

Pre-Application Review Committee (PARC) Meeting Form and Checklist

File Number: PRE 2024-0226
Meeting Date: December 5, 2024

Lead Planner: Tanjot Bal
Expiry Date: December 9, 2025

Purpose and Advisory Information
To assist applicants in the submission of complete applications, the Town strongly encourages applicants attend a PARC meeting.

The ‘complete’ application requirements are outlined in this document. If an application does not contain the items outlined in this document, the application will be deemed incomplete and will not be accepted by the Town of Caledon.

If an application is not submitted by the expiry date, additional consultation and fees may be required.

Section 1: Applicant and Owner Information

Applicant Name:	<u>Herman Wessels of Glenn Schnarr & Associates Inc.</u>
Phone Number:	<u>416 670 2984 (Business)</u>
Email Address:	<u>hermanw@gsai.ca</u>
Owner Name:	<u>Julian DeGasperis of TACC Developments (Armstrong) Ltd.</u>
Phone Number:	<u>(905) 760-7300 (Business)</u>
Email Address:	<u>imdegasperis@tacc.com</u>

Section 2: Project and Property Information

Municipal Address:	<u>5155 Old School Road</u>
Legal Description:	<u>Part of Lots 21 and 22, Concession 5 (Chinguacousy) EHS</u>
Roll Number:	<u>2124.130.010.01601.0000</u>
Site Area:	<u>68.2 hectares (168.5 ac)</u>
Project Name:	<u>Glenn Schnarr & Associates Inc. on behalf of TACC Developments (Armstrong) Ltd.</u>
Proposal:	<u>Zoning by-law amendment and Draft Plan of Subdivision to all the development of a new subdivision that will consist of single detached and townhouse units, a mixed-use retain component, new road network, parks, a school and two storm water management ponds.</u>
Servicing:	<u>To be developed on full municipal services</u>

Section 3: Required Development Application(s)

Please find a list of required applications to facilitate this development below. Applicants must submit separate PARC applications and fees for each application type.

In accordance with Staff Report 2022-0209, where public infrastructure is proposed, a Draft Plan of Subdivision will be required.

Required Development Application	
☒	Official Plan Amendment (including Block Plan) – Mayfield Tullamore Secondary Plan
☒	Draft Plan of Subdivision – This PARC
☐	Draft Plan of Condominium
☒	Zoning By-law Amendment – This PARC
☒	Site Plan Application – future PARCs required
☐	Oak Ridges Moraine – Site Plan Application
☐	Minor Variance
☐	Consent

Section 4: Required Prior to Approval

- The following must be completed and/or in full force and effect prior to the approval of the applications:
- Future Caledon Official Plan and Growth Management and Phasing Study
 - Mayfield Tullamore Secondary Plan
 - Following items to be reviews, discussed or approved through the SP process: Tertiary/Block Plan, Meaningful Consultation with Indigenous Communities, Meaningful Consultation with the Public, Acceptance of Limits of Development by CA or Town

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Environmental Planner, Acceptance of Parkland requirements, Confirmation of School Sites, Confirmation of other Community Infrastructure

The following additional approvals and/or requirements may be required:

- Building Permit, Conservation Authority Permit, Road Access Permit, Servicing Approval, Record of Site Condition, Archaeological Assessment Acceptance Letter from MCM
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Section 5: Complete Application Requirements

Application Type						Submission Requirement	Commentor								
Official Plan Amendment	Zoning By-law Amendment	Draft Plan of Subdivision	Draft Plan of Condominium	Site Plan Approval/ORM SPA	Minor Variance/Consent		Town Development + Design	Town Policy Planning	Town Heritage	Town Landscape/Parks/ Natural Heritage	Town Engineering	Region	Conservation Authority	Other (Specify):	Peer Review Required
Please ensure submission material are completed in accordance with the Town's Standards and approved Terms of Reference .															
In addition, please ensure that the submission meets the Electronic Submission Requirements .															
☐	☒	☒	☐	☐	☐	Cover Letter	☒	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☒	☐	☐	☐	Completed PARC Meeting Form	☒	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☒	☐	☐	☐	Application Form	☒	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☐	☐	☐	☐	Draft Zoning By-law Amendment and Schedule	☒	☒	☐	☐	☐	☒	☒	☐	☐
☐	☒	☒	☐	☐	☐	Survey Plan	☒	☐	☐	☐	☒	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Fees (Region of Peel)	☐	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☒	☐	☐	☐	Fees (Town of Caledon)	☒	☐	☐	☐	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Fees (Toronto and Region Conservation Authority)	☐	☐	☐	☐	☐	☐	☒	☐	☐
☐	☐	☒	☐	☐	☐	Arborist Report and Tree Preservation Plan	☐	☐	☐	☒	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Archaeological Assessment, and associated Ministry of Heritage, Sport, Tourism and Cultural Industries compliance letter(s)	☐	☐	☒	☐	☐	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Architectural Design Guidelines	☒	☐	☐	☐	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Delineation of Floodplain (and associated modeling)	☐	☐	☐	☐	☐	☐	☒	☐	☐
☐	☒	☒	☐	☐	☐	Demarcation of Areas Regulated by a Conservation Authority	☐	☐	☐	☐	☐	☐	☒	☐	☐

