Prime Agricultural Area. This would result in the tableland being located outside the refined Natural Heritage System and located within a Rural Area. As such, these lands would not be subject to Official Plan policies that restrict parkland credit within the Greenbelt's Natural Heritage

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
				System. These lands can accommodate both passive and active recreational uses and represent an efficient use of land within the community as demonstrated by the Facility Fit Plan prepared by NAK. Please refer to the Facility Fit Plan prepared by NAK.	
270.	6	Provide trail connections to public parks to ensure accessibility and connectivity throughout the secondary plan area.	Tertiary Plan	MGP/NAK/GEI	Acknowledged. Guidelines will be updated accordingly.
Neighbourhood Park Blocks					
271.	1	Parks should be located centrally to the population (1,000 – 2,000 people) they serve	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
272.	2	Where appropriate, parks should be strategically separated from school blocks to prevent the overlap of amenities	Secondary Plan	MGP/NAK	The proposed co-location of the neighbourhood park with the school blocks allows for the shared use of recreational amenities, promotes efficient use of land, and fosters a central community hub that supports both educational and community needs. This approach also enhances accessibility and maximizes year-round activity and programming opportunities for both students and residents. This in alignment with multiple Future Caledon Official Plan policies including 22.4.4c), 10.1b) and 10.3.1. In addition, we met with both the public and Catholic school boards, and they were supportive of co-locating the parks and schools to allow for shared facilities.
273.	3	Potential Facilities can include: <ul style="list-style-type: none"> • Playground • Seating Area with shade structure • Courts (basketball, pickleball courts) • Amenities (bike racks, benches, trees, signage, garbage receptacles) • Outdoor fitness stations • Free play areas 	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
Community Park Block					
274.	1	Parks should be located centrally to the population they serve (15,000 – 20,000 people)	Tertiary Plan	MGP/NAK	Acknowledged. Guidelines will be updated accordingly.
275.	2	Provide a larger 10 ha Community Park Block to maximize park design flexibility and programmability.	Secondary Plan	MGP/NAK	A 10-hectare Community Park is already proposed within the Secondary Plan area and is located on tableland within the Greenbelt. Although the larger park is within the Greenbelt, it is located on tableland and is intended to be removed from the

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
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	<p>Potential Facilities can include:</p> <ul style="list-style-type: none"> • Splash Pad/Misting Station • Courts (basketball, pickleball, multi-use courts) • Sport Fields (minimum two fields – including a Junior Cricket Pitch) • Skatepark and BMX pump track • Large playground • Washroom Building • Shade structure and seating area • Amenities (parking lot, bike racks, water fountain, benches, trees, signage, interpretive signs, garbage receptacles) • Community Gardens • Off-Leash Dog Park • Outdoor fitness stations • Skateboard Park/Pump Track • Ice rinks or skating loop • Free play areas • Picnic Areas 			Natural Heritage System designation through this OPA process, as outlined in the POR. This refinement will enable active programming and the inclusion of recreational amenities such as the ones provided in the list by the Town.	
Parkland Dedication					
276.	1	The Mayfield Tullamore Secondary Plan Landowners shall enter into a Financial Parkland Agreement prepared with the Town and will be calculated on a collective basis for the subject lands, pursuant to s.51.1 of the Planning Act	Tertiary Plan	General	Acknowledged.
277.	2	Parkland dedication will be calculated from the total land area at 5% of the total area of the land (or 1 hectare per 600 residential units, whichever is higher).	Subdivision	General	Acknowledged.
278.	3	Town Staff will be calculating Parkland Dedication requirements for all of the land within a development application, with a credit given to natural heritage lands.	Secondary Plan	General	<p>The draft Official Plan Amendment proposes a refinement to the Natural Heritage System within the Greenbelt, as well as a refinement to the Prime Agricultural Area. This would result in the tableland being located outside the refined Natural Heritage System and located within a Rural Area.</p> <p>As such, these lands would not be subject to Official Plan policies that restrict parkland credit within the Greenbelt's Natural Heritage System. These lands can accommodate both passive and active recreational uses and represent an efficient use of land within the</p>

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
				community as demonstrated by the Facility Fit Plan prepared by NAK. Please refer to the Facility Fit Plan prepared by NAK.	
Draft OPA Comments					
279.	1	7.x.7.8.1.2 The Town does not support locating parks within Greenbelt Lands and the natural heritage system due to policies that restrict recreational uses of these lands.	Secondary Plan	MGP	The MTLOG is proposing approximately 35 ha of tableland within the Greenbelt in the southern half of the MTSP to be used for parkland with an additional 5 ha allocated for the new Community Center. The 11 ha of proposed parkland within the Greenbelt in combination with the existing 9.1 ha of proposed parkland within the developable area of the MTSP's participating landowners would surpass the required 5% parkland dedication as per Section 42 (1) of the Planning Act. A conceptual Facility Fit Plan has been prepared by NAK to represent the recreational servicing potential of the proposed parkland and new Community Centre within the Greenbelt showing that they can support a range of passive and active recreational uses within the Greenbelt and will have the capacity to perform the required recreational function and provide ample opportunity for amenities such as parking. Please refer to POR prepared by MGP. Please refer to the Facility Fit Plan prepared by NAK.
280.	2	7.x.7.8.1.5 Underground stormwater management facilities are not supported within parks as per 13.c of the Town's Parkland Conveyance By-law 2022-042. Parkland credit will not be granted for encumbered parkland, as it limits the potential for park programming.	Secondary Plan	MGP	It is acknowledged that the current Parkland Conveyance By-law 2022-042 does not permit parkland credit for encumbered land. However, the draft Parkland Conveyance By-law released in March 2025 includes provisions that would allow for parkland credit for certain encumbered lands, such as those containing underground stormwater management facilities, at the Town's discretion.
Economic Development					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
281.		Ben Roberts - There are no comments from Economic Development for this submission.	Information Only	N/A	Acknowledged.
Fire and Emergency Services					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
282.	1	The Community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within Caledon's Rural Service Centers. This gap will only increase with housing growth if fire suppression services are not accounted for in the design and approval of new developments	Subdivision	General	

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
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	and the expansion of the Rural Service Centers. Fire Services does not recommend increasing this risk until significant improvements are made in fire suppression deployment benchmarks to a level where 10 firefighters can respond within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within the rural service center boundaries. Any areas approved for growth that are underserved by fire suppression services shall have sprinklered residential (houses) and commercial-use buildings until the level of service reaches this benchmark.				
283.	2	Water supply and fire flow for firefighting must be adequate and satisfactory to the Region of Peel.	Subdivision	General	
284.	3	Comments provided in the draft plan of subdivision application, should be implemented into the Secondary Plan.	Tertiary Plan	General	Acknowledged.
Indigenous Engagement					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
285.	-	Sandra Sharpe - There are no comments relating to the letter.	Information Only	N/A	Acknowledged.
Municipal Numbers					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
286.	-	Emily King - please note that there are no comments or concerns from Municipal Numbers.	Information Only	N/A	Acknowledged.
Community Facilities					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
287.	1	Kevin Kyle – The Town is finalizing its Indoor Facilities Plan and will be bringing it forward to Council soon. It is agreed that a new Recreation Centre will be required in this area, but the new Recreation Centre isn't replacing MRC. See below recommended changes to 7.6.3 of the Planning Justification Report:	Information Only	General	Acknowledged.
288.	2	7.6.3 Community Center A proposed community centre is planned to be centrally located within the southern half of the MTSP area that would require at least 10 acres.	Secondary Plan	General / MGP	The MTLOG is proposing approximately 35 ha of tableland within the Greenbelt in the southern half of the MTSP to be used for parkland with an additional 5 ha allocated for the new Community Center. The 11 ha of proposed parkland within the Greenbelt in combination with the existing 9.1 ha of proposed parkland within the developable area of the MTSP's participating landowners would surpass the required 5% parkland dedication as per Section 42 (1) of the Planning Act.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
				A conceptual Facility Fit Plan has been prepared by NAK to represent the recreational servicing potential of the proposed parkland and new Community Centre within the Greenbelt showing that they can support a range of passive and active recreational uses within the Greenbelt and will have the capacity to perform the required recreational function and provide ample opportunity for amenities such as parking. Please refer to POR prepared by MGP. Please refer to the Facility Fit Plan prepared by NAK.	
289.	3	Based on discussion with the Town, it is our understanding that there is a need for a new community centre to service the future residents of the community. The proposed community centre will support the creation of a complete and well service community by providing valuable amenity space and recreational options to local residents in a centrally located and accessible location.	Secondary Plan	General / MGP	See response above.
Heritage					
<i>March 28, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>					
Cultural Heritage Assessment Report (CHAR)					
290.	-	Heritage staff will provide CHAR comments as a separate tracked changes Word document	Information Only	N/A	Refer to response to comments. Can be addressed at second submission.
Draft Official Plan Amendment					
291.	-	Heritage staff will provide Draft Official Plan Amendment comments as a separate tracked changes Word document	Subdivision	N/A	Refer to response to comments. Can be addressed at second submission.
Proposed Land Use Plan					
292.	-	Please identify potential cultural heritage resources within the subject lands, as identified by the CHAR and confirmed by Heritage staff, with an H symbol on the Proposed Land Use Plan.	Tertiary Plan	GBCA	Can be addressed at second submission.
Community and Sustainability Design Guidelines					
293.	1	Figure 1.10: revise to “Mayfield Tullamore Location of Listed Heritage Properties”	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.
294.	2	Listed, non-designated heritage properties are referenced in Section 1.2.2.8. <ul style="list-style-type: none"> Revise language to speak to listed, non-designated properties (listing and designation apply to real property, not buildings). 	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.

Mayfield Tullamore Town of Caledon Comments and Response Matrix					
Item	Town Comment	Applicable Planning Stage	Response by	Response	
295.	3	<ul style="list-style-type: none"> The image for 12380 Torbram Road is incorrect; the correct property is located across the road. Refer to images in the Cultural Heritage Assessment Report. 	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.
296.	4	<ul style="list-style-type: none"> Replace picture of outbuilding at 12722 Bramalea Road with an image of the stone farmhouse in the golf course lands. The stone farmhouse is the built heritage resource on the property. 	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.
297.	5	<ul style="list-style-type: none"> 12722 Bramalea Road is Banty's Roost Golf and Country Club, not 5069 Old School Road. 	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.
298.	6	<ul style="list-style-type: none"> We have a historic image of 4848 Mayfield, as well, if that would be of interest for community inspiration. 	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.
299.	7	<ul style="list-style-type: none"> Include an image of the house at 5069 Old School Road. It faces Bramalea Road and should also be used as inspiration for nearby buildings. 	Tertiary Plan	GBCA	This has been addressed. Currently under review by Cassandra Savini from the Town.
Archaeological Assessment					
300.	1	<p>The proponent provided the following archaeological assessment as part of the application submission:</p> <ul style="list-style-type: none"> "Stage 1 Archaeological Assessment of the Mayfield Tullamore Community Secondary Plan Area, Town of Caledon, Regional Municipality of Peel", prepared by Archaeological Services Inc., dated August 12, 2024. 	Tertiary Plan	ASI	n/a
301.	2	<p>No demolition, construction, grading or other soil disturbances shall take place prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s) and the MCM compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied, and the report(s) has been entered into the Public Registry.</p>	Tertiary Plan	ASI	Noted.

