

CALEDON TERRA INVESTMENTS INC.

	Agency	Comment	RESPONSE	ACTION REQUIRED FOR DRAFT PLAN APPROVAL
1	Leilani Lee-Yates, Review of Comments letter, dated February 13, 2019	<p>Further to your October 5, 2018, resubmission of the above-noted Zoning By-law Amendment and Plan of Subdivision applications, and subsequent correspondence with Town staff and commenting agencies, the following comments have been received.</p> <p>This letter has been divided into sections, reflecting milestones of the development process as follows:</p> <ol style="list-style-type: none"> 1. General Comments: This section contains advisory information. 2. Items to be Addressed Prior to Draft Approval: This section contains comments which must be addressed prior to draft plan approval and also outlines the material required to resubmit to address these comments. 3. Conditions of Draft Approval: This section identifies agencies and departments which have provided draft plan conditions. Attached to this letter is a working copy of the draft plan conditions received to date. 4. Detailed Design Requirements: This section contains comments which must be addressed during the detailed design process. 5. Draft Zoning By-law Amendment Comments: This section contains comments on the draft by-law. 	No comments required	No action required
		Please note that formal comment letters with conditions of draft plan approval from the Region of Peel are forthcoming, and will be provided to the applicant. The conditions of draft approval will be incorporated into the attached draft conditions of draft plan approval.	After our first submission the Region shared the standard set of draft plan conditions. Site specific and community specific conditions have not yet been finalized.	Region of Peel to circulate conditions
		The matter of the downstream outlet from the Stormwater Management (SWM) Pond E-2 and the realigned natural channel continues to be pursued by the landowner group, and specific conditions of draft plan approval will be included in the final conditions.	The Landowners Group continue to work towards making arrangements to secure downstream drainage or an alternative satisfactory to all parties. The Town (and Region) to finalize draft condition related to the downstream outlet. The applicant believes this should be a condition of draft plan approval, not a prior to draft plan approval issue.	Town to finalize the wording of the draft plan condition. CVC have already provided a condition with regards to ensuring pond # 2 is functional prior to issuance of building permits.
		Town has not yet received the Peer Review of the Noise Impact Report. Upon receipt of the peer review letter, Town staff will complete our review and provide engineering comments and draft conditions of draft approval.	Peer-review comments were received on Feb 15, 2019. Region provided comments on April 1, 2019	SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.
		Town staff are currently examining the opportunity for two-side sidewalks on selected local roads where feasible. Further comments will be provided once this analysis is complete.	Town undertaking analysis	Town to provide comments
2	Hydro One, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	The proposed subdivision will be serviced by Hydro One. The applicant will have to contact hydro One Subdivision Dept. to arrange for the design of the electrical distribution of the proposed subdivision.	The applicant will coordinate with Hydro One during detail design	No action required
3	Finance & Infrastructure Services, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	<p>This property is currently assessed as mostly Farmland (\$453,000 CVA). The Town's share of taxes levied, based on current value assessment is approximately \$460. As at November 9, 2018, the property tax account is determined to be current.</p> <p>If the proposed development were to proceed as planned, the property's taxable assessment value would change to reflect the developments that would have taken place.</p>	No comments required	No Action Required

		<p>Any future development would be subject to Development Charges as follows:</p> <p>a) Town of Caledon: \$25,247.29 per single/semi-detached/duplex residential unit.</p> <p>b) Region of Peel: \$52,305.81 per single/semi-detached/duplex residential unit. Reduced rates may be available where properties do not have access to the Region's water and/or waste-water services. Effective February 1, 2016, the Region began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for residential developments, at the time of subdivision agreement execution.</p> <p>c) School Boards: \$4,567 per any residential unit.</p> <p>d) Go-transit: \$537.63 per single/semi-detached/duplex residential unit.</p> <p>The Development Charges comments and estimates above are as at November 9, 2018, 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. Development Charges are calculated and payable at the time of building permit issuance. 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 the Development Charges By-law and rates in effect at the time of building permit, and actual information related to the construction as provided in the building permit application.</p>	No comments required	No Action Required
4	Fire & Emergency Services, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	The existing fire station (307) Valleywood may be used to service the MW2 area, however, this is very much dependent on ability to gain direct and efficient east-west access from the existing fire station at Valleywood through the MW2 area to Chinguacousy Road. Until modifications to the Highway 410/Valleywood Boulevard interchange, the new east-west spine road is required to be connected to Hutchinson Farm Lane to Chinguacousy Road to provide access and acceptable response times to the MW2 area.	<p>The emergency access is not located within this application. However, the Landowners Group continues to work with the Region of Peel and Town of Caledon to design the emergency access as part of the Spine Rd Detail Design.</p> <p>Understanding is the access will need to be in place prior to registration. The emergency access will be installed as part of the Spine Rd construction</p>	Town and Region to prepare a draft plan condition
5	Finance & Infrastructure Services, Transportation Development, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	<p>Transportation staff identified the following main comments associated with the October 2016 TIS prepared by LEA that required further clarification and modification:</p> <p>a) The study completed in 2016 and therefore the assumptions need to be updated. For example, page 7, the opening day is assumed to be in 2017.</p> <p>b) Additional discussion/sensitivity analysis on the impacts of the interchange and Mayfield Road Widening should be provided.</p> <p>c) Table 3.10 and 3.11: Few intersections within the study area will be operating with the Level of Service (LOS) F, even after the implementation of the improvements Additional commentary/mitigation measures should be provided.</p> <p>d) Section 4.2, Parking: there are discrepancies between the rates adopted by the study and what recommended in the MW2 TMP. Both Table 4.1, 4.2 and total overall parking requirement shall be updated accordingly, and the location of on-street parking should be identified on the draft plan of subdivision. (Similar to the Response Letter by LEA Consulting to On-Street Parking Issue and Proposed Parking Plan by PMG Planning Consultants in support of Files 21T-17001C & RZ-04)</p> <p>e) The study needs to clarify the assumptions and information upon which the analysis was based, e.g., the timing of the interchange and Mayfield Road Widening.</p> <p>f) Section 4.3, Traffic Calming: Recommended Traffic calming measures are very generic which needs to be more specific for each roadways as per section 7.5 of MW2 Transportation Master Plan.</p> <p>g) Section 5.1, Road Geometry: Additional Commentary on the sidewalk on the collector Roads should be provided.</p>	<p>Comments have been addressed by LEA via a response letter</p> <p>Comments have been addressed by LEA via a response letter</p> <p>Comments have been addressed by LEA via a response letter</p> <p>Comments have been addressed by LEA via a response letter</p> <p>Comments have been addressed by LEA via a response letter</p> <p>Comments have been addressed by LEA via a response letter</p> <p>Comments have been addressed by LEA via a response letter</p>	<p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p> <p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p> <p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p> <p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p> <p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p> <p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p> <p>Please see LEA's letter response to Town comments on TIS, dated April 1, 2019</p>