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Official Plan Amendment	Zoning By-law Amendment	Draft Plan of Subdivision	Draft Plan of Condominium	Site Plan Approval/ORM SPA	Minor Variance/Consent	Please ensure submission material are completed in accordance with the Town's Standards and approved Terms of Reference. In addition, please ensure that the submission meets the Electronic Submission Requirements.	Town Development + Design	Town Policy Planning	Town Heritage	Town Landscape/Parks/ Natural Heritage	Town Engineering	Region	Conservation Authority	Other (Specify):	Peer Review Required
☐	☒	☒	☐	☐	☐	Digital File (Digital CAD file, submitted in AutoCAD DWG (2D) format, georeferenced to Universal Transverse Mercator (UTM) Zone 17 with the North American Datum 1983 (NAD83))	☒	☐	☐	☐	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Environmental Implementation Report/Environmental Impact Study	☐	☐	☐	☒	☐	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Environmental Site Assessment – Phase 1	☐	☐	☐	☐	☒	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Environmental Site Assessment – Phase 2	☐	☐	☐	☐	☒	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Erosion and Sediment Control Plans	☐	☐	☐	☐	☒	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Facility Fit Plan	☐	☐	☐	☒	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Functional Servicing Report	☐	☐	☐	☐	☒	☒	☐	☐	☐
☐	☐	☒	☐	☐	☐	Geotechnical Report	☐	☐	☐	☐	☒	☐	☒	☐	☐
☐	☐	☒	☐	☐	☐	Green Development Standards Checklist	☐	☐	☐	☐	☒	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Grading Plan(s)	☐	☐	☐	☐	☒	☒	☒	☐	☐
☐	☒	☒	☐	☐	☐	Healthy Development Assessment	☒	☐	☐	☐	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Heritage Impact Assessment	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Headwater Drainage Feature (HDF) Assessment	☐	☐	☐	☐	☐	☐	☒	☐	☐
☐	☒	☒	☐	☐	☐	Hydrogeological Study	☐	☐	☐	☐	☒	☒	☒	☐	☐

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						Please ensure submission material are completed in accordance with the Town's Standards and approved Terms of Reference .									
						In addition, please ensure that the submission meets the Electronic Submission Requirements .									
☐	☒	☒	☐	☐	☐	Indigenous Engagement Summary/Form	☒	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Landscape Letter of Conformance	☐	☐	☐	☒	☐	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Conceptual Landscape Plans	☐	☐	☐	☒	☐	☐	☐	☐	☐
☐	☐	☒	☐	☐	☐	Noise Study	☐	☐	☐	☐	☒	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	PINs, Easements, Parcel Abstract corporate ownership (ONCorp search)	☒	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☒	☐	☐	☐	Planning Justification Report	☒	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☒	☐	☐	☐	Public Engagement Summary	☒	☐	☐	☐	☐	☐	☐	☐	☐
☐	☒	☒	☐	☐	☐	Servicing Drawings	☐	☐	☐	☐	☒	☒	☒	☐	☐
☐	☒	☒	☐	☐	☐	Stormwater Management Report	☐	☐	☐	☐	☒	☐	☒	☐	☐
☐	☒	☒	☐	☐	☐	Traffic/Transportation Impact Study	☐	☐	☐	☐	☒	☐	☐	☐	☒
☐	☒	☒	☐	☐	☐	Waste Management Plan	☐	☐	☐	☐	☐	☒	☐	☐	☐
☐	☒	☒	☐	☐	☐	Wetland Water Balance Risk Evaluation	☐	☐	☐	☐	☐	☐	☒	☐	☐
☐	☐	☒	☐	☐	☐	Zoning By-law Matrix	☐	☒	☐	☐	☐	☐	☐	☐	☐

Section 6: Preliminary Review Comments

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The comments outline below and any supplemental redlined drawings offer preliminary comments only and does not constitute a full review. It is the applicant’s responsibility to update plans to address comments in order to reduce comments received during the application review. The Town will not conduct any additional reviews of the material prior to the submission of the application.

Town of Caledon (Internal Departments)

Department	Comments	Contact (Name, Email and Phone Number)
Corporate Services Department, Legal Services	In the event that an agreement is required to be registered on title, postponement(s) to any and all mortgages will be required.	Daniela Gaudio Daniela.gaudio@caledon.ca
Engineering, Public Works & Transportation Department, Energy and Environment	- Town Council recently adopted Green Development Standards to promote sustainable, low carbon and energy efficient design in new developments. <i>For OPA/ZBA:</i> - While the GDS does not apply to OPA’s or Zoning By-law Amendments, applicants should be aware that future draft plan of subdivision and site plan applications will be required to submit a completed GDS checklist and supporting documents. Applicants are encouraged to familiarize themselves with the program early in the development process so they are prepared to comply with GDS requirements. Program materials can be found at www.caledon.ca/gds. Energy and Environment staff are available if you have any questions about the program. <i>For Draft Plan of Subdivision/SPA:</i> - Please prepare the relevant Green Development Standards Checklist available on the Town’s website: www.caledon.ca/gds. The checklist should be accompanied by the appropriate documentation, as identified within the checklist and GDS Guidebook. - While completing the checklist, please ensure you refer to the GDS Guidebook.	Alexandra Service Alexandra.service@caledon.ca
Corporate Strategy & Innovation Department, Capital Projects	No comments received	
Planning & Development Department, Economic Development	No comments	Ben Roberts, Senior Economic Development Officer Ben.roberts@caledon.ca Cell: 416-998-8289
Engineering, Public Works & Transportation Department, Development Engineering	General Engineering Comments on Application: The subject lands are within the Mayfield Tullamore Secondary Plan Area. The Secondary Plan application (OPA) for the Mayfield Tullamore Secondary Plan area	Jay Menary, CETSenior Project Manager, Development Engineering, Engineering Services