Mayfield Tullamore RJ Burnside Comments and Response Matrix					
Item		PDSB Comment	Applicable Planning Phase	Response by	Response
Transportation Peer Review					
<i>March 31, 2025, Letter from Xinli Tu, P.Eng Transportation Engineer</i>					
<i>General Comments</i>					
302.	1	The Study assumes that Highway 413 will be implemented under future conditions. We note that the presence of this proposed highway will have impacts on the distribution of traffic, especially given its proximity to the Mayfield Tullamore Secondary Plan and the proposed highway interchange located at Bramalea Road. In the case that the highway is not approved, the Study notes that "potential considerations for the community will be studied at that time, through the course of the development process." We generally agree with this approach and assume that traffic studies will be updated accordingly	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS.
303.	2	The proposed collector road network no longer proposes an east-west collector road within the community. While we agree that the road network should be built to reduce the amount of cut-through truck traffic through neighbourhoods to preserve the liveability standards, the function of a collector road is meant to collect traffic from residential areas and connect to higher order arterials. Further, there are other methods of mitigating cut-through and truck traffic if it becomes an issue. It is recommended that an east-west road be considered in the community with consultation with town staff to facilitate this need and ensure that the town network is not overburdened in the future.	Tertiary Plan	BA Group	The Secondary Plan has been revised to match the MMTMP network.
304.	3	The Terms of Reference (Appendix A) for the Study indicated that the "City of Brampton's development application websites will be reviewed to evaluate the inclusion of specific background developments. However, no comment was provided as to whether these were reviewed and/or adequately incorporated in the EMME model, which was used to model future conditions.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
305.	4	The Terms of Reference (Appendix A) for the Study notes that major site intersections will be reviewed. This should include the intersections at proposed collectors where there are roundabouts recommended.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
306.	5	The Terms of Reference (Appendix A) for the Study includes a review of existing traffic conditions. This is not provided	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
<i>Site Generated Traffic</i>					
307.	6	In projecting the future traffic demand for the residential uses, the Study assumed that apartment units were concentrated in the neighbourhood centre located in Zone E. The Preliminary Land Use and Transportation Plan schedule indicates that there is another neighbourhood centre located to the north (within Zone B). Please clarify why apartment units were considered in one neighbourhood centre but not the other.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
308.	7	The Study projects traffic for the residential uses within the Secondary Plan only and does not project traffic for retail uses. The Study assumed these trips will be internal to the Secondary Plan and therefore will not generate a significant amount of external trips. While we agree that this can be the case for ground	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS

Mayfield Tullamore RJ Burnside Comments and Response Matrix					
Item	PDSB Comment	Applicable Planning Phase	Response by	Response	
Transportation Peer Review					
<i>March 31, 2025, Letter from Xinli Tu, P.Eng Transportation Engineer</i>					
	floor retail areas of high-density residential buildings, no retail trips cannot be assumed across the Secondary Plan area. For example, residents located within other zones of the community may still use their vehicle and the study network to access retail/commercial areas in other zones.				
309.	8	Please provide clarification on how recreational uses (i.e., the proposed community centre) were accounted for in the trip generation. Recreational uses can attract demand from areas beyond those living within walking/biking distance.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
<i>Traffic Analysis</i>					
310.	9	The traffic operation tables throughout this section presents a summary of v/c's and LOS. The Region of Peel Guidelines require that 95 percentile queue lengths for individual movements be presented to confirm if they exceed the available lane storage. Please update the operation tables to include the 95th percentile queue and the available storage for each movement.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
311.	10	There are noted to be several movements projected to operate with a LOS F (high delays) at Mayfield Road/Dixie Road, Mayfield Road/Bramalea Road and Mayfield Road/Torbram Road. We agree that the improvements recommended as part of this Study should be investigated as part of the planned widening and study of Dixie Road, Bramalea Road and Torbram Road.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
312.	11	Several movements at the Mayfield Road/Street H intersection are projected to operate with a LOS F (high delays). The Study recommends additional turn lanes to address these operational concerns. However, no discussion is provided as to how these recommendations improved the operations. Please provide an operations summary of the intersection with the improvements implemented.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
313.	12	A review of the Synchro reports in the appendices indicate that the peak hour factor (PHF) of all movements at all study intersections were set to 1. Please justify why this value was used for all movements. Generally, this value should be calculated based on traffic counts. Where traffic counts are not available, the default value of 0.92 should be used.	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
<i>Appendix C: Proposed Cross Sections</i>					
314.	13	The cross section for the 18 m right of way local road does not include cycling facilities. We recommend that a cross section be developed for an option with cycling facilities considering all proposed collector roads within the community are identified as part of the cycling network and the local roads should facilitate access to them, where appropriate.	Tertiary Plan	BA Group	It is typically considered safe to cycle on local roads.

Mayfield Tullamore Watson & Associates Matrix					
PDSB Comment			Applicable Planning Phase	Response by	Response
Fiscal Impact Study – Peer Review <i>April 29, 2025, Report prepared by Watson & Associates</i>					
315.	13	Refer to Peer Review Fiscal Impact Study, prepared by Watson & Associates	Tertiary Plan	KPEC	The comments raised include differences on assumptions, and inputs. Discussions are ongoing with Town on equivalent study for other development area in Town, so differences anticipated to be resolved through that parallel process.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix					
Item	Region Comment		Applicable Planning Phase	Response by	Response
Region of Peel <i>January 16, 2025, Letter from Chrissy Pelopidas, Planner, Development Services Planning Authority</i>					
316.	-	In accordance with Bill 185, beyond July 1, 2024, the Region’s mandate will continue to include the provision of hard and soft services to the community, including but not limited to water and wastewater servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end, the Region will continue to have an interest in community building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services.	Information Only	General	Acknowledged.
<i>Planning Authority</i>					
317.	-	Regional staff acknowledge that the first submission of the MTSP OPA was incomplete and the following submission materials are required for the Region’s review of the application:			
	-	<ul style="list-style-type: none"> Functional Servicing Report (FSR): a high-Level Servicing and SWM Analysis, prepared by SCS Consulting Group Ltd. and dated August 29, 2024, was received but a fulsome FSR with all relevant information is required for review in the next submission. 	Tertiary Plan	SCS	A fulsome grading and servicing design will be provided in support of the block plan submission (i.e. Tertiary Plan Report)
318.	-	<ul style="list-style-type: none"> Stormwater Management Report (SWMR): a high-Level Servicing and SWM Analysis, prepared by SCS Consulting Group Ltd. and dated August 29, 2024, was received but additional information is required. Please see detailed SWM comments provided in this letter. 	Tertiary Plan	SCS	Acknowledged.
319.	-	<ul style="list-style-type: none"> Updated Local Subwatershed Study Phase 1 Report (December 2024 version): a Local Subwatershed Study Phase 1 Report, prepared by SCS Consulting Group Ltd. and dated August, 2024, was received. Regional staff were advised that an updated report would be provided in December 2024, but no updated report was received for review. Please advise when the updated report will be submitted. 	Secondary Plan	GEI	We have since received comments from the Region on Phase 1 on the revised February 2025 resubmission – this is addressed in comments below from MHBC/Region.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix				
Item	Region Comment	Applicable Planning Phase	Response by	Response
	<ul style="list-style-type: none"> Regional staff note that the Local Subwatershed Study for the MTSP is considered incomplete and a complete and approved study is required in order to logically inform the MTSP work. 			
320.	- <ul style="list-style-type: none"> A Development Staging and Sequencing Plan (DSSP)/Phasing Plan is required to be submitted for the Region's review. 	Tertiary Plan	MGP	Refer to Schedule B of OPA of the Secondary Plan. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan. At this stage of the Secondary Plan, the level of detail provided is appropriate to support the overall planning framework, and aligns with how phasing has typically been addressed in similar planning exercises.
321.	- <ul style="list-style-type: none"> A Hydrogeological Study is required to be submitted for the Region's review. 	Secondary Plan	GEI	The hydrogeological study is incorporated into Phase 1 and Phase 2 of the LSS
322.	- <ul style="list-style-type: none"> A Housing Assessment is required to be submitted for the Region's review. 	Secondary Plan	MGP	Included in Section 6.5.3 of Planning Opinion Report
323.	- <p>Please be advised that in order to complete a fulsome review of the MTSP, the Region requests a more detailed land use/concept plan that shows blocks, street network approved by all parties, specific densities, etc.</p>	Tertiary Plan	MGP	This will be part of the Tertiary Plan submission.
324.	- <p>The Region requires a processing fee for the review of this application. As per By-law 50-2023, the current fee for an Official Plan Amendment (OPA) is \$9,455.63. Please be advised that payment has been outstanding for 51 days, as of today's date. Please also note that the Fees By-law is amended from time to time and fees must be paid in accordance with the in-effect by-law at the time of payment, which may be different.</p>	Information Only	General	Noted.
325.	- <ul style="list-style-type: none"> Please refer to the Payment Request Letter sent to Malone Given Parsons Ltd. via email on November 26, 2024 for additional information. 	Information Only	General	Noted.
326.	- <ul style="list-style-type: none"> Please see further information on development application fees here: https://www.peelregion.ca/planning/development-services/resources.asp. 	Information Only	General	Noted.
327.	- <p>The Region is in receipt of the Planning Opinion Report (POR), prepared by Malone Given Parsons Ltd and dated August 2024, and offers the following comments:</p>			
	- <ul style="list-style-type: none"> Pages 1-2 of the POR describe a concurrent application review process for the subject secondary plan application as well as site-specific applications (plans of subdivision and rezonings). Regional staff note that the Town of Caledon Planning department have explained in the past (e.g., PARC meetings) that site-specific applications related to the proposed secondary plan will not be accepted/processed/reviewed until 	Secondary Plan	MGP	Acknowledged. This has been discussed through ongoing meeting with Town.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix				
Item	Region Comment	Applicable Planning Phase	Response by	Response
	such time that the secondary plan has been “sufficiently advanced”. Regional Planning staff will require additional review of secondary plan supporting studies prior to the Town deeming a secondary plan application sufficiently advanced and subsequent site-specific applications being submitted for review and comment.			
328.	- <ul style="list-style-type: none"> Please be mindful of references made to Halton Region within the report as the subject lands are located within Peel Region. (For example: section 1.3.1.) 	Secondary Plan	MGP	These types have been revised.
329.	- <ul style="list-style-type: none"> Section 2.0 of the POR states, “The Official Plan Amendment application is required in order to determine detailed land use designations, along with a planning framework ensuring that the staging and sequencing of development supports a logical development manner that efficiently utilizes existing infrastructure.” <ul style="list-style-type: none"> Regional staff note that a comprehensive Phasing Plan/DSSP was not included in the (incomplete) first submission. Please provide a DSSP in the next submission. 	Secondary Plan	MGP	Refer to Schedule B of OPA of the Secondary Plan. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan. At this stage of the Secondary Plan, the level of detail provided is appropriate to support the overall planning framework and aligns with how phasing has typically been addressed in similar planning exercises.
330.	- <ul style="list-style-type: none"> Section 7.4.1 states, “To ensure consistency, the community design guidelines, as outline above, along with the Transportation Impact Study and Phasing Plan will be approved prior to the registration of any plan of subdivision, draft plan of condominium, or approval of site plan application within the MTSP area.” <ul style="list-style-type: none"> The TIS and Phasing Plan/DSSP must be satisfactory to the Region prior to the secondary plan being approved. If adjustments need to be made to transportation and servicing studies submitted for associated subdivision, condominium, and/or site plan proposals, then site-specific studies in accordance with secondary plan studies will be required for review. 	Tertiary Plan	BA Group / MGP	Noted regarding TIS. Refer to Schedule B of OPA of the Secondary Plan. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan. At this stage of the Secondary Plan, the level of detail provided is appropriate to support the overall planning framework, and aligns with how phasing has typically been addressed in similar planning exercises.
331.	- <ul style="list-style-type: none"> The phasing approach identified in Section 7.4.2 is not satisfactory. Given the size of the subject lands and existing and planned infrastructure, Regional staff encourage MGP and the MTLOG to consider alternative phasing approaches as additional phases may be required to align with the Region’s planned delivery of infrastructure. 	Tertiary Plan	MGP	Refer to Schedule B of OPA of the Secondary Plan. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan. At this stage of the Secondary Plan, the level of detail provided is appropriate to support the