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	has recently been submitted through POPA 2024-0006. OPA application has not been deemed complete or circulated to staff for review at this time. Submission requirements for the OPA include completion of a Local Subwatershed Study and Functional Servicing Report. • Town Development Engineering will require a subdivision level Environmental Impact Study and a Functional Servicing and Stormwater Management Report in support of the draft plan of subdivision. Reports are to be in accordance with the findings and recommendations of the Local Subwatershed Study completed as part of the Secondary Plan. The Terms of Reference for the Environmental Impact Study and the Functional Servicing Report are to be approved by the Town prior to commencement of work. • The Mayfield Tullamore Secondary Plan Application (POPA 2024-0006) needs to be sufficiently advanced for Town Engineering Services to review and provide comments on the draft plan of subdivision plans, reports, and studies. Road Network • The Caledon Multimodal Transportation Master Plan (Figure 5-6) and Future Caledon Official Plan (Schedule C-1) identify a conceptual SABE collector road network. Town Engineering Services generally supports a connected road network with continuous east-west and north-south collector roads in the SABE area. The conceptual collector road network identifies an east-west collector road connecting from Bramalea Road to Torbram Road and further east. The current development concept does not address the continuous east-west collector road. • EA for extension of Dougall Ave to Bramalea Road and further east as well as other potential east-west collector road alignments will be initiated by Town Engineering Services in early 2025. POPA 2024-0006 and Draft Plans of Subdivision within the Mayfield Tullamore Secondary Plan Area will need to have regard for the findings of the EA.	Office: 905.584.2272 x 4211Email: jay.menary@caledon.ca Hadiseh Bolkhari, PhD, P.Eng Senior Project Manager (Stormwater), Engineering Services Office: 905.584.2272 x 4503 Email: hadiseh.bolkhari@caledon.ca
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	- EA for widening and urbanization of Old School Road from Winston Churchill Blvd to Airport Road will be initiated by Town Engineering Services in mid 2025. POPA 2024-0006 and Draft Plans of Subdivision within the Mayfield Tullamore Secondary Plan Area will need to have regard for the findings of the EA. - EA for widening and urbanization of Bramalea Road from Mayfield Road to Old School Road does not have a timeframe for commencement as of yet. Town Engineering Services may consider a developer led EA for improvements to Bramalea Road. Further discussion in this regard will be required. MMTMP identifies Bramalea Road from Mayfield to Old School Road to be completed by 2051. Planned EA and construction timeframes will need to be accelerated from the MMTMP timeframe due to adjacent development and transportation requirements. - Future Caledon Official Plan Schedule C-2 indicates the required ROW widths for the adjacent arterial roads. Widths may need to be increased as a result of the findings of the EAs. CLI ECA Comments: - Please note that all stormwater infrastructure to be placed within the public domain will be approved through the Town’s CLI ECA (ECA Number 324-S701 No. 1) and as such will need to be designed in accordance with the Town’s CLI ECA requirements. The Stormwater Management Report/Functional Servicing Report will need to demonstrate how the stormwater servicing strategy is compliant with the Town’s CLI ECA. Please visit the Town’s website for additional details on the Town’s CLI ECA. - Prior to servicing the Town requires the applicant to prepare an operations, maintenance and monitoring plan for all stormwater infrastructure to the satisfaction of the Town. The operations, maintenance and monitoring plan should follow the requirements of the Town’s Inspection, Operations, Maintenance and Monitoring Requirements Guide. Contact Town Engineering Services for a copy of the draft requirements guide.	
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	- When it is necessary to use privately owned stormwater works in the Stormwater Treatment Train to achieve CLI ECA Appendix A criteria, prior to servicing the Town requires the owner to prepare a separate operations and maintenance guide as well as an educational pamphlet to the satisfaction of the Town for the private landowner Technical Requirements – SWM, EIR, Hydrogeology: - The Subdivision level FSR/SWM Report and EIS/EIR are to be completed in conformance with the findings of the Local Subwatershed Study. Approval of the applicant's Terms of Reference for EIR/EIS and FSR SWM report by the Town, TRCA and the Region will be required prior to submission of the study or any component of the study. The following is to be addressed within the FSR/SWM Report and within the EIS/EIR with regards to SWM Criteria and hydrologic modeling: - Provide criteria for model selection, including the Section 1.4.7 of the Town standard for existing IDF parameters. - Provide pre and post development drainage area plans, covering both internal and external catchments. - Provide calculated flow rates, runoff volumes, and flow routing effects for existing land use conditions and proposed development conditions. - Provide modeling schematics and tables with drainage area parameters. Ensure major overland and minor storm flows are labeled on plans. - Provide information on routing through natural and manmade storage systems, with detailed stage/discharge relationship calculations. - A climate change assessment is required to evaluate the hydrologic impacts for projected design storms. Climate change criteria should be addressed initially within the Scoped SWS. - All GIS layers used in the analysis must be included and should comply with Section 1.3.11 of the Development Standards Manual. - Submission of raw field data and approval of that data to be used by the Town for their, and/or their consultant's, use and analysis. - The Subdivision Level hydrogeologic analysis is to examine the impact of future development on groundwater systems, including changes in recharge, water table elevation, and groundwater quality. This involves updating the groundwater budget	
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	model and integrating it with surface water components, ensuring the protection of groundwater-sensitive areas, and considering needs within the Source Water Protection Plan. • All plans, reports, and studies are to conform to the requirements in the Town of Caledon Site Plan Control Manual and the Town of Caledon Development Standards Manual (2019).	
Engineering, Public Works & Transportation Department, Transportation	Transportation Impact Study Including • Road Network Review and Circulation • Transportation Demand Management Plan • Active Transportation Provisions and Network Connections • Parking and Loading Review • Transportation Consultant is requested to submit a Terms of Reference prior to completing the TIS. Please contact Kavleen Younan @ Kavleen.younan@caledon.ca and Carbon Copy (CC) the lead planner on file. Both Applications • The Secondary Plan Application (or OPA) needs to be sufficiently advanced for Transportation Engineering Staff to review and provide comments on the draft plan of subdivision plans and studies. Please note that the Town Transportation Engineering Staff recommends awaiting approval of the Mobility Plan (or Transportation Study) supporting the Secondary Plan (or OPA) before proceeding with the transportation study for the subject development. If the applicant wishes to proceed, please be aware that: ○ Town Engineering Services will be initiating an environmental assessment for existing roadways within SABE area in addition to a potential continuous east-west collector roadway between Mayfield Road and old School Road. The study should take into consideration findings of these EA's. Kindly reach out to Development Engineering for more detailed information these EA's. ○ The proposed plans should follow the findings of the Mobility plan (or secondary plan transportation study) and the recommended continuous collector roadway spacing in the council-approved MMTMP. Note that collector roads are subject to further multidisciplinary review, typically completed as part of the secondary plan process.	Kavleen Younan Kavleen.Younan@caledon.ca Emma Howlett

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	• Ideally the study would build off an already approved secondary plan transportation study to include items unique to the scope of a subdivision (i.e. local roadways, AutoTURN, Parking, ect.). • Please note that for subdivisions the total number of anticipated parking spaces including driveway, garage, and on street should be estimated. This should be included in the on -street parking plan and updated in the detailed design stage at the pavement markings signage plan. • Please follow the Town's and Region's Transportation Study Guidelines Draft Plan of Subdivision • The applicant should ensure that roadway geometry, including but not limited to corner clearances and sight distances as specified in TAC, is met for intersections with local roadways (i.e., intersections not approved through other processes). • Consider if any additional roundabout locations are recommended at collector to local intersections near Bramalea Road and/or Old School Road to act as traffic calming feature (only if feasible). • All proposed public roadways should comply with the Town's standard ROW's infrastructure requirements, including off-road cycling facility provisions on collector and arterial roadways. Please be aware that the Town's Adopted Official Plan, Multi-Modal Transportation Master Plan, and Active Transportation Master Plan provide additional information. AutoTURN analysis may be requested to ensure the maneuverability of snowplows, emergency vehicles and waste vehicles. • Pedestrian and Cyclist Circulation Plan should be included in the submission and the anticipated facilities' type and location should be highlighted in the pedestrian circulation plan. • Include Transit Route and Stop recommendations. Zoning • Parking spaces should be provided according to the rates in the Zoning By-Law and DSM. A parking justification will be required if fewer than the required parking spaces as per the Zoning Requirements are proposed. A work plan (Terms of Reference) for the parking justification study should be circulated with Town Transportation Staff prior to starting the parking portion of the investigations.	
Finance Department, Finance	If the proposed development (towards a Draft Plan of Subdivision, and a Zoning Bylaw Amendment to facilitate a residential subdivision) were to proceed as planned, the taxable	Glendon Turner Senior Financial Analyst

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	assessment value of the property would change to reflect any developments that would have taken place. Proposed new residential dwellings will attract Development Charges at the Residential rates; and Non-Residential buildings at 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 amendment took place after January 1, 2020. Otherwise, Development Charges will be determined on the date of building permit issuance. 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. Currently, applicable Development Charge rates are as follows: • 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. 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.	
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	The Development Charges comments and estimates above are as at November 28, 2024, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 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.	
Community & Human Services Department, Fire and Emergency Services	No comments received	
Engineering, Public Works & Transportation Department, Operations	No comments received	
Planning & Development Department, Accessibility	- Please note that the Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale. - Exterior paths of travel, including outdoor sidewalks and walkways, shall have a minimum clear width of 1.5 metres, a surface which is firm, stable and slip resistant and otherwise comply with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA). - If a community mail box is installed, the area shall be well lit via a light standard and a curb depression, complying with Section 80.27 of the IAS within the AODA, shall be provided from the sidewalk and/or roadway to the mail box landing area. - Where the neighbourhood park includes an outdoor play space, the design shall incorporate accessibility features such as sensory and active play components for children and caregivers with various disabilities. Such outdoor play space shall have a ground surface that is firm, stable and has impact attenuating properties for injury prevention and sufficient clearance to provide children and caregivers with	Cassandra Savini cassandra.savini@caledon.ca 905.584.2272 ext 4392

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	various disabilities the ability to move through, in and around the outdoor play space.	
Planning & Development Department, Planning	- The subject lands are part of the future Mayfield Tullamore Secondary Plan. The secondary plan, and associated subwatershed study, will need to advance prior to the submission of a subsequent planning application. - At this time, staff are unable to provide detailed comments on the draft plan and rezoning. Through the secondary plan process, the underlining land use designation and uses will be determined. - Prior to the submission of any subsequent planning application within the future SP area, staff recommend meeting with planning staff to confirm submission requirements, in addition to the required TOR for various reports and studies.	Tanjot Bal, Senior Planner Tanjot.bal@caledon.ca
Planning & Development Department, Heritage	Heritage Register - The subject lands are not designated or listed as a non-designated property on the Town of Caledon’s Heritage Register. - The subject lands are adjacent to the listed, non-designate property at 5069 Old School Road. Heritage Impact Assessment - As part of a complete application, the development proponent shall provide a Heritage Impact Assessment (HIA), undertaken by a qualified heritage consultant who is a professional member in good standing of the Canadian Association of Heritage Professionals (CAHP). - The HIA shall assess the impact of the proposed development on the adjacent cultural heritage resource at 5069 Old School Road, to the satisfaction of the Town of Caledon. - The HIA shall adhere to the Town of Caledon HIA Terms of Reference and include the requirements set out in the Town of Caledon Official Plan, policy 3.3.3.1.5 b). - Any mitigative measures, as specified in the HIA and/or by Town of Caledon Heritage staff shall be undertaken to the satisfaction of the Town. - Depending on the recommendations of the HIA and Heritage staff, a buffer area, the nature of which should be determined with coordination of other departments, will likely be required between the Mixed Use/Retail area and the heritage resource at 5069 Old School Road to protect for its continued, presumed residential, use, and to protect the mature vegetation on site.	Cassandra Jasinski, Heritage Planner, cassandra.jasinski@caledon.ca , (905) 584-2272 x. 4232

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	Archaeological Assessment • The subject lands are identified as having archaeological potential. • Minimum Stage 1 archaeological assessment was required as part of the related Mayfield Tullamore Secondary Plan application. • The proponent shall retain an archaeologist, licensed by the Ministry of Citizenship and Multiculturalism (MCM) under the provisions of the Ontario Heritage Act (R.S.O 2005 as amended), to carry out and submit a minimum Stage 2 archaeological assessment for the entirety of the subject lands as part of a complete application. • Should any significant archaeological resources be encountered, the proponent shall mitigate any adverse impacts through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of the MCM and the Town of Caledon Heritage staff prior to development approval. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists. • No demolition, construction, grading or other soil disturbances shall take place on the subject lands 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. • Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible or may be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing. • If the subject lands were previously assessed, the proponent must provide a copy of the archaeological assessment(s) and the associated 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.	
Planning & Development Department, Landscape	Provide the following materials for review and comments • Conceptual Landscape plan (street tree & fencing layout, entry feature, landscape buffer, trail head, etc. if applicable) and include in Community Design Guidelines • Landscape Architect Letter of Conformance • Arborist Report • Tree Preservation Plan and Tree compensation (if applicable)	Eva Li eva.li@caledon.ca 905.584.2272 ext.4378