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix					
Item		Region Comment	Applicable Planning Phase	Response by	Response
					overall planning framework, and aligns with how phasing has typically been addressed in similar planning exercises.
332.	-	The Region is in receipt of the draft OPA for the MTSP and offers the following comments:			
	-	<ul style="list-style-type: none"> Policy 7.x.5.1.3: Please be advised that supporting studies shall be satisfactory to the Region prior to secondary plan approval. 	Tertiary Plan	General	
333.	-	<ul style="list-style-type: none"> Policy 7.x.5.2.1: Please be advised that agreements (or other satisfactory arrangements) between land owners shall be made prior to secondary plan approval. 	Tertiary Plan	General	
334.		<ul style="list-style-type: none"> Policy 7.x.5.2.2: Please revise the wording of the policy to “may consider” from “may require”. 	Secondary Plan	MGP	The policy has been revised.
335.	-	<ul style="list-style-type: none"> Policy 7.x.5.3.2: The phasing approach outlined in this policy is not satisfactory. Given the size of the subject lands and existing and planned infrastructure, Regional staff encourage MGP and the MTLOG to consider alternative phasing approaches as additional phases may be required to align with the Region’s planned delivery of infrastructure. 	Secondary Plan	MGP / Group	Refer to Schedule B of OPA of the Secondary Plan. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan. At this stage of the Secondary Plan, the level of detail provided is appropriate to support the overall planning framework, and aligns with how phasing has typically been addressed in similar planning exercises.
336.	-	<ul style="list-style-type: none"> Policy 7.x.5.3.3d): A detailed Phasing Plan/DSSP is required for the Region’s review. 	Secondary Plan	MGP / Group	Refer to Schedule B of OPA of the Secondary Plan. A more detailed phasing plan will be developed and submitted as part of the future Community Block Plan process, through the preparation of a Construction and Staging Plan. At this stage of the Secondary Plan, the level of detail provided is appropriate to support the overall planning framework, and aligns with how phasing has typically been addressed in similar planning exercises.
337.	-	<ul style="list-style-type: none"> Policy 7.x.5.3.4: Please be advised that should the phasing approach be amended, this section should also be amended accordingly. 	Secondary Plan	MGP	Acknowledged.
338.	-	<ul style="list-style-type: none"> Policy 7.x.5.3.5: Please include wording for delivery of affordable housing units. 	Secondary Plan	MGP	This has been added.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix					
Item	Region Comment	Applicable Planning Phase	Response by	Response	
339.	-	<ul style="list-style-type: none"> Policy 7.x.7.3.4I): Please be advised that Regional infrastructure and services (e.g., water and wastewater services, waste collection, etc.) must be feasible for development proposals on laneways. 	Tertiary Plan	SCS	Noted.
340.	-	<ul style="list-style-type: none"> Please be mindful of references made to Halton Region within the proposed amendment as the subject lands are located within Peel Region. (For example: section 7.x.8.) 	Secondary Plan	MGP	The applicable policies have been revised.
341.	-	<ul style="list-style-type: none"> Policy 7.x.11.2.1: Please revise the wording of the policy to "...in consultation with, and to the satisfaction of, Peel Region." 	Secondary Plan	MGP	The policy has been revised.
342.	-	<ul style="list-style-type: none"> Policy 7.x.11.2.2: Please revise the wording of the policy to "...ecologically and fiscally responsible manner." 	Secondary Plan	MGP	The policy has been revised.
343.	-	<ul style="list-style-type: none"> Section 7.x.11.3: Please include references to the Region of Peel and its SWM requirements and guidelines. 	Secondary Plan	MGP / SCS	The policy has been revised.
344.	-	<ul style="list-style-type: none"> Policy 7.x.12.6.2: The Region requests the Town of Caledon to confirm that approval of the MTSP is required in order to consider the tertiary plan "substantially advanced". 	Information Only	MGP / Group	Acknowledged.
345.	-	<ul style="list-style-type: none"> Policy 7.x.12.6.2: Please include language that speaks to external agencies' (Region of Peel, TRCA, etc.) feedback and requirements being met. 	Secondary Plan	MGP	The policy has been revised.
346.	-	<ul style="list-style-type: none"> Policy 7.x.12.6.4: Please include a Housing Assessment in the submission requirements list. 	Secondary Plan	MGP	The policy has been revised.
<i>Regional Easements</i>					
347.	-	There is a Regional easement on the south end of the proposed secondary plan area (along Mayfield Road). Please be advised that unauthorized encroachments on Regional easements will not be permitted.	Information Only	General	Noted.
<i>Public Health</i>					
348.	-	The submitted Healthy Development Assessment (HDA) indicates the subject lands are progressing in the promotion of a healthy built form. Staff request the review of the HDA against detailed concept plans when they are submitted. Further details are required for the Region's review regarding the design of the community areas including: General			
349.	-	<ul style="list-style-type: none"> Inclusion of either more public services throughout the Secondary Plan or ensuring the locations of the proposed public services allow for a greater residential catchment area. This includes closer residential proximity to commercial retail, schools, grocery stores and other restaurants, banks, personal service, and community and recreation centres. 	Tertiary Plan	MGP	Refer to Section 7.6 of the POR. Refer to Facility Fit Plan provided by NAK. To be provided through Tertiary Plan Submission.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix					
Item	Region Comment	Applicable Planning Phase	Response by	Response	
350.	-	<ul style="list-style-type: none"> Where possible, connect trails and the open space system to residential areas to encourage walking connections throughout the community. There is an association between mental health and natural environments and exposure to natural environments can have a positive impact on the overall mental health and wellbeing of residents. Consider incorporating green infrastructure in non-traditional spaces. 	Tertiary Plan	MGP	Refer to Section 6.7.4 of the POR. Refer to Facility Fit Plan provided by NAK. To be provided through Tertiary Plan Submission.
351.	-	<ul style="list-style-type: none"> Confirmation of the details regarding sidewalk design, separated cycling facilities, pedestrian and cyclist amenities, and street network design, as indicated in the HDA. 	Subdivision	MGP	To be provided at Draft Plan of Subdivision stage.
352.	-	Additionally, for any future commercial, institutional, residential, and mixed-use blocks which require a site plan, a small scale health assessment will be required. The user guide and tool can be found under the resources section at: Healthy Communities - Region of Peel (peelregion.ca). Please choose the appropriate tool depending on the uses proposed. For example – the ICI HDA vs HDA	Subdivision	General	Acknowledged.
<i>Waste Management</i>					
353.	-	All single and non-stacked townhouse units would be eligible to receive Region of Peel curbside cart-based waste collection of garbage, recycling, and organics provided that the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) are met.	Subdivision	Group	Noted. To be dealt with future development application stages.
354.	-	<ul style="list-style-type: none"> Pertaining to proposed laneways, please confirm the direction of travel, laneway widths, and location of collection points for the laneway units. Note: the waste collection vehicle can only collect from the right side of the vehicle. 	Subdivision	Group	Noted. To be dealt with further development application stages.
355.	-	All multi-residential apartment and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and recycling provided that the requirements outlined in Section 2.0 and 4.0 of the waste collection design standards manual are met through the future site plan application.	Subdivision	Group	Noted. To be dealt with further development application stages.
356.	-	Retail and Employment units will be required to receive private waste collection.	Subdivision	Group	Noted.
357.	-	Comments pertaining to institutional and mixed-use development blocks will be provided separately, once they come for development through the site plan review process.	Subdivision	Group	Noted.
358.	-	For the remainder of this OPA application, the Region's applicable waste collection methods will be confirmed through future development application submissions. Upon receiving an application for review, the Region will direct the applicant to the waste-collection-design-standards-manual.pdf (peelregion.ca) to identify the appropriate collection type and requirements based on the type of development.	Subdivision	Group	Noted.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix					
Item	Region Comment	Applicable Planning Phase	Response by	Response	
359.	-	<ul style="list-style-type: none"> A Waste Management Plan will be required to demonstrate how the WCDSM will be met for the applicable lands through subsequent development applications within the proposed secondary plan area. 	Subdivision	Group	Noted.
360.	-	For additional details regarding the requirements outlined in the Region of Peel Waste Collection Design Manual, please refer to the Region of Peel Waste Collection Design Standards Manual, which can be accessed at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf	Subdivision	Group	Noted.
<i>GTA West Focused Analysis Area</i>					
361.	-	The proposed development is within the MTO's GTA West Corridor study lands. We therefore request that Town staff consider comments from MTO and incorporate their requirements appropriately. Final approval of this application requires all concerns to be addressed to the satisfaction of the MTO.	Tertiary Plan	BA Group	
<i>Transportation – Studies & Accesses</i>					
362.	-	The Traffic Impact Study (TIS), prepared by BA Group and dated August 2024, was received by the Region on November 20, 2024. The Region offers the following comments on the TIS:			
	-	<ul style="list-style-type: none"> Any proposed access/roadway connections are to align with the road network of the approved surrounding secondary plans and any new secondary plan. Finer details will be addressed in forthcoming submissions. 	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
363.	-	<ul style="list-style-type: none"> Please be advised that any existing access connections along Mayfield Road along the frontage of this site will be subject to review and revision as a part of the secondary plan. <ul style="list-style-type: none"> All access configurations, locations and type including all geometrics for auxiliary turn lanes will be determined after receipt and review of a satisfactory TIS, in consultation with the secondary and tertiary plans. 	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
364.	-	<ul style="list-style-type: none"> The Region requests a concept plan that clearly indicates the spacing distances for any proposed roadways for our review and comment, this should be included in the TIS. 	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
365.	-	<ul style="list-style-type: none"> Signals Warrant Analysis will be required for any proposed roadways onto Mayfield Road. 	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
366.	-	<ul style="list-style-type: none"> The TIS speaks to intersection improvements along Mayfield Road, the Region will review these improvements in a functional design after the TIS is updated with the above request information. 	Tertiary Plan	BA Group	Noted.
367.	-	<ul style="list-style-type: none"> Pedestrian infrastructure and other urbanization may be required including a multi-use path along the entirety of the site fronting Mayfield 	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix				
Item	Region Comment	Applicable Planning Phase	Response by	Response
	Road, details will be reviewed in future submissions and in consultation with our Capital Team. To be mentioned in the TIS.			
368.	- <ul style="list-style-type: none"> The Region looks at access locations in conjunction with the Regional Standards based on the Controlled Access By-Law 62-2013; which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Road is classified as an Industrial Connector, which calls for 450m spacing for full moves to full moves access and 100m spacing for full moves to a right-in/right-out accesses. Please review the Region's Road Characterization Study and Controlled Access By-Law for more detailed information. To be noted in the TIS. 	Tertiary Plan	BA Group	This will be included in an updated TIS.
369.	- <ul style="list-style-type: none"> Mayfield Road is designated as a primary truck route in the Region's Strategic Goods Movement Network. In the TIS, this corridor has been shown to provide a high level of service. To ensure accurate assessments, we recommend that the study includes traffic growth rate information for Mayfield Road as expected by Peel Region. <ul style="list-style-type: none"> For example: Compound Annual Growth Rate Forecasts for Mayfield Road (Torbram Road to Bramalea Road): <ul style="list-style-type: none"> 1.5% (2011 to 2021) 1.0% (2021 to 2031) 0.5% (2031 to 2041) Please note that these growth rates do not account for the accelerated growth rate targets set by Bill 23, as those forecasts were only recently approved by Regional Council. These estimates are derived from multiple sources, including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. If anyone requires further assistance with forecasting, please feel free to contact us at transportationplanningdata@peelregion.ca. 	Tertiary Plan	BA Group	This will be addressed in the tertiary plan TIS
<i>Transportation – Standards, Specifications, and Submission Requirements:</i>				
370.	- Please review the Public Works Design, Specifications & Procedures Manuals, and the Region of Peel's Standard Drawings which can be found at the following links. Digital copies can be provided upon request.	Information Only	BA Group	Noted.
371.	- Linear Infrastructure – Site Plan Process: Public Works Design, Specifications & Procedures Manual - Linear Infrastructure - Site Plan Process - Revised November 2009 (peelregion.ca)	Information Only	BA Group	Noted.
372.	- Public Works Design, Specifications and Procedures Manual: Design, standards specification and procedures - Region of Peel (peelregion.ca)	Information Only	BA Group	Noted.

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix				
Item	Region Comment	Applicable Planning Phase	Response by	Response
373.	- Public Works Design, Specifications and Procedures Manual – Linear Infrastructure: Public Works - Design, Specifications & Procedures Manual - Linear Infrastructure - CAD Submission Requirements - Capital Works - June 2015 (peelregion.ca)	Information Only	BA Group	Noted.
374.	- Public Works CAD Submission Requirements – Development: Microsoft Word - Development Submission Requirements Manual - Nov2017.docx (brampton.ca)	Information Only	BA Group	Noted.
375.	- Standard Drawings - Roads & Traffic: Roads and traffic - standards drawings - Region of Peel (peelregion.ca)	Information Only	BA Group	Noted.
<i>Stormwater Management</i>				
376.	- The Region is in receipt of the High-Level Servicing and SWM Analysis prepared by SCS Consulting Group Ltd. dated August 29, 2024. This analysis is not satisfactory to staff.	Tertiary Plan	SCS	Acknowledged.
377.	- The Region requires a satisfactory Stormwater Management Report (SWMR) for review. The SWMR is required to address the relevant sections of the Region's SWM report submission requirements: https://peelregion.ca/sites/default/files/2024-04/stormwater-management-report-requirements-december-2022.pdf .	Tertiary Plan	SCS	Acknowledged. A SWM report will be provided in support of the Tertiary Plan process in accordance with Region requirements.
378.	- <ul style="list-style-type: none"> Additionally, please address the Region's relevant SWM criteria found here: https://peelregion.ca/sites/default/files/2024-08/stormwater-design-criteria-201906.pdf 	Tertiary Plan	SCS	Noted. Region SWM criteria will be identified in subsequent submissions of the Local SWS.
379.	- Please revise the preliminary grading and servicing plan to clearly identify the location of SWM facilities and their outlet, with flow rate.	Tertiary Plan	SCS	SWM facility locations will be confirmed as part of the Tertiary Plan process as well as preliminary outlet locations and release rates.
380.	- The Region requires a satisfactory ESC plan that clearly shows the location of temporary sediment basins and their outlet, with flow rate.	Subdivision	SCS	To be provided at detailed design
381.	- The Region requires a satisfactory drainage area plan that clearly outlines the internal and external catchment area (ha) and runoff coefficient, with flow direction for minor and major flows.	Tertiary Plan	SCS	Addressed in Phase 2 Local SWS
382.	- A hydraulic/floodplain analysis is required within the SWMR if there are impacts on Regional roads and crossings.	Tertiary Plan	SCS	Addressed in Phase 2 Local SWS
383.	- Flows from external lands (including lands of non-participating landowners) shall not be rerouted to regional roads.	Tertiary Plan	SCS	Addressed in Phase 2 Local SWS
384.	- No grading will be permitted within any Region of Peel ROW to support adjacent developments.	Information Only	SCS	Noted.