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	• Park Facility Fit Plans • Landscape designs, compensation and restoration requirements shall meet the recommendations provided in the final approved reports for the Mayfield Tullamore Secondary Plan/ Community Design Guidelines for the Draft Plan of Subdivision Refer to the following guidelines for landscape requirements Landscape Requirements - Town of Caledon • Town of Caledon Town Wide Design Guidelines; • Town of Caledon Development Standard Manual; • Town of Caledon Development Standards for construction details for inclusion within the landscape drawing package; • Town of Caledon Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal Compensation	
Planning & Development Department, Municipal Numbering	• The property address is confirmed as 5155 Old School Rd • The applicant is proposing to establish a new subdivision. Municipal numbers shall be issued in accordance with the Municipal Numbering By-law and Guidelines. These numbers will be issued in accordance with these documents, based on an approved driveway location at the time of Final Site Plan Approval. • Upon issuance of Final Site Plan Approval, the Lead Planner will forward a copy of the approval package to municipal numbering staff to work with the owner to issue the required number and post any required signage of the number in accordance with the Town's Municipal Numbering By-law and Guidelines."	Kristen Domingos municipalnumbers@caledon.ca 905.584.2272 x.4349
Planning & Development Department, Natural Heritage	• The subject lands are within the Mayfield Tullamore Secondary Plan Area. The Secondary Plan application (OPA) for the Secondary Plan Area has not been approved by the Town. Submission requirements for the OPA (Secondary Plan) were provided through a previous PARC meeting and include completion of a Local Subwatershed Study (LSS). To date, only an incomplete LSS Phase 1 report has been submitted. • The Draft Plan must conform to the Secondary Plan and Local Subwatershed Study which both must be sufficiently advanced to be able to review and provide comments on the draft plan of subdivision plans, reports, and studies. • A subdivision level Environmental Impact Study in accordance with the findings and recommendations of the Local Subwatershed Study completed as part of the Secondary Plan is required. The Terms of Reference for the Environmental Impact Study must be approved by the Town before beginning the study. It is not possible to agree on the TOR until the Local Subwatershed Study is sufficiently advanced.	Jason Elliott, Senior Environmental Planner jason.elliott@caledon.ca (905) 584-2272 x. 4420

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	- Notwithstanding the preceding comments, following are high-level comments on the conceptual draft plan of subdivision: - Development is displayed within potential constraints based on the Preliminary NHS developed through the SABE Scoped Subwatershed Study. The Local SWS must ensure that the Preliminary NHS is confirmed/refined according to the SABE criteria and that the SABE Scoped SWS linkage and enhancement targets are being met. The limit of the displayed NHS is not supported at this time. - The Local SWS must demonstrate that the road crossing of the NHS is essential. - A park is displayed within the GBNHS but policies within the ROP, current Town OP and Future Caledon prohibit parks required as parkland dedication from being in the GBNHS. The Local SWS must demonstrate GBNHS policy conformance for any permitted development within that boundary.	
Planning & Development Department, Parks	Parkland dedication requirement for the subject lands, pursuant to s.51.1 of the Planning Act, will be calculated on a collective basis based on the Secondary Plan as a whole and not on the individual Owners' Lands.	Halley Patel Halley.patel@caledon.ca 905.584.2272 x 4158
Planning & Development Department, Policy Planning	Region of Peel Official Plan (RPOP): - The subject lands are within the Urban System and 2051 New Urban Area of the Regional Structure as shown at Schedule E-1 of the RPOP - The subject lands are within the Designated Greenfield Areas as shown on Schedule E-3 of the RPOP - The policies of sections 5.6.20 (Designated Greenfield Area) and 5.6.20.14 (2051 New Urban Area) of the RPOP will apply - The subject lands are located within the 2051 New Urban Area and Urban System in Schedule 'E-2" of the Region of Peel Official Plan. - The policies of the Peel Region Official Plan and, in particular, section 5.6.20 Designated Greenfield Areas apply to the review of the Secondary Plan. - As noted, the subject lands are within the 2051 New Urban Area subject to policies in Section 5.6.20.14. <u>Following secondary planning requirements include, but are not limited to:</u> - A detailed subwatershed study or equivalent study; (5.6.20.14.17.f) - An Agricultural Impact Assessment; (5.6.20.14.17.a) - A Community Energy and Emissions Reduction Plan; and (5.6.20.14.17.d)	Gur Boparai gurkanwal.boparai@caledon.ca 905.584.2272 ext. 4024

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	• A Climate Change Adaption Plan. (5.6.20.14.17.e) • Staging and Sequencing Plan consistent with the Town's Phasing Plan (5.6.20.14.15, 5.6.20.14.16) • Planning Justification Report • Functional Servicing Report • Transportation Study detailing the structure of a connected transportation system (5.6.20.14.12) • Healthy Development Assessment (large-scale) (5.6.20.14.22.g) • Housing Assessment (5.6.20.14.11.a) Future Caledon Official Plan (2024) • The adopted, not yet in-effect, Future Caledon Official Plan identifies this subject land within the New Urban Areas 2051 and Designated Greenfield Area on Figure B2 (Growth Management). • An approved secondary plan will be required by the Town of Caledon before approval of a plan of subdivision and zoning by-law amendment. • Guidance for secondary planning is provided throughout the adopted Future Caledon Official Plan, but primarily in: - Section 13.9 (re: local subwatershed studies); Chapter 21, Planning the Urban System; Chapter 22, Community Areas; Chapter 23, Employment Areas; Section 24.3, Official Plan Amendments/Secondary Plans; Section 27.2, Development Application Requirements/Complete Application Requirements. • The subject land is within the New Urban Area 2051 in the adopted, not yet in-effect, Future Caledon Official Plan (FCOP), and will be designated New Community Area as shown on Figure B4 (Land Use Designation) and D8 (Parks and Open Space). • The New Community Area designation will be applied pending the preparation and approval of secondary plans in accordance with the growth phasing policies of Chapter 4, and other policies of the Future Caledon Official Plan. The New Community Areas designation identifies lands to be developed as future residential communities (Section 22.2 of the adopted FCOP). • Section 21.3.1 of the adopted FCOP states that development will only be permitted within the designated greenfield area where an approved secondary plan is in place, and, where required, the subsequent tertiary plan requirements on the adopted FCOP have been satisfied.	
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	• The subject land is within the proposed E5 Secondary Planning Area as shown on Figure F3 of the adopted FCOP. • Section 21.3.2 of the adopted FCOP states that secondary plans will be prepared and completed in accordance with the Town’s approved Growth Management and Phasing Plan, the FCOP and the Region of Peel Official Plan. The policies of section 21.3 will apply. • Section 21.3.4 of the adopted FCOP states that prior to commencing the preparation of a secondary plan, terms of reference for the secondary planning process will be prepared, to the satisfaction of the Town’s Chief Planner. • Section 21.3.4 g. of the adopted FCOP states that if multiple landowners are involved, requirements related to landowner group and cost-sharing agreements, including demonstration that a formal landowner group is in place with full participation of the owner(s) of the majority of the lands in the secondary plan area. • An official plan amendment to implement a new secondary plan will be prepared in accordance with the policies and requirements of the adopted FCOP, including the direction provided in Chapter 22, Planning the Urban System, Chapter 24, Official Plan Amendments, and Chapter 27, Development Application Requirements (Section 24.3.1 of the adopted FCOP) • A local subwatershed study, or equivalent study, prepared to the satisfaction of the Town, is required to inform the identification and refinement of the Natural Environment System within each secondary plan area and to support new development in the New Community Areas (13.9.1 of adopted FCOP).	
Planning & Development Department, Urban Design	• It is difficult for us to provide detailed comments on plans of subdivision unless we see Community Design Guidelines for the Secondary plan area • The road network does not align with the adjacent lands proposal from PRE 2024-0179. Please coordinate through a Secondary Plan • Please be advised, the Town is updating its Architectural Control Compliance Review Process. All subdivisions will be subject to this review process • A sun shadow study will be required for any blocks that propose buildings of 5 storeys or higher • Based on the level of detail provided in the Community Design Guideline, Urban Design may require an Architectural Control Guideline and/or Urban Design Brief for the Zoning application • Please note that the intersection of Old School Road and Bramalea Road is identified as a Neighbourhood Centre within FCOP. Please note Bramalea Road is	Cassandra Savini cassandra.savini@caledon.ca 905.584.2272 ext 4392