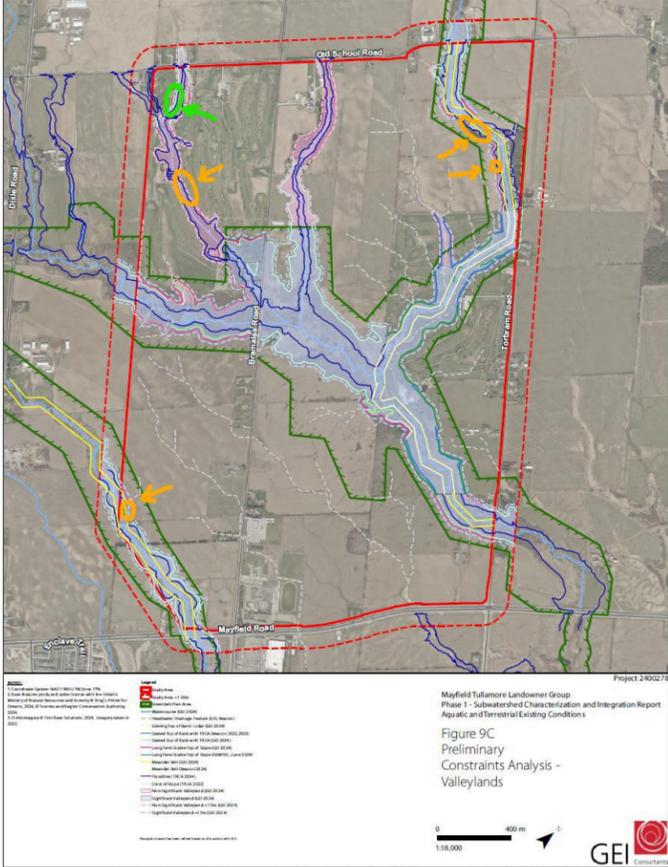
Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix					
Item	Region Comment	Applicable Planning Phase	Response by	Response	
385.	-	For SWM facilities adjacent to a regional road, emergency overland flows shall not cause flooding of Regional roads. Regional road drainage should be managed by any SWM facilities, as needed.	Tertiary Plan	SCS	Noted. Addressed in Phase 2 Local SWS
<i>Development Engineering</i>					
386.	-	Please be advised that the Region's servicing comments are subject to change upon review of a fulsome FSR and approved Local Subwatershed Study Report (LSWS).	Information Only	General	Acknowledged.
387.	-	Please be advised that the Region's servicing comments are subject to change should the proposed population, water demand, and sanitary servicing plan change.	Information Only	General	Acknowledged.
<i>Water Servicing</i>					
388.	-	The secondary plan area is serviced by water pressure zones 6 and 7.	Information Only	SCS	Noted.
389.	-	There is an existing 200mm water main along Torbram Road and 300mm/400mm water main from Mayfield Road northerly.	Information Only	SCS	Noted.
390.	-	Based on a preliminary review, the Region has no objection to the proposed conceptual water servicing plan as it aligns with the Region of Peel DC Water Servicing Plan.	Information Only	SCS	Noted.
391.	-	<ul style="list-style-type: none"> The Region requires further details on water demands with the subsequent submissions to evaluate the water servicing in detail. 	Tertiary Plan	SCS	Acknowledged. Additional water demand details will be provided upon finalization of the road network via the Town's TMP update.
392.	-	The proposed water servicing plan for the MTSP suggests additional new water mains along Bramalea Road, Old School Road, and the future street. These proposed water mains combined with the water DC plan would be conceptually sufficient to service the secondary plan. The proposed water servicing within the MTSP shall be designed according to the Region of Peel standards.	Information Only	SCS	Noted.
393.	-	<ul style="list-style-type: none"> The additional water mains proposed in the secondary plan would be evaluated for sizing and alignment under the Water and Wastewater Servicing Master Plan and the Central Caledon Servicing Study. 	Information Only	SCS	Noted.
<i>Sanitary Servicing</i>					
394.	-	There are no existing sanitary sewers that would service the proposed secondary plan area.	Information Only	SCS	Noted.
395.	-	Based on a preliminary review, the Region has no objection to the proposed sanitary servicing plan as it aligns with the Region of Peel DC Wastewater Servicing plan.	Information Only	SCS	Noted.
396.	-	<ul style="list-style-type: none"> The Region requires further details on sanitary flows and sewer sizing calculations with the subsequent submissions to evaluate the sanitary servicing in detail. 	Tertiary Plan	SCS	Acknowledged. Additional water demand details will be provided upon finalization

Mayfield Tullamore Tertiary Plan Region of Peel Comments and Response Matrix				
Item	Region Comment	Applicable Planning Phase	Response by	Response
				of the road network via the Town's TMP update.
397.	- The proposed sanitary sewers included in the sanitary servicing plan shall be designed according to the Region of Peel standards.	Information Only	SCS	Noted.
398.	- <ul style="list-style-type: none"> The proposed MTSP sanitary servicing strategy needs to be evaluated with the in-progress Central Caledon Servicing study and the Water and Wastewater Servicing Master Plan. 	Information Only	SCS	Noted.
399.	- <ul style="list-style-type: none"> The DC proposed sanitary sewers would be re-evaluated and resized accordingly. 	Information Only	SCS	Noted.
<i>Additional Comments</i>				
400.	- The Region requires the MTSP servicing strategy to be approved prior to secondary plan approval.	Secondary Plan	General	Noted.
401.	- All costs associated with servicing proposed developments within the MTSP area will be at the applicant's expense.	Information Only	General	Noted.
402.	- Servicing of the MTSP will require construction of oversized watermain and sanitary sewers which are the financial responsibility of the Region as per Development Charges By-law.	Information Only	General	Noted.
403.	- The needed oversized watermains and sanitary sewers to service the secondary plan area require further fine tuning and updates.	Information Only	General	Noted.
404.	- The developers will be required to obtain and dedicate easements (if any) as required by the Region for Regional infrastructure.	Information Only	General	Noted.
Region of Peel				
<i>April 30, 2025, Letter from Eric Brathwaite, Town of Caledon Planning Consultant, MHBC Planning</i>				
Phase 2 Local Subwatershed Study				
405.	- Regional Staff have reviewed the Phase 2 Report of the Mayfield-Tullamore Secondary Plan Local Subwatershed Study, prepared by GEI Consultants Canada Ltd (in collaboration with SCS Consulting Group Ltd) and dated April 2025, and offer no major comments at this time. Staff's recommendation is to consider incorporating Groundwater Constructability Constraints (Peel Groundwater Areas of Concern) into the LSWS work.	Tertiary Plan	GEI	Acknowledged
406.	- Please continue to include the Region in TAC meetings and circulate to us on future LSWS and secondary plan work. Contact: Chrissy Pelopidas, email chrissy.pelopidas@peelregion.ca	Information Only	GEI	Acknowledged

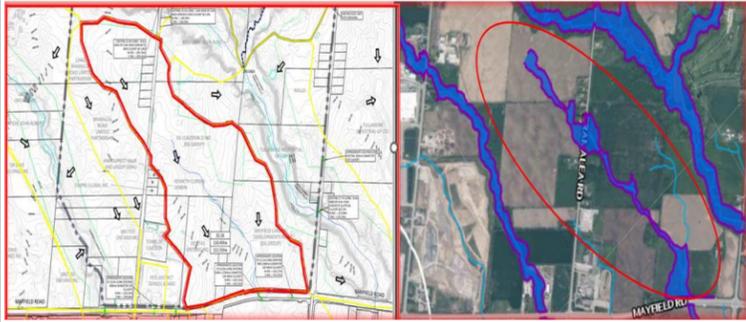
Mayfield Tullamore PDSB Comments and Response Matrix				
Item	PDSB Comment	Applicable Planning Phase	Response by	Response
Peel District School Board				
<i>December 16, 2024 Letter from Zach Tessaro, BES Planner – Development, Planning and Accommodation Dept.</i>				
407.	- PDSB requests two (2) School sites within this proposed development.	Secondary Plan	MGP	Acknowledged. Please refer to Section 7.6.1 Schools of the POR.
<i>Draft Official Plan Amendment</i>				
408.	- 7.x.7.8.2: PDSB requests two (2) elementary school sites for this secondary plan consisting of 8 acres (3.24 Ha) with two street frontages.	Secondary Plan	MGP	Acknowledged. Please refer to Section 7.6.1 Schools of the POR.
409.	- Thank you for providing the opportunity to comment. PDSB would like to continue to be an active partner in the development of the Draft Official Amendment.	Information Only	MGP	Noted.
410.	- Please use the Peel District School Board when referring to our board within this application.	Information Only	MGP	Noted.

Mayfield Tullamore DPCDSB Comments and Response Matrix				
Item	DPCDSB Comment	Applicable Planning Phase	Response by	Response
Dufferin-Peel Catholic District School Board				
<i>December 4, 2024 Letter from Krystina Koops, MCIP, RPP, Planner</i>				
411.	- Based on the proposed number of residential units for the secondary plan area, 2 catholic elementary school sites will be required to service this plan. DPCDSB requests a minimum site size of 2.4 ha (6 acres) on a 22 m right of way. Further, DPCDSB requests that the catholic elementary schools be distributed so they are centrally located and evenly spaced.	Secondary Plan	MGP	Acknowledged. Please refer to Section 7.6.1 Schools of the POR.
<i>Mayfield Tullamore Secondary Plan</i>				
412.	- Section 7.7.8.2.4 This policy should be removed/deleted. Should the Town want access to a school site that is not acquired, it would be more appropriate to include this in the Subdivision Agreement. This policy would be problematic for school boards in the future, if for example, a school were to close. School boards are required to follow Ontario Regulation 374/23, which is the disposition process, and it does not allow the Town first right of refusal.	Secondary Plan	MGP	NOTE to Rohan, this was not removed.
<i>Planning Opinion Report</i>				
413.	- Section 7.6.1 The study correctly identifies the need for 2 catholic elementary school sites. However, the study does not clarify lands of participating landowners. DPCDSB will require clarification of participating landowners to ensure that the elementary school sites will be available as development proceeds.	Secondary Plan	MGP	Acknowledged. Refer to Figure 21 of the POR which provides participating landowners as Phase 1.

Mayfield Tullamore TRCA Comments and Response Matrix				
Item	TRCA Comment	Applicable Planning Phase	Response by	Response
Phase 1 Local Subwatershed Study				
<i>March 11, 2024, Letter from Michael Hynes, MES, MCIP, RPP, CET, Senior Planner, Development Planning and Permits / Development and Engineering Services</i>				
414.	-			<p>This letter will acknowledge receipt of the Town's circulation of the above noted Official Plan Amendment (OPA) Application received by Toronto and Region Conservation Authority (TRCA) on November 20, 2024. A list of materials reviewed by TRCA is included in Appendix "A".</p> <p>TRCA staff have reviewed the application and submission in accordance with the Conservation Authorities Act (CA Act) and its associated regulations, which require TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. Whether acting on behalf of the Ministry of Natural Resources (MNR) or as a public body under the Planning Act, Conservation Authorities (CAs) must help ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Planning Statement (PPS, 2024) and conform to any natural hazard policies in a provincial plan.</p> <p>In addition, TRCA staff have also reviewed these applications in accordance with TRCA's permitting responsibilities under Section 28.1 of the CA Act. Where development activities are proposed within a TRCA Regulated Area (i.e., river or valley, wetlands, hazardous lands, etc.), a permit is required from TRCA. TRCA must ensure that where a proposal is within an area regulated by TRCA, that the proposal conforms with the appropriate policies of Section 8 of TRCA's Living City policies (LCP), which evaluate a proposal's ability to meet the tests of the CA Act and regulation.</p>
<i>Application Specific Comments</i>				
415.	-		<p>Secondary Plan – hydrogeological study, water balance and feature based water balance, preliminary SWM criteria</p> <p>Tertiary Plan – detailed servicing and SWM criteria</p>	<p>SCS/GEI</p> <p>The hydrogeological study is incorporated into Phase 1 and Phase 2 of the LSS.</p> <p>Topographical survey was incorporated into the plans provided in the Phase 1 and Phase 2 of the LSS.</p> <p>Water Balance Assessment and Feature Based Water Balance Risk Evaluation was completed as part of Phase 2.</p> <p>Preliminary servicing and SWM criteria have been identified in the High Level Servicing and SWM Analysis/Phase 1 and 2 Local SWS. Additional detail will be provided through submissions in support of the Tertiary Plan process.</p>
<i>TRCA Plan Review Fee</i>				
416.	-		Information Only	General
				Acknowledged.
<i>Recommendation</i>				
417.	-			General
				Acknowledged.