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	an Urban Corridor within the FCOP. The following OP policies shall be reflected in the concept plan • 22.4 Future OP “Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance” • 22.4 Future OP “Development within Neighbourhood Centres will take the form of mid-rise mixed-use buildings that can incorporate a mix of residential, commercial, office and service uses” • Review 22.4.1 of the Future OP for neighbourhood centre objectives • Within the Neighbourhood Nenter the minimum height is 3 storeys and maximum height is 12 storeys • Review 22.5.1 and .2 for urban corridor objectives and permitted uses • A transition in height between the urban corridor land use and residential will be required ○ Consider medium density land use around the mixed use retail for a more appropriate transition • Provide more detail on the proposed Urban Corridor mixed use sites. Please include a demonstration plan within the Architectural Control Guidelines • Have consideration for how the urban corridor and neighbourhood centre blocks with possible commercial uses will interact with the right of way of the subdivision. Consider loading and garbage areas and back-of-house design • The long blocks of single detached residential land use is required to be broken up with vista blocks leading to the NHS lands and park space to provide access to all • We recommend additional incorporation of medium density residential within the southern half of the concept plan • Within the Architectural Control Guidelines, outline how you are confirming with GDS and Region’s HDA requirements • Within the Architectural Control Guidelines, please include a priority lot plan, and a circulation plan showing any on street parking, driveway locations, and pedestrian paths • Ensure Priority Lots are appropriately sized to accommodate priority lot design requirements • At the plan of subdivision stage we would like to see the lotting pattern. This will assist with the review of the priority lot plan	
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	• Please provide dimensions of the block length. Minimize block lengths to support walkability and promote healthy communities • Provide walkway and trail connections to nearby existing and planned trails and sidewalks. The trail and pathway network should be continuous, and inter-connected, providing access through the open space area where appropriate, and linking residential neighbourhoods, schools and employment areas to adjoining external trails, bike routes, sidewalks and destinations.	
Planning Department, Zoning	SBD Comments: • Zoning requests that a Draft Plan of Subdivision be submitted in accordance with the Town’s Electronic Submission Standards. • Zoning request that the Draft Plan of Subdivision include the relevant zoning standards, such as minimum Lot Areas and minimum Lot Frontages. • Zoning requests that a Zoning By-law Matrix be submitted showing the relevant zoning information for all proposed lots. ZBA Comments: • Zoning notes the property is zoned A1, A1-532, EPA2 found in our comprehensive zoning by-law 2006-50, as amended. • Zoning notes that the applicant is requesting a zoning change to allow for the development of low and medium density residential housing types. • Zoning notes that a fulsome zoning review cannot be conducted at this time due to the preliminary nature of the application. Zoning will be reviewed once a Draft Zoning By-law Amendment and associated Schedule have been submitted for review. • Zoning requests that any future Draft Zoning By-law Amendment applications be submitted in Word format for review. The associated Schedules may be submitted in PDF format.	Liam Browning Liam.Browning@caledon.ca 905.584.2272 x 4291

External Agencies

Agency	Comments	Contact (Name, Email and Phone Number)
Region of Peel	Planning Authority:	Chrissy Pelopidas

Pre-Application Review Committee (PARC) Meeting Form and Checklist

Agency	Comments	Contact (Name, Email and Phone Number)
	- In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper-tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends Peel's Official Plan and approval is provided by the Province. Therefore as of July 1, 2024, the current Region of Peel Official Plan has become the Town of Caledon's Official Plan and shall be implemented by the Town of Caledon. - Beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end, the Region will continue to have an interest in community building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services. Development Services: - The Region's Fees By-law includes a Pre-Application Submission review fee as of 2024. The current fee for a pre-consultation review is \$1500 (please see further information on development application fees here: https://www.peelregion.ca/planning/development-services/resources.asp). Please 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. The Region of Peel is currently accepting payment of the pre-consultation fee by credit card. The Pre-Application Submission fee must be paid prior to formal submission of the development application. - An additional review fee will also be required once the formal RZ and Subdivision applications are received by the Region. - The subject lands are situated within the proposed Mayfield-Tullamore Secondary Plan Area. The Official Plan Amendment for a new Secondary Plan in the 2051 Urban Area that includes the subject lands is anticipated and staff are working with the applicant in advance of formal OPA submission. Peel recommends that the Secondary Planning work be completed in advance of site-specific applications. Without an approved secondary plan in place, Peel's comments on the subject site-specific application are <u>preliminary and subject to change</u>. However, should site-specific applications be submitted in advance or in the absence of an approved Secondary Plan, Town staff are encouraged to review Peel's comments provided through PARC-24-100C.	Chrissy.pelopidas@peelregion.ca