Mayfield Tullamore TRCA Comments and Response Matrix				
Item	TRCA Comment	Applicable Planning Phase	Response by	Response
	and the applicant amends the Technical studies that were reviewed by the TRCA provided in Appendix "B" below.			
Phase 1 Local Subwatershed Study March 24, 2025 Letter from Michael Hynes, MES, MCIP, RPP, CET, Senior Planner, Development Planning and Permits / Development and Engineering Services				
Geotechnical				
418. 1	<p>A preliminary slope stability study has been provided within Appendix E10 of the Phase 1 LSS Report. Areas where a Long-Term Stable Top of Slope (LTSTOS) has been determined by GEI Consultants (GEI) are shown on Figures 2A to 2E, inclusive. In addition, the LTSTOS determined by GEI is also shown on Figure 9C within Appendix B, which also shows the LTSTOS established by GEMTEC. However, based on a review of the slopes, there are some locations where the LTSTOS line will need to be extended to cover certain portions along the slope where steep slopes are present or the slope continues from where the LTSTOS determination ended, or where a break in the LTSTOS is present for a relatively short distance. These sections are circled in orange in the following snippet.</p> 	Secondary Plan	GEI	The GEMTEC report was submitted to TRCA; GEMTEC and GEI have since received comments from TRCA and have revised accordingly. GEI also met with TRCA to discuss areas where the LTSTOS needs to be extended; these minor revisions will be made and incorporated into the resubmission.
419. 2	In addition, in the area circled in green in the above mapping, it is understood that the top of bank was staked by TRCA in the area, but it is believed this is within a non-participating property. It should be	Secondary Plan	GEI	GEI met with TRCA to discuss areas where the LTSTOS needs to be extended; these minor revisions

Mayfield Tullamore TRCA Comments and Response Matrix					
Item	TRCA Comment	Applicable Planning Phase	Response by	Response	
	confirmed if this is the reason why the LTSTOS has not been established in this area by GEI. If this is not the case, the LTSTOS will also need to be established and plotted in this area.			will be made and incorporated into the resubmission	
420.	3	It is understood that a slope stability assessment was carried out by GEMTEC to determine the position of the LTSTOS line for the properties owned by Tullamore Residential Ltd. and Mayfield Golf Course Property, of which their determined LTSTOS lines are also shown on Figure 9C within Appendix B of the Phase 1 LSS. However, considering that these properties are shown as participating owners, the GEMTEC slope stability assessment report will also need to be provided for review.	Secondary Plan	GEI	This report was submitted to TRCA and GEMTEC and GEI have since received comments. Minor revisions will be incorporated into the resubmission.
421.	4	In all other areas where a slope is present and are located within non-participating properties, it should be noted that where any of these properties become participating properties and/or development is proposed within these properties in the future, slope stability assessment(s) will need to be carried out to delineate the position of the LTSTOS line within these properties.	Secondary Plan	GEI	Acknowledged, this will be noted in the Phase 2 resubmission but is also covered through the draft secondary plan policies which outline the need for further studies to confirm natural heritage and natural hazard features and functions for all non-participating properties within the Secondary Plan Area
<i>Ecology</i>					
422.	5	Section 3.1.3 Characterization and Analysis should be revised to clarify whether the 'drainage features' pg. 63 Phase 1 Report, are watercourses and/or wetlands under the Conservation Authority Act's definition of a watercourse and wetland. Currently the description of these features is ambiguous and clarity is required to determine whether these features are regulated under the Conservation Authorities Act. Please clarify.	Tertiary Plan	GEI	Acknowledged, this will be clarified.
<i>Hydrogeology</i>					
423.	6	Page 151 (Properties 7 & 8): Artesian conditions were encountered in BH/MW 29, NW 31D and NW 33D. BH/MW 29 was screened at 15 mbgs within a deeper glacial till deposit. Further investigation may be warranted in this area at the site-specific level to characterize the pressurized ORAC in this area.	Tertiary Plan	GEI	Acknowledged
424.	7	Section 5.3 (Page 210): For all non-participating properties, it is expected that a similar level of field investigation would be required for any land use changes proposed to identify existing characteristics and conditions present.	Tertiary Plan, subdivision	GEI	Acknowledged
425.	8	There are no material changes in the hydrogeology section of the Local Subwatershed Study. However, groundwater monitoring is required for at least one year, with completion scheduled for August 2025. The team will conduct a review once the necessary data has been collected, analyzed, and submitted in a report.	Tertiary Plan	GEI	Acknowledged
<i>Water Resources</i>					
426.	9	Section 3.3 – Hydrology and Hydraulics: Existing Conditions of the <i>Mayfield Tullamore Local Subwatershed Study: Phase 1 – Subwatershed Characterization and Integration Report</i> , completed by GEI Consultants Canada Ltd. in collaboration with SCS Consulting Group (dated February 2025), outlines the criteria for floodplain delineation if it meets: <ul style="list-style-type: none"> The drainage area criterion (greater than 50 hectares), AND 	Secondary Plan	GEI	Conversation on-going with TRCA – it is GEI and SCS's opinion that features that do not meet the definition of a watercourse should not be regulated/no floodplain should be required. GEI has since

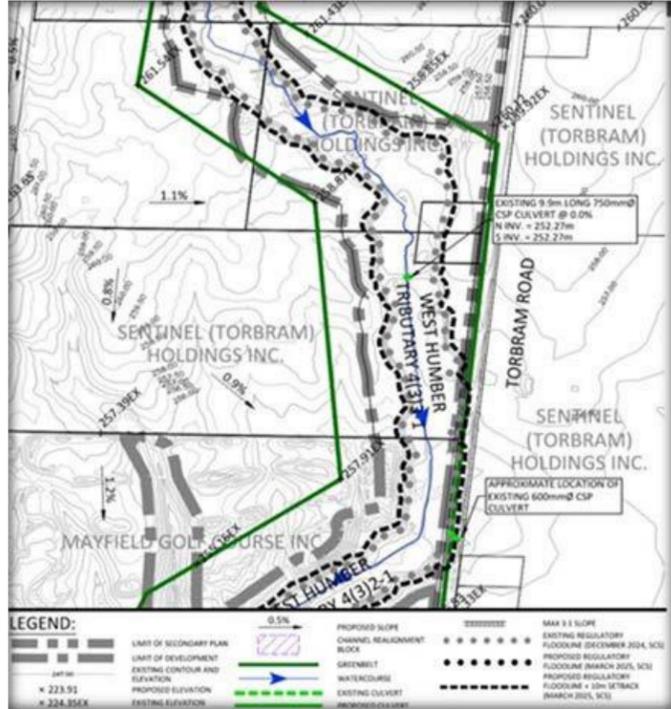
Mayfield Tullamore TRCA Comments and Response Matrix																																																						
Item	TRCA Comment	Applicable Planning Phase	Response by	Response																																																		
	<ul style="list-style-type: none"> The watercourse definition (a defined channel with a bed and banks, where water flows regularly or continuously). <p>However, TRCA's approach delineates a floodplain for any feature receiving runoff from a catchment area of 50 hectares or more, as such areas can generate significant runoff that poses a flood hazard to the public and property. Additionally, smaller drainage areas may also require evaluation, particularly in urbanized settings, steep terrain, or locations with historical flooding.</p> <p>Under O. Reg. 41/24, river or stream valleys may still be regulated even if they lack a defined watercourse, provided they contain depressional features associated with a river or stream. Furthermore, drainage features that contribute to overland flow or connect to larger water systems can pose flood risks, even without a defined channel.</p> <p>Therefore, any drainage feature receiving runoff from 50 hectares or more should be assessed, and its floodplain delineated accordingly.</p>			<p>received confirmation through TRCA's review of the HDFA photolog, that this feature is not a watercourse and does not require regulation.[HS3.1][NM3.2]</p> <p>Safe conveyance of runoff in the post-construction condition will be confirmed through submissions in support of the Tertiary Plan process.</p>																																																		
427. 10	<p>Table 3-5 of the Mayfield Tullamore Local Subwatershed Study: Phase 1 – Subwatershed Characterization and Integration Report, completed by GEI Consultants Canada Ltd. in collaboration with SCS Consulting Group (dated February 2025), provides a summary of the floodplain constraint analysis.</p> <p>It is noted that H8 (see map below) has a drainage area of 111.51 hectares (Catchment 32.26), and H3 has a drainage area of 53.54 hectares (Catchments 301 and 302). However, the applicant has recommended that floodplain mapping is not required for these two features.</p> <p>Since both H8 and H3 exceed the 50-hectare drainage area threshold, TRCA requires the applicant to maintain the floodplain mapping on the drawings to ensure proper flood hazard assessment and regulatory compliance.</p> <table border="1"> <thead> <tr> <th>West Humber River Tributary /HDF</th> <th>HEC-RAS Tributary Label</th> <th>Drainage Area (ha)</th> <th>Classified as Watercourse</th> <th>Floodplain Constraint Required</th> </tr> </thead> <tbody> <tr> <td>H8</td> <td>F</td> <td>111.51 (Catchment 32.26)</td> <td>No</td> <td>No</td> </tr> <tr> <td>H3</td> <td>K</td> <td>53.54 (Catchments 301 and 302)</td> <td>No</td> <td>No</td> </tr> <tr> <td>H22</td> <td>L</td> <td>14.85 (Catchment 303)</td> <td>No</td> <td>No</td> </tr> <tr> <td>WHT4(3)4</td> <td>O</td> <td>123.89 (Catchments 201-203)</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>N/A</td> <td>P – South Reach 3</td> <td>37.17 (Catchment 101)</td> <td>No</td> <td>No</td> </tr> <tr> <td>N/A</td> <td>P – South Reach 2</td> <td>34.08 (Catchment 102)</td> <td>No</td> <td>No</td> </tr> <tr> <td>WHT4(3)5-2</td> <td>P – South Reach 1</td> <td>71.25 (Catchments 101 and 102)</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>WHT4(3)5-2</td> <td>P – North Reach 1</td> <td>58.05 (Catchment 103)</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>WHT4(3)5-1</td> <td>P – Reach 1A-3A</td> <td>193.41 (Catchments 101-106)</td> <td>Yes</td> <td>Yes</td> </tr> </tbody> </table> 	West Humber River Tributary /HDF	HEC-RAS Tributary Label	Drainage Area (ha)	Classified as Watercourse	Floodplain Constraint Required	H8	F	111.51 (Catchment 32.26)	No	No	H3	K	53.54 (Catchments 301 and 302)	No	No	H22	L	14.85 (Catchment 303)	No	No	WHT4(3)4	O	123.89 (Catchments 201-203)	Yes	Yes	N/A	P – South Reach 3	37.17 (Catchment 101)	No	No	N/A	P – South Reach 2	34.08 (Catchment 102)	No	No	WHT4(3)5-2	P – South Reach 1	71.25 (Catchments 101 and 102)	Yes	Yes	WHT4(3)5-2	P – North Reach 1	58.05 (Catchment 103)	Yes	Yes	WHT4(3)5-1	P – Reach 1A-3A	193.41 (Catchments 101-106)	Yes	Yes	Tertiary Plan	GEI	See comment response above.
West Humber River Tributary /HDF	HEC-RAS Tributary Label	Drainage Area (ha)	Classified as Watercourse	Floodplain Constraint Required																																																		
H8	F	111.51 (Catchment 32.26)	No	No																																																		
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WHT4(3)5-1	P – Reach 1A-3A	193.41 (Catchments 101-106)	Yes	Yes																																																		
428. 11	Please advise the applicant to submit the revised Hydrology model for TRCA review prior to any approvals of the Secondary Plan or Draft Plan of Subdivision.	Tertiary Plan	GEI	Can be addressed through the tertiary planning process and/or draft plan of subdivision.																																																		
429. 12	Please advise the applicant to submit the revised HEC-RAS model for TRCA review prior to any approvals of the Secondary Plan or Draft Plan of Subdivision	Tertiary Plan	GEI	Can be addressed through the tertiary planning process and/or draft plan of subdivision.																																																		