Pre-Application Review Committee (PARC) Meeting Form and Checklist

Agency	Comments	Contact (Name, Email and Phone Number)
	Public Health: - Peel Public Health has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected core elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. These health objectives are used to inform decision-makers of the health-promoting potential of the development and communicate opportunities to achieve closer alignment with the objective of healthy, complete communities within Peel. - In collaboration with the Town of Caledon, Peel Public Health has implemented policies requiring the submission of a health assessment with each development application. As discussed through the associated Secondary Plan for Mayfield Tullamore PARC application (PARC-24-100C/PRE 2024-0100), the submission of a large scale HDA is required. The large-scale HDA submission has been received through the associated OPA application and additional comments may be forthcoming upon formal review of the health assessment. - The neighbourhood elementary school and mixed-use/retail blocks will each require a separate HDA for review once these blocks are received through a future formal site plan application. The small scale tool can be found here: Healthy Communities - Region of Peel (peelregion.ca). - After reviewing the proposal, Regional Public Health staff offer the following recommendations in preparation of the future plan of subdivision: - Sidewalks on both side of the streets should be labelled and meet a minimum standard of 1.5m in width. - Pedestrian scaled lighting (up to 4.6m in height) along sidewalks and pedestrian pathways throughout the development. - Landscaped cul-de-sac traffic island as well as porous/permeable and light-coloured paving to minimize negative aesthetic and environmental impacts. - The applicant is encouraged to connect with adjacent landowners/developers to ensure that pedestrian and cyclist networks to key services and amenities are maintained throughout the secondary plan area. Waste Management: - The subject lands are not within the vicinity of a landfill. - The owner/proponent acknowledges that the records of the Regional Municipality of Peel concerning the location and nature of waste disposal sites or hazardous wastes are incomplete and that the Regional Municipality of Peel makes no representation that records may be relied upon in determining whether or not lands have been used for the disposal of waste or hazardous wastes. However, should there be any doubt about the integrity of the listed application with respect to the possibility of a waste disposal site or hazardous wastes on or adjacent to the	

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	property, we recommend that the applicant carry out a detailed soil investigation by a qualified Geotechnical Engineer. If it is found that the subject lands have been used for the disposal of waste or hazardous waste, then approval of the Minister, for the proposed use, as per Section 46 of the Environmental Protection Act (Ontario), may be required. - For the proposed residential uses (Back-to-Back/Rear Lane Townhouses), the Region will provide curbside collection of garbage, recyclable materials, household organics, and yard waste. The developer is required to submit a Waste Management Plan prior to Draft Plan Approval that complies with the specifications detailed in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) for approval. <u>The Waste Management Plan Must Demonstrate the Following:</u> ♣ Internal Roadways: Must be constructed of a hard surface material, such as asphalt, concrete, or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle. ♣ Access Route: The waste collection vehicle access route throughout the complex, indicating turning radii and movements, must be clearly labeled on the drawing. ♣ Turning Radius: The turning radius from the centerline must be a minimum of 13 meters on all turns, including the entrance and exit of the site. ♣ Road Width: All roads shall be designed to have a minimum width of 6 meters. ♣ Grade: The maximum grade permitted along the waste collection vehicle access route is 8 percent. ♣ Reversing Distance: In situations where a waste collection vehicle must reverse, the maximum straight back-up distance is 15 meters. ♣ Forward Movement: Road layouts shall be designed to allow a waste collection vehicle to drive forward without reversing for waste collection. If this cannot be met, a cul-de-sac or T-turnaround must be provided in accordance with the specifications shown in the WCDSM Appendices 2 and 3. ♣ Collection Side: Waste collection vehicles can only collect from the right side of the vehicle. ♣ Collection Points: Each dwelling unit within a development must have its own identifiable collection point. Refer to Appendix 9 of the Waste Collection Design Standards Manual for an example. The collection point must be located along the curb, adjacent to the driveway, and directly accessible to the waste collection vehicle, free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions. ♣ Space Requirements: Each dwelling unit's collection point along the curb must be at least 3 square meters (32 square feet) to provide sufficient space for the placement of carts: a maximum	

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	of one large garbage cart or recycling cart (360 liters) and one source-separated organics cart (100 liters), along with overflow waste (i.e., additional bags), yard waste, and bulky items. ♣ Storage Space: A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard, or side for the storage of carts, with direct access to the collection point location. • Comments pertaining to the institutional block and the mixed use development block will be provided separately, once they come in for review through subsequent planning applications. • For more information, please consult the Region of Peel Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf Development Engineering: • <u>Water Servicing:</u> ○ There are no existing watermain in the vicinity. ○ Servicing of this plan requires construction of 400mm watermain on Old School Road, Bramalea Road and Torbram Road. The inclusion in the budget/ alignment and construction date is subject to change. ○ The pressure zone will need to be confirmed through further studies. • <u>Sanitary Servicing:</u> ○ There are no existing sanitary sewers in the vicinity. ○ The proposed land lies within Torbram/Airport Road sanitary drainage area. ○ Servicing of this plan requires construction of 750mm/600mm/525mm/375mm dia. sanitary trunk sewer through the lands, and to the east. The inclusion in the budget/ alignment, construction date is subject to change. • <u>General Comments:</u> ○ All costs associated with proposed development will be at the applicant's expense. ○ The Applicant may be required to enter into applicable development agreements with appropriate agencies. ○ The area lies within the proposed Mayfield Tullamore Secondary Plan area where a servicing solution has not been approved. ○ A Functional Servicing Report (FSR) showing proposed sanitary sewer and watermain plans for the area and adjacent properties is required for review and approval by the Region. ○ The developer will be required to obtain and dedicate easements (if any) as required by the Region for Regional infrastructure.	

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Agency	Comments	Contact (Name, Email and Phone Number)
	- o Servicing of the Plan will require construction of watermain inclusive and larger than 400mm dia. and sanitary sewers inclusive and larger than 375mm dia., which are the financial responsibility of the Region as per Development Charges By-law and Policy F40-06. Should the Applicant wish to proceed with the works at a time when the Region is not prepared to fund the works, the Applicant will be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region’s determination that it has or will have sufficient funds, Regional Council approval and according to Policy F40-06. - o The above are high level comments. Detailed comments will be provided once Draft Plan submission is reviewed.	
Toronto and Region Conservation Authority (TRCA)	Site Context: • According to our mapping, several portions of the subject land is regulated by TRCA as the property is traversed by a valley corridor, stream corridor, contains several Headwater Drainage Feature (HDF) and Regulatory Floodplain. Further, the subject land contains unevaluated wetland features. A TRCA permit pursuant to Conservation Authorities Act (CA Act) is required from this Authority prior to any development and/or site alteration within a TRCA regulated area. • It is our understanding that the subject lands are not currently located within the Town of Caledon’s urban settlement boundary. However, through the Region of Peel’s Settlement Area Boundary Expansion (SABE) exercise, a portion of the subject land has been identified for future community uses. The SABE lands were integrated into the recently approved (November 4, 2022) Region of Peel Official Plan. As a component of the Region’s SABE process, a Scoped Subwatershed Study was completed. Although this Scoped Subwatershed Study was sufficient for the purpose of a boundary expansion exercise, it is not detailed enough in scope to consider local Official Plan Amendment (and associated Secondary Plan) applications. As such, a more detailed Local Subwatershed Study and block level functional servicing study will be required to satisfy applicable Provincial, Regional, Municipal and TRCA policies as part of any future Secondary Plan. • Further to the above, it is our understanding the property is included as part of the Mayfield Tullamore Secondary Plan which is currently commencing. Requirements: Please note that without the approval of the broader Secondary Plan (and associated Local Subwatershed Study), it is the opinion of TRCA staff that the site-specific development applications (i.e. Draft Plan of Subdivision/Zoning By-law Amendment) proposed through this pre-consultation are premature. Notwithstanding, if the Town intends to run site-specific applications concurrently with the Secondary Plan, TRCA’s preliminary submission requirements include those identified below:	Andrea Terella Planner Development Planning and Permits Development and Engineering Services T: (437) 880-1937 E: andrea.terella@trca.ca

Pre-Application Review Committee (PARC) Meeting Form and Checklist

Agency	Comments	Contact (Name, Email and Phone Number)
	• <u>Site Plan Identifying Constraints</u>: A Site Plan identifying the limit of applicable natural features/hazards and their associated buffers in accordance with TRCA policy. At a minimum, this should include: 1. Physical Top of Slope of the valley feature (As staked by TRCA staff will be required to be delineated on plans). 2. Long-Term Stable Top of Slope for valley features (as determined by a slope stability assessment). 3. The Regulatory Floodplain. 4. Limits of the Wetland Features (As staked by TRCA and Town staff will be required to be delineated on plans). 5. Applicable Buffers. All new development must be located outside of identified hazards and associated buffers. • <u>Preliminary Engineering Drawings/Plans</u>: Including Servicing Plan, Grading Plan and associated details. These plans must include the limit of applicable hazards and their associated buffers. • <u>Delineation of the Floodplain (and associated modelling)</u>: To obtain TRCA’s current flood plain mapping and modeling, the proponent can contact the undersigned to be directed to an appropriate member of TRCA’s water resource engineering team to facilitate the transfer. It is noted that updates to the modelling may be required to account for the proposed development. • <u>Geotechnical/Slope Stability</u>: In order to ensure the proposed development is appropriately setback from the valley slope, a slope stability assessment is required to delineate the Long-Term Stable Top of Slope (LTSTOS). TRCA’s Slope Stability Assessment guideline can be accessed through the following link: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17173003/PDPM_G_GEDSR.pdf • <u>Headwater Drainage Feature (HDF) Assessment</u>: the subject lands appear to contain a headwater drainage feature (HDF). An assessment of this feature is required in accordance with TRCA’s HDF guide: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/Evaluation_Classification_and_Management_of_Headwater_Drainage_Features.pdf. Please also ensure the assessment includes a review HDF’s in accordance with Ontario Regulation 41/24 definition of a watercourse. • <u>Stormwater Management Report/Functional Servicing Report</u>: Outlining how the proposed stormwater management design conforms with TRCA requirements for water quantity, erosion and water balance. TRCA’s	

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	SWM guideline can be accessed through the following link: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/04/17183809/SWM-Criteria-2012.pdf. It is noted that as the subject lands are located outside of the settlement boundary used in TRCA's hydrologic modelling, it is noted that regional storm ponds are required to service the proposed development. The applicant can run continuous hydrology for sizing SWM facilities, however, it must be demonstrated that the estimated size of proposed facilities satisfies TRCA's requirements by running a single event model using rainfall distribution storms that are established as part of respective watershed hydrology updates, as required by TRCA's Stormwater Management Criteria Document (2012). • <u>Hydrogeological Investigation</u>: The report should assess current groundwater conditions in order to inform the practicality of water balance strategies on the subject lands. • <u>Wetland Water Balance Risk Assessment</u>: A wetland water balance risk assessment is required, prepared in accordance with the following document: https://trca.ca/app/uploads/2017/12/WetlandWaterBalanceRiskEvaluation_Nov2017.pdf. Please note that depending on the results of the risk assessment, additional study requirements may be necessary. • <u>A Draft Zoning Bylaw Amendment</u>: All applicable natural hazards and buffer areas must be placed within an appropriate zoning category (e.g. EPA). • <u>Review Fees</u>: Fees associated with any future applications will be collected in accordance with TRCA's November 10, 2022 fee schedule: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2024/05/03120946/Development-Planning-Fee-Schedule-November-10-2022.pdf. The applicant can refer to the Subdivision section of the fee schedule for more information. <i>Please note that as the associated Secondary Plan process for the broader area progresses, TRCA reserves the right to request additional submission materials (as needed) for the Draft Plan of Subdivision and Zoning By-Law Amendment applications considered through this pre-consultation process.</i>	