Mayfield Tullamore TRCA Comments and Response Matrix				
Item	TRCA Comment	Applicable Planning Phase	Response by	Response
<i>Development Planning</i>				
430. 13	<p>Section 3.1.3 Characterization and Analysis should be revised to clarify whether the 'drainage features' pg. 63 Phase 1 Report, are watercourses and/or wetlands under the Conservation Authority Act's definition of a watercourse and wetland.</p> <p>We advised GEI that TRCA cannot support the use of 'drain' in the Mayfield Tullamore Subwatershed Study because these features have not been designated as a 'drain' under the Drainage Act, R.S.O. 1990. Wetlands cannot be classified as a 'drain'. As far as we are aware, the existing water features do not constitute a 'drain' under the Drainage Act. As such, the label 'drain' should not be applied within the Subwatershed Study.</p>		GEI	Acknowledged – this is a carry-over from the old report and will be revised. No municipal drains are present within the Study Area.
Phase 2 Local Subwatershed Study <i>May 21, 2025, Letter from Michael Hynes, Senior Planner, Development Planning and Permits / Development and Engineering Services</i>				
Recommendation				
431. -	Based on the comments noted in this letter, TRCA staff are unable to provide a recommendation at this time. Several issues noted in Appendix "B" below need to be addressed before the TRCA can provide a formal response on the Phase 2 Local Subwatershed Study, finalizing the Secondary plan and/or Draft Plan of Subdivision.		GEI	
Geotechnical				
432. -	The submission consists of the Phase 2 LSS Report which is understood to have been prepared based on the agreed upon Terms of Reference (ToR) from previous submissions. It should be noted that the review of the Phase 1 LSS is still ongoing.	Information Only	GEI	Acknowledged
433. -	Based on the ToR in Section 2.5 as part of the Phase 2 LSS Report, it is understood that preliminary grading and servicing plans are to be provided. Further, as stated within the Phase 2 LSS report, it is understood that more detailed grading design will be provided as part of the Tertiary Plan.	Tertiary Plan	GEI	Acknowledged
434. 1	It is understood that the preliminary slope stability assessment contained within the Phase 1 Local Subwatershed Study (LSS) will be updated to address previously provided geotechnical comments on the Phase 1 report; the outcome of which is expected to include revision/extension to the Long-Term Stable Top of Slope (LTSTOS) lines currently being shown. As such, Figure B-3 within the submitted Phase 2 LSS will also need to be updated accordingly to reflect the revised LTSTOS lines.	Tertiary Plan	GEI	Acknowledged – this has been reviewed with TRCA staff and will be provided in further technical submissions through the tertiary plan process.
435. 2	With regards to the Phase 2 LSS report, it has been noted through various sections that geotechnical and slope stability recommendations/review should be provided, for the various pertinent aspects of the project including for the 2 proposed collector road crossings, proposed watercourse realignment and associated side slopes, proposed SWM facilities and pond decommissioning. A geotechnical investigation/review containing pertinent geotechnical recommendations will be required for the next stage, after review of the complete Subwatershed Study, and/or detailed design to support the design	Tertiary Plan	GEI	Acknowledged – this has been reviewed with TRCA staff and will be provided in further technical submissions through the tertiary plan process.

Mayfield Tullamore TRCA Comments and Response Matrix					
Item	TRCA Comment	Applicable Planning Phase	Response by	Response	
	and construction of the proposed road crossings, watercourse realignment, SWM facilities, pond decommissioning and proposed slopes.				
Hydrogeology					
436.	-	Hydrogeology staff has reviewed the report and, while they have no significant concerns with the findings, they would like to offer the following observations and recommendations for consideration.	Information Only	GEI / SCS	Noted.
437.	3	It is our understanding that certain proposed stormwater management (SWM) ponds may require permanent dewatering. We recommend evaluating the feasibility of relocating these ponds to avoid the need for permanent dewatering, where possible.	Tertiary Plan	GEI / SCS	Noted.
438.	4	Section 7.5.7 of the report references the groundwater contour map found in Appendix E of the Phase 1 LSS, which is suggested as a guide for identifying areas where basements may require permanent drainage. This map should be updated upon the completion of the ongoing groundwater monitoring program.	Tertiary Plan	GEI / SCS	Noted.
439.	5	Additionally, Section 7.5.7 discusses foundation drainage and its potential environmental impacts. TRCA Hydrogeology staff recommends that any development blocks requiring foundation drainage, and that may negatively affect the local water balance or ecological features, be designed with waterproof construction.	Tertiary Plan, Subdivision	GEI / SCS	Noted.
440.	6	Table 2 of Appendix F (Water Balance - FBWB) outlines the locations and associated geology of various wetlands. Please clarify the geological characterization of Wetlands 11 and 12. Currently, both wetlands are described using data from BH/MW 16. For Wetland 11, the surface geology is identified as ORAC, whereas Wetland 12 is described as having 5m of Halton till underlain by ORAC. This discrepancy requires clarification.	Tertiary Plan	GEI / SCS	Noted; wetland 11 and 12's geological characterization will be clarified in subsequent resubmissions of technical materials.
441.	7	Section 7.8.6 identifies six wetlands (Wetlands 5, 6, 10, 11, 12, and 14) as primarily supported by groundwater. The report recommends maintaining infiltration to the permeable ORAC sediments located north of the wetlands to preserve their post-development hydrological function. It is also understood that the northeastern portion of the LSS may exhibit elevated groundwater levels and potential artesian conditions. Please provide a discussion—within the forthcoming Phase 3 report—on how the proposed development will ensure the continued infiltration function in this area is preserved.	Tertiary Plan	GEI / SCS	Acknowledged
442.	8	Section 7.8.6 (Page 140) classifies Wetlands 5, 6, 10, 11, 12, and 14 as groundwater dependent. However, Table 2 in Appendix F identifies Wetlands 12 and 14 as surface water dependent. Please clarify the primary water source for these wetlands. If all six are groundwater-dependent, Figure F-2 should be updated accordingly. Additionally, Figure F-3 is referenced on Page 140 but is not included in Appendix F-2; please revise it, as necessary.	Tertiary Plan	GEI / SCS	Acknowledged. Revisions will be made in subsequent resubmissions of technical material

Mayfield Tullamore TRCA Comments and Response Matrix				
Item	TRCA Comment	Applicable Planning Phase	Response by	Response
443. 9	Table 3e of Appendix F-2 categorizes Wetland 6 as a High-Risk wetland. However, this designation is not reflected in Section 7.8.6.1 of the report. Please revise this section to include Wetland 6 under the High-Risk category, thereby increasing the total number of High-Risk wetlands from eight to nine. Thanks.	Tertiary Plan	GEI / SCS	Acknowledged. Revisions will be made in subsequent resubmissions of technical material
Water Resources				
444. 10	Section 4.2.2 (Loss Coefficients) of Appendix C in the Natural Channel Realignment Brief indicates that the applicant has applied Manning's 'n' values of 0.035 for the proposed low flow channel and 0.05 for the overbank areas. A Manning's 'n' value of 0.05 typically represents surface resistance associated with shrub or scrub vegetation, including dwarf scrub. In addition, according to TRCA's Standard Manning's Roughness Coefficients for TRCA Watershed Hydraulic Modelling, a value of 0.05 is generally applied to urban pervious areas such as municipal parks, playing fields, and golf courses—land uses commonly located within valley and stream corridors that are subject to regular maintenance. However, for overbank or valley corridor areas that are not regularly maintained and are instead characterized by pasture, meadow, agricultural land, riparian vegetation, brush, or forest, TRCA recommends using a Manning's 'n' value of 0.08. This recommendation is particularly relevant in both urban and rural settings, where natural regeneration over time can significantly increase surface roughness. Given that the overbank area beyond the low flow channel is expected to be heavily vegetated and is likely to undergo substantial natural growth, the use of a Manning's 'n' value of 0.05 may underestimate future flow resistance. Therefore, TRCA recommends applying a Manning's 'n' value of 0.08 for this area and re-evaluating the channel dimensions accordingly.	Tertiary Plan	GEI / SCS	Acknowledged. Revisions will be made in subsequent resubmissions of technical material; conversations were held with TRCA and the Mannings 'n' value has been updated and will be integrated into further natural channel design reporting to be reviewed as part of tertiary plan and draft plan submissions.
445. 11	Section 4.3.1 90-Degree Bend and Friction Factors of Appendix C in the Natural Channel Realignment Brief states that, to better simulate hydraulic conditions through the bend, Manning's 'n' values were increased for the cross-sections within the bend. TRCA supports this methodology, which is consistent with the USGS Guide on Coefficients for Natural Channels and Flood Plains, recommending the application of a correction factor between 1.0 and 1.3 based on the degree of meandering. As noted in the submission, Manning's 'n' values were incrementally increased toward the center of the bend—where a maximum factor of 1.4 was applied—and then returned to the base value downstream. Given that TRCA recommends a base Manning's 'n' value of 0.08 for overbank areas with dense vegetation and minimal maintenance, the use of an additional meander correction factor (1.0 to 1.3) is appropriate to reflect the increased resistance caused by channel curvature. Therefore, TRCA recommends re-evaluating the channel dimensions to ensure they adequately account for the elevated hydraulic roughness and maintain sufficient conveyance capacity through the bend.	Tertiary Plan	GEI / SCS	Acknowledged. Revisions will be integrated into further natural channel design reporting to be reviewed as part of tertiary plan and draft plan submissions.
446. 12	Section 4.3 (Proposed Condition Hydraulic Model) of Appendix C in the Natural Channel Realignment Brief indicates that the proposed CON/SPAN arch structure is designed to safely convey the Regional storm without overtopping the road. It is noted that the proposed CON/SPAN arch has a span of 7	Tertiary Plan	GEI / SCS	Acknowledged. Revisions will be integrated into further natural channel design reporting to be

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	metres, which matches the base width of the channel corridor. TRCA acknowledges and appreciates that the proposed crossing has been designed to accommodate the regulatory storm event without overtopping. As the project advances to subsequent planning phases, please ensure that the design of the crossing aligns with the criteria outlined in TRCA's Watercourse Crossing Guideline.			reviewed as part of tertiary plan and draft plan submissions.																																																		
447. 13	Section 4.3.2 (HEC-RAS Model Results and Analysis) of Appendix C in the Natural Channel Realignment Brief states that a proposed condition model for the realigned channel was developed; however, this model was not included in the HEC-RAS files submitted for review. Please submit the HEC-RAS model for the proposed realigned channel to facilitate TRCA's review.	Tertiary Plan	GEI / SCS	HEC-RAS file has since been resubmitted and shared with TRCA.																																																		
448. 14	Table D1-1: Peak Flow Summary in Appendix D (Hydrology and Hydraulics) presents the Regional storm peak flows under both existing and proposed conditions. While it appears that the column highlighted in red in the table below represents the proposed condition peak flow values, there is no explanation provided for the peak flows shown in the final column, which is highlighted in yellow. Clarification is requested regarding the purpose and context of the values presented in this final column.	Tertiary Plan	GEI / SCS	To be addressed at second submission of LSS and/or through technical studies as outlined in the draft secondary plan for the tertiary plan.																																																		
	<table border="1"> <thead> <tr> <th>West Humber River Tributary /HDF</th> <th>HEC-RAS Tributary Label</th> <th>Drainage Area (ha)</th> <th>Classified as Watercourse</th> <th>Floodplain Constraint Required</th> </tr> </thead> <tbody> <tr> <td>H8</td> <td>F</td> <td>111.51 (Catchment 32.26)</td> <td>No</td> <td>No</td> </tr> <tr> <td>H3</td> <td>K</td> <td>53.54 (Catchments 301 and 302)</td> <td>No</td> <td>No</td> </tr> <tr> <td>H22</td> <td>L</td> <td>14.85 (Catchment 303)</td> <td>No</td> <td>No</td> </tr> <tr> <td>WHT4(3)4</td> <td>O</td> <td>123.89 (Catchments 201-203)</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>N/A</td> <td>P – South Reach 3</td> <td>37.17 (Catchment 101)</td> <td>No</td> <td>No</td> </tr> <tr> <td>N/A</td> <td>P – South Reach 2</td> <td>34.08 (Catchment 102)</td> <td>No</td> <td>No</td> </tr> <tr> <td>WHT4(3)5-2</td> <td>P – South Reach 1</td> <td>71.25 (Catchments 101 and 102)</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>WHT4(3)5-2</td> <td>P – North Reach 1</td> <td>58.05 (Catchment 103)</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>WHT4(3)5-1</td> <td>P – Reach 1A-3A</td> <td>193.41 (Catchments 101-106)</td> <td>Yes</td> <td>Yes</td> </tr> </tbody> </table>	West Humber River Tributary /HDF	HEC-RAS Tributary Label	Drainage Area (ha)	Classified as Watercourse	Floodplain Constraint Required	H8	F	111.51 (Catchment 32.26)	No	No	H3	K	53.54 (Catchments 301 and 302)	No	No	H22	L	14.85 (Catchment 303)	No	No	WHT4(3)4	O	123.89 (Catchments 201-203)	Yes	Yes	N/A	P – South Reach 3	37.17 (Catchment 101)	No	No	N/A	P – South Reach 2	34.08 (Catchment 102)	No	No	WHT4(3)5-2	P – South Reach 1	71.25 (Catchments 101 and 102)	Yes	Yes	WHT4(3)5-2	P – North Reach 1	58.05 (Catchment 103)	Yes	Yes	WHT4(3)5-1	P – Reach 1A-3A	193.41 (Catchments 101-106)	Yes	Yes			
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449. 15	Section 7.4.1 (Preliminary Management Recommendations) of the Mayfield Tullamore Local Subwatershed Study Phase 2 – Detailed Update to Existing Conditions and Impact Assessment Report, prepared by GEI Consultants and SCS Consulting Group (dated April 2025), indicates that the proposed collector road Culvert #8 impacts the proposed floodplain for West Humber Tributary 4(3)2-1. A slight backwater effect is observed at an approximate elevation of 248.93 m, extending roughly 125 m upstream of Culvert #8. While the limit of development in this area is not governed by the extent of the	Tertiary Plan	GEI / SCS	To be addressed at second submission of LSS and/or through technical studies as outlined in the draft secondary plan for the tertiary plan.																																																		

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	<p>proposed Regional floodplain, Figure A2-2 (a portion of which is shown below) in Appendix A (Grading and Servicing) illustrates that the proposed regulatory floodline encroaches toward Torbram Road relative to the original TRCA regulatory floodline. This encroachment may be the result of the backwater effect generated by Culvert #8. TRCA requests confirmation as to whether this encroachment is attributable to the backwater effect from Culvert #8. If so, it is recommended that opportunities be explored to increase the conveyance capacity of the culvert to mitigate regulatory floodline encroachment onto Torbram Road.</p> 			
450. 16	<p>Section 7.4.1 (Preliminary Management Recommendations) of the Mayfield Tullamore Local Subwatershed Study Phase 2 – Detailed Update to Existing Conditions and Impact Assessment Report, prepared by GEI Consultants and SCS Consulting Group (dated April 2025), notes that the applicant assessed whether the existing culverts located at the southern boundary of the Secondary Plan, beneath Mayfield Road, are anticipated to convey the controlled proposed peak flows from Catchments 29.13 and 32.26. Please note that an assessment of the conveyance capacity of these culverts under uncontrolled proposed Regulatory storm flow conditions is also required.</p>	Tertiary Plan	GEI / SCS	To be addressed at second submission of LSS and/or through technical studies as outlined in the draft secondary plan for the tertiary plan.
Development Planning				
451. 17	<p>Comment #11 from March 24, 2025 memo states:</p>		GEI	Language will be clarified; the term drainage feature and or drainage/drain is sporadically used in place of “headwater drainage

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	<p>Section 3.1.3 Characterization and Analysis should be revised to clarify whether the ‘drainage features’ pg. 63 Phase 1 Report, are watercourses and/or wetlands under the Conservation Authority Act’s definition of a watercourse and wetland.</p> <p>We advised GEI that TRCA cannot support the use of ‘drain’ in the Mayfield Tullamore Subwatershed Study because these features have not been designated as a ‘drain’ under the Drainage Act, R.S.O. 1990. Wetlands cannot be classified as a ‘drain’. As far as we are aware, the existing water features do not constitute a ‘drain’ under the Drainage Act. As such, the label ‘drain’ should not be applied within the Subwatershed Study.</p> <p>TRCA is working internally to discuss this matter and should have a solution or position shortly.</p>			feature” – subsequent submissions will be consistent with language referring to features either as HDFs, wetlands, etc. It is agreed that there are no municipal drains within the Study Area as per the Drainage Act.

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Stovel and Associates Inc.				
<i>January 31, 2025 Letter from Robert P. Stovel & Robert L. Stovel</i>				
<i>Documentation Reviewed by SAI</i>				
452.	-			<p>The documents reviewed include the following:</p> <ul style="list-style-type: none"> • Agricultural Impact Assessment for Mayfield Tullamore Secondary Plan Area, Colville Consulting Inc., August 2024. • Guidelines on Permitted Uses in Ontario Prime Agricultural Areas: Publication 851. Ministry of Agriculture, Food and Rural Affairs, 2016. • Draft Agricultural Impact Assessment (AIA) Guidance Document. Ministry of Agriculture, Food and Rural Affairs, 2018. <p>Planning Opinion Report for Official Plan Amendment, Mayfield Tullamore Secondary Plan, Town of Caledon, Region of Peel, Malone Given Parsons Ltd.</p>
453.	-			SAI also completed a reconnaissance-level survey of the agricultural land uses on January 17, 2025. The Subject Lands (called the Primary Study Area in the AIA) and the surrounding lands (called the Secondary Study Area) were included in the reconnaissance survey that SAI conducted.
<i>Description of Relevant Planning Policies</i>				
454.	-		General	<p>Agreed. The PPS 2024 is the provincial planning document that took effect on October 20, 2024. It was not the provincial planning document in effect when the AIA was prepared.</p> <p>This can be updated in the next submission of the AIA.</p>
455.	-		Colville	Colville Consulting Inc. was retained in May of 2024 and the report was completed in August 2024. Throughout this period the PPS 2020 was in effect. The PPS 2024 did not come into

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				<p>effect until October 2024 at which time the A Place to Grow: Growth plan for the Greater Golden Horseshoe was revoked.</p> <p>The following text can be included in the AIA update. It covers the current policy environment.</p> <p>Land Use Policy and development in Ontario is directed by the Provincial Planning Statement. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. Section 3 of the Planning Act states that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.</p> <p>The Provincial Planning Statement provides a streamlined, province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. Therefore, the policies of the Growth Plan are no longer applicable to the proposed development.</p> <p>Section 4.3.4.1 of the Provincial Planning Statement states that “Planning authorities may only exclude land from prime agricultural areas for expansion of or identification of settlement areas in accordance with policy 2.3.2.”</p> <p>Section 2.3.2.1 states that “In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:</p> <ul style="list-style-type: none"> a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses; b) if there is sufficient capacity in existing or planned infrastructure and public service facilities; c) whether the applicable lands comprise specialty crop areas; d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas; e) whether the new or expanded settlement area complies with the minimum distance separation formulae; f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through

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				<p>an agricultural impact assessment or equivalent analysis, based on provincial guidance; and</p> <p>g) the new or expanded settlement area provides for the phased progression of urban development.”</p> <p>Section 2.3.2.2 states that “Notwithstanding 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.”</p> <p>The updated Region of Peel Official Plan shows that the Subject Lands are within the 2051 New Urban Area in the Urban System and designates the Subject Lands as Designated Greenfields Area. The Provincial approval of the Region of Peel Official Plan in November of 2022 resulted in the Subject Lands being removed from the provincially recognized prime agricultural area. Therefore, the agricultural policies of the Provincial Planning Statement are not applicable to the Subject Lands. The proposed development will comply with the MDS formulae and recommendations have been made to mitigate the potential impacts of the settlement area expansion. Development of the Subject Lands does not conflict with the agricultural policies of the Provincial Planning Statement.</p>
<i>Mapping</i>				
456.	-		Colville	<p>Figures can be updated to reflect Greenbelt and urban boundary.</p>
457.	-		Colville	<p>Non-agricultural uses were identified and mapped on Figures 3 and 6 of the AIA. The golf courses were identified as recreation uses and are shown in these figures, #20 is the Mayfield Golf Course, and #26 is the Banty’s Roost Golf Course (see also Land Use Notes in Appendix G)..</p> <p>Agricultural drainage mapping is obtained from OMAFA’s AgMaps. This database provides the most up to date information regarding the type and location (and sometimes the date of installation) of artificial drainage. The AgMaps database does not show the date of the installation, however, Banty’s Roost Golf Course was constructed in the late 1980’s. So the installation is likely to precede this date. We have no reason to believe that artificial drainage is not present on these now recreational uses.</p>

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				To address the SAI comment in the AIA update, we will recalculate the area of artificial tile drainage by removing the area from the Banty's Roost Golf Course.
<i>Description of Agricultural Operations</i>				
458. -	<p>SAI requests clarification of the following agricultural operations: #17 – Hobby Farm, #21 – Hobby Farm, #27 - Remnant Farm. Table 1 (attached to this report) summarizes questions regarding the description of selected agricultural operations noted by Colville. A roadside image for 13247 Torbram Road (#17) is illustrated below. Colville should explain why this farm is described as a Hobby Farm.</p> 		Colville	<p>With regard to farm operation #17, during the land use survey, we were able to speak with the landowner of the farm. They informed us that they only had 4 beef cattle, however, they used to operate a dairy farm with capacity of 100 cows. This operation was described as a Hobby Farm to reflect the current use of the property. However, the MDS setback for this operation was calculated to reflect the previously utilized capacity of 100 dairy cows.</p> <p>We were not able to determine whether the lands were tenent farmed or farmed by the landowner. If farmed by the landowner, perhaps labelling the operation as a cash crop operation would have been more accurate, however, whether considered a hobby farm or a cash crop operation, the conclusions of the AIA remain unchanged.</p>
459. -	<p>A roadside image for 12306 Torbram Road (#21) is illustrated below. Colville should explain why this farm is described as a Hobby Farm.</p> 		Colville	<p>With regard to farm operation #21, we were unable to speak to this landowner during the land use survey due to the no trespassing signs posted at the entrance. However, a small outdoor manure storage was observed, as well as the photo attached below. The infrastructure is located on approximately 9 hectares.</p>

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				 <p>There is not a standardized definition of a hobby farm, however, on a parcel of this size, and with signage indicating that there is a variety of types of livestock present, (sheep, lambs, rabbits, chickens) it is most likely that this is a hobby farm. Although we were not able to speak to the landowner to confirm the scale of the operation, the presence of goats, sheep, lambs, rabbits, and eggs being sold on the property, along with the apparent absence of large livestock facilities, led us to believe the sales were to supplement an income, rather than being the primary source of income. Therefore we characterized the operation as a hobby farm.</p>
460. -	<p>In addition, a roadside image for #27 is illustrated below. Colville should explain why this farm is described as Remnant.</p> 		Colville	<p>With regard to farm operation #27, we were unable to speak with the landowner of this operation during the land use survey as the entrance was gated. However, from the road, the barns appeared to be in poor condition and there was overgrown vegetation surrounding the barns, indicating that the barns had not been maintained. The land use survey was completed more than a year after the most recent roadside image. It is possible that the barn is in better condition than we had assessed from the roadside. If the barn is structurally sound and capable of housing livestock it could be characterized as an unoccupied livestock facility. It appears to be a former poultry operation which is not clearly an active livestock operation. This former livestock operation is predominately located in the Greenbelt Plan area and within the block of Phase 2 lands as shown in Figure 21, page 68 of the MGP planning report (2024). , Our assessment with regard to the applicability of the MDS remains unchanged as MDS setbacks do not apply to the proposed SABE. These lands are located within an approved settlement</p>

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				area and Guideline #36 of the MDS Guidance Document clearly applies.
461.	- As noted in Table 1, agricultural operations nos. 21 and 27 appear to be located in close proximity to the Greenbelt lands that were not included in the Regional Urban Boundary. Colville should confirm which operations fall within the Regional Urban Boundary.		Colville	Operation #21 is located outside of the Greenbelt Plan area, whereas Operation #27 is located within the Greenbelt Plan area. The AIA stated that the agricultural infrastructure associated with Operation #27 would be lost due to the proposed development. Of note, given that Operation #27 is not located within the developable area, the agricultural infrastructure associated with this operation will not be lost, reducing the level of impact originally identified in the AIA. This can be addressed in the next submission
<i>Fragmentation of Agricultural Lands</i>				
462.	- Section 5.8 and Figure 5 describe the fragmentation of agricultural lands in the Primary and Secondary Study Areas. The following additional information should be provided: <ul style="list-style-type: none"> • Average farm parcel size. • Average farm parcel size with a comparison to minimum farm size in the Town and Region. • Description of non-agricultural uses, including parcel size, in the Primary and Secondary Study Areas (i.e. golf courses). 		Colville	We agree that this information would strengthen this section of the AIA and can be addressed in the next submission. However, this information is unlikely to change any of the conclusions reached in the AIA.
463.	- The ownership and tenancy of the farm parcels within the Primary and Secondary Study Areas should be considered. For instance, what proportion of the Primary and Secondary Study Areas consists of non-local owners and tenant farmers? This information could prove beneficial when determining the viability of an interim agricultural/phasing plan for the Primary Study Area.		Colville	It is not clear to us how this information could be beneficial when determining the viability of an “interim agricultural/phasing plan”. The use of the lands for agricultural purposes is not dependent on whether the ownership is local or not. Many of the land owners that form the Mayfield Tullamore Landowners Group are non-local and yet most of these non-locally owned lands are in agricultural production. We are recommending that they remain in agricultural production until they are needed for non-agricultural purposes. We will follow up with the Mayfield Tullamore Landowners Group to see if additional information is available regarding the management of the lands for agricultural purposes and update the AIA accordingly.
<i>Minimum Distance Separation (“MDS”)</i>				
464.	- Section 5.9 provides an overview of the MDS and calculated setbacks for agricultural operations in the Secondary Study Area. Section 5.9.1 notes Guideline 36 which indicates MDS I setbacks are not required for land use changes within approved settlement areas. We concur with this statement.		Colville	Noted.
465.	- Following the illustration of the Greenbelt lands on Figure 3, the applicability of MDS Setbacks (and Guideline 36) can be confirmed.		Colville	We will update Figure 3 to show the Greenbelt lands within the Subject Lands. However, regardless of the location of the Greenbelt Plan, the developable area of the Subject Lands is

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				not required to meet MDS setbacks as they are within an approved settlement area. Guideline #36. Non-Application of MDS Within Settlement Areas MDS I setbacks are NOT required for proposed land use changes (e.g., consents, rezonings, redesignations, etc.) within approved settlement areas, as it is generally understood that the long-term use of the land is intended to be for non-agricultural purposes.
<i>Transportation Impacts</i>				
466.	- Section 8.2.5 provides a discussion of the potential for transportation-related impacts on the agricultural community, and recommends that “in the short term, to ensure transportation impacts are minimized, a Traffic Impact Study should be prepared for the proposed development and recommendations outlined in that study to minimize impacts on farm operations should be adhered to minimize potential impacts.” The AIA recommends interim agricultural uses and a Phasing program for the proposed development. It may prove unrealistic to continue with agricultural land uses in the Primary Study Area due to potential traffic hazards associated with the movement of farm equipment in the urban area. The Traffic Impact Study (“TIS”) should assess this recommendation. The ownership and tenancy information (previously requested) could assist in determining if interim agricultural production is a reasonable expectation for Phase 1.		Colville	Traffic-related concerns would be more appropriately answered by the traffic consultant. However, while the AIA recommends phasing of the proposed development, the timing and direction of phasing is a multidisciplinary effort and should not be determined strictly on agricultural recommendations. While ultimately it may be unrealistic to continue farming these lands, there are many examples across the province where lands within an expanding settlement area continue to be used for agricultural purposes until the lands are required for development. In our opinion, to minimize impacts of the proposed development, keeping the lands in agricultural production for as long as possible is a preferred mitigation option. Please note that the AIA’s recommendation to phase development within the Subject Lands and maintaining agricultural uses for as long as possible within the Phase 1 area in the development plan. The development plan just distinguishes between lands under control of the Mayfield Tullamore Land Owners Group from non-members. It is not a phasing plan for continued agricultural production. In our opinion, any conclusions drawn from the use of ownership and tenancy information in regard to phasing of the development would be inherently speculative. Lands are already in agricultural production in the Phase 1 area and therefore it is a reasonable expectation that these lands could remain in production in the short-term. We will confirm with the landowners group.
<i>Edge Planning Techniques</i>				
467.	- Section 8.3 describes potential edge planning techniques that could be used to mitigate the potential for negative impacts that agricultural and non-agricultural use can have on one another. Based on an overview of the proposed techniques, it is noted that the AIA does not recommend which techniques should be implemented in the proposed		Colville	Edge planning techniques are a set of best practices that can be used to promote land use compatibility between agricultural uses and non-agricultural uses. The edge planning techniques are examples of measures that can be undertaken to improve compatibility and minimize negative impacts. Some may not be feasible. However, they should be considered when developing

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	development nor does the AIA recommend measures to describe how the mitigation measures should be implemented.			the secondary plan for the proposed settlement area boundary expansion. When identifying suitable edge planning techniques for the secondary plan, other disciplines would be more qualified to determine how and where certain techniques should be implemented. We have provided guidance on implementing edge planning techniques, however, it would be more appropriate for a landscape architect and/or urban planner to select the appropriate techniques.
<i>Phasing</i>				
468.	-	Table 4 summarizes the potential impacts and mitigation measures and recommends Phasing as a potential mitigation measure. However, there is no reference to the proposed phasing program set out in the Planning Opinion Report prepared by MGP. Figure 21 of the MGP report identifies a Proposed Phasing Plan. The AIA should reference this Proposed Phasing Plan and assess whether the Plan achieves the objectives in Table 4 of the AIA. If not, recommendations for modifications to the Proposed Phasing Plan should be set out in the AIA. As an example, Farm 21 is described as a Hobby Farm but is it possible that, through interim agricultural production and the Proposed Phasing Plan, that this farm could be maintained at least over the course of the first phase of development?		Colville / Group The proposed phasing plan has identified two phases for the proposed development. Although agriculture is one factor that can assist in determining phasing, phasing is a multidisciplinary effort (e.g., available servicing/connections, etc.). Phase 1 of the development will include lands that are ready to develop, reducing the cost of development and ultimately reducing cost to the end user. The proposed phasing plan also seeks to develop lands in Phase 1 which are primarily uncultivated, allowing for cultivated lands to remain in agricultural production until Phase 2 of the proposed development. This plan shows where development will occur first over several years as the build out continues
469.	-	Similarly, will Operation No. 27 be maintained over the first phase of development?		Colville / Group The agricultural infrastructure associated with Operation #27 is already poorly maintained and we have identified it as a remnant farm operation. It is also located within the Greenbelt Plan area. It is understood that the Greenbelt Plan portion of the lands on which Operation #27 is located will not be developed. Therefore, the agricultural infrastructure associated with Operation #27 will remain. Additionally, the lands on which Operation #27 is located is proposed to be developed in Phase 2 of the development.
470.	-	Table 4 of the AIA concludes that the disruption of farm operations (i.e. access to farm fields by farm equipment) will have no significant impacts anticipated. This statement is not substantiated in the AIA because the proposed Phasing Plan provided by MGP was not assessed by Colville. In reviewing Figure 21 of the MGP Report, there does not appear to be any clear rationale from an agricultural perspective that would distinguish the differences between Phase 1 and Phase 2. Additional analysis related to the assessment of a viable Phasing Plan that incorporates agricultural considerations should be provided.		Colville As stated above, the proposed phasing plan seeks to develop lands in Phase 1 which are primarily uncultivated, while the majority of the Phase 2 lands are currently cultivated. This allows for cultivated lands to remain in agricultural production until Phase 2 of the proposed development, reducing the short-term impacts of the proposed development. Regarding access to farm fields, access points for farm fields are to remain accessible to farm equipment throughout the construction process, ensuring the lands can remain in agricultural production
<i>Closing</i>				

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Item	SAI Comment			Applicable Planning Phase	Response by	Response																	
471.	-	In closing, Stovel and Associates Inc. (“SAI”) completed a peer review of the Agricultural Impact Assessment (“AIA”) prepared in support of an application for an Official Plan Amendment in the Town of Caledon. The AIA was prepared by Colville Consulting Inc. Mr. Colville is a Professional Agrologist and is deemed to be a Qualified Professional to prepare AIA’s.				n/a	Noted.																
472.	-	The AIA presents a description and inventory of agricultural resources in the Primary and Secondary Study Area. To a large extent, the AIA provides an adequate characterization of agricultural operations and resources features onsite and on surrounding lands. Additional clarification was requested for a few agricultural operations, the mapping of the Study Area (Figures 1-6), Fragmentation/Ownership/Tenancy, Edge Planning Techniques and Phasing.				Colville	Additional clarification will be addressed in the next submission.																
473.	-	Given that the Provincial Planning Statement, 2024 now replaces the PPS, 2020 and the Growth Plan, 2019 it is recommended that the AIA be modified to address the current planning framework in the Province of Ontario.				Colville	Agreed. See response to Item #244																
474.	-	<p>Questions for Colville</p> <table border="1"> <thead> <tr> <th>Ag Operation #</th> <th>Address</th> <th>Colville</th> <th>SAI</th> </tr> </thead> <tbody> <tr> <td>17</td> <td>13247 Torbram Road</td> <td>Hobby Farm</td> <td>Buildings appear to have capability to house large cattle herd. Why isn’t the farm considered to cash crop farm?</td> </tr> <tr> <td>21</td> <td>12306 Torbram Road</td> <td>Hobby Farm</td> <td>Why isn’t this farm considered to be a cash crop farm? Are the buildings capable of housing more livestock? Are these barns located in the Protected Countryside?</td> </tr> <tr> <td>27</td> <td>12691 Bramalea Road</td> <td>Remnant Farm</td> <td>Barns appear to be vacant but capable housing livestock. Are these barns located in the Protected Countryside?</td> </tr> </tbody> </table>			Ag Operation #	Address	Colville	SAI	17	13247 Torbram Road	Hobby Farm	Buildings appear to have capability to house large cattle herd. Why isn’t the farm considered to cash crop farm?	21	12306 Torbram Road	Hobby Farm	Why isn’t this farm considered to be a cash crop farm? Are the buildings capable of housing more livestock? Are these barns located in the Protected Countryside?	27	12691 Bramalea Road	Remnant Farm	Barns appear to be vacant but capable housing livestock. Are these barns located in the Protected Countryside?		Colville	<p>For operation #17 – see response to Item 247 For operation #21 – see response to Item 248 For operation #27 - see response to Item . 249</p> <p>It appears as though the operations located at 5400 Old School Road and 13173 Bramalea Road were missed during the land use survey.</p> <p>The farm operation at 5400 Old School Road was likely missed due to vegetative cover obscuring the view from the road. This property has been assessed and we agree that it should have been identified as an Empty Livestock Operation.</p> <p>The farm operation at 13173 Bramalea Road was likely missed as a result of non-farm residences being located along the road, obscuring the view to the operation. The property appears to be a hobby farm with a field shelter and paddocks for horses. Field shelters do not have an MDS setback applied to them. As a result, the conclusions of the AIA remain unchanged.</p> <p>We will make updates to AIA in the next submission to account for these farms.</p>
Ag Operation #	Address	Colville	SAI																				
17	13247 Torbram Road	Hobby Farm	Buildings appear to have capability to house large cattle herd. Why isn’t the farm considered to cash crop farm?																				
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Mayfield Tullamore Stovel and Associates Inc. Comments and Response Matrix						
Item	SAI Comment			Applicable Planning Phase	Response by	Response
	Appears to be Missing	5400 Old School Road	--	Empty Livestock Operation.		
	Appears to be Missing	13173 Bramalea Road	--	Confirm that there is no farm		

Mayfield Tullamore Enbridge Comments and Response Matrix			
Item	PDSB Comment	Response by	Response
Enbridge			
<i>March 28, 2025 Letter from Eric Braithwaite</i>			
475.	<p>Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.</p> <p>Please always call before you dig, see web link for additional details: https://www.enbridgegas.com/safety/digging-safety-for-contractors</p> <p>Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com</p> <p>Please contact Willie Cornelio directly to address their concerns via email address provided above.</p>	N/A	Acknowledged.

Mayfield Tullamore Hydro One Networks Inc. Comments and Response Matrix			
Item	PDSB Comment	Response by	Response
Hydro One Networks Inc.			
<i>March 28, 2025 Letter from Eric Braithwaite</i>			
476.	Hydro One doesn't have any conflicts or comments with regards to this application, for future reference below are the requirements when working in proximity to Hydro One plant:	N/A	Acknowledged.
477.	Underground locates are obtained prior to excavation.	N/A	Acknowledged.
478.	No open trenching within 1.5m of Hydro poles and/or anchors.	N/A	Acknowledged.
479.	Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling / directional bore.	N/A	Acknowledged.
480.	PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels.	N/A	Acknowledged.

Mayfield Tullamore Hydro One Networks Inc. Comments and Response Matrix			
Item	PDSB Comment	Response by	Response
Hydro One Networks Inc.			
<i>March 28, 2025 Letter from Eric Braithwaite</i>			
481.	Ensure all industry standard utility separations and clearance minimums are maintained.	N/A	Acknowledged.
482.	Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work.	N/A	Acknowledged.
483.	Any poles affected by grading requiring a pole setting adjustment will be charged at 100% labour and material without advanced notice having been received.	N/A	Acknowledged.
484.	Please contact Brandon McFadyen directly to address their concerns Brandon.McFadyen@hydroone.com	N/A	Acknowledged.

Mayfield Tullamore Ministry of Energy and Electrification Comments and Response Matrix			
Item	PDSB Comment	Response by	Response
Ministry of Energy and Electrification			
<i>March 28, 2025 Letter from Eric Braithwaite</i>			
485.	The subject lands appear to be outside the Northwest GTA Transmission Corridor Study Narrowed Area of Interest. As such, the Ministry of Energy and Electrification has no comment on the application at this time.	N/A	Acknowledged.