		h) Table 3.12: The intersection of McLaughlin Road and Old School Road still will be operating at LOS F. The study needs to review the potential of signaling of this intersection to improve the LOS.	Comments have been addressed by LEA via a response letter	Please see LEA's letter response to Town comments on TIS, dated April 1, 2019
		i) Transportation Division will provide additional comments e.g., on transit and/or cycling facilities in more details once the additional information from EA studies and detailed drawings become available.	Comments have been addressed by LEA via a response letter	Please see LEA's letter response to Town comments on TIS, dated April 1, 2019
		The following comments relate to the location-specific daylight triangle : a) Of the three connections of the local streets with the Spine Road, the middle intersection which is highlighted in Red is located in the proximity of the adjacent intersections (green). Given the presence of the Centre Turning Lane along Spine Road, there will be more traffic conflict points, as well as the potential of collisions related to turning maneuvers that conflict with the opposing traffic stream.	Comments have been addressed by LEA via a response letter	Please see LEA's letter response to Town comments on TIS, dated April 1, 2019
		b) As previously mentioned, approval of the lower daylight triangle from what is described in the Table above is subject to the provision of extreme traffic calming measures at/approaching the intersections which are highlighted in Green by the developers, through the design exercise of the Spine Road and intersections to the Town's satisfaction. Therefore, under the proposed geometry of the Spine Road, Transportation Staff does not support decreasing of the daylight triangle, and the exception can be given once the developer provided the design concept and infrastructure-oriented extreme traffic calming measures to the Town's satisfaction. Upon Town's approval, this design concept and the corresponding reduced daylight triangle(s) will be reviewed and proceed to the detailed design and implementation, with a site-specific condition of draft plan approval prescribing that no pre-servicing of the lands can occur unless satisfactory arrangements are made regarding the matter, to the satisfaction of the Town. If the details of the traffic calming measures as identified in the subsequent planning and implementation stages did not align in principle with the proposed design concept, the daylight triangles would be required to convert back to the dimension stated in the table above.	Comments have been addressed by LEA via a response letter	Please see LEA's letter response to Town comments on TIS, dated April 1, 2019
6	Community Services, Building Services, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	Provide location of all fire hydrants on site plan. Ensure conformance of a maximum distance of 90m to the principal entrance of any building proposed.	This will be dealt with during the engineering design review	No action required
		Clearly define fire route access.	This will be dealt with during the engineering design review and grading approvals	No action required
		Submit spatial separation calculations and conform to 9.10.15. of the OBC.	our understanding is that Spacial Separations are submitted as part of our Building Permit Drawings and reviewed for Building Code Compliance.	No Action Required
		Provide geotechnical report to verify existing soil conditions.	All Geotechs were submitted with 1st and 2nd submission. We have attached it again	Geotech Report has been included in the resubmission
7	Planning & Development, Urban Design, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	The submitted site plan is based on the DSSP submitted by GSAI and is a departure from the Framework Plan ratified by Council as part of the Community Plan for Mayfield West. The Framework Plan shows a good mix of street layouts that prevents a long "corridor" effect with a break in the street wall provided by a window street to the Greenland Channel. The Justification Report provided by KLM states that the single loaded street did not "represent an efficient use of land or existing and planned infrastructure" to justify the re-alignment of Street 2 but does not give a reason or show how or why the change is a better use of land. By removing the window street to the Greenland channel, the urban fabric and hard landscape predominates the entire length of the channel and does not allow the introduction of greenspace to the development.	The window street to the Greenland Corridor was removed to account for revisions to the channel and street layout of the Laurier plan to the east. The PPS, Growth Plan, and Caledon OP promote and efficient and cost effective development patterns to minimize land consumption and servicing costs. The costs associated with the construction and maintenance of the road and services are most efficiently utilized by providing access and service to dwellings on both sides of the street. There already is a single loaded road located adjacent to Mayfield Rd. Providing a single loaded road would also decrease the density of subdivision and the community.	The PJR, dated April 2019, has been updated to provide further rationale regarding the configuration of the road

	According to the comments received by JG Williams, although they support the urban design intent, there is concern about the elimination of window street frontages and the length of Street 2 and the uninterrupted block length.	see response above	The PJR, dated April 2019, has been updated to provide further rationale regarding the configuration of the road
	Point 4 of J.G. William's comments seeks to recommend that further discussion be held with Town staff regarding the change in street layout proposed by the applicant and supported by KLM. Urban Design staff welcome a meeting to help come to a positive resolution on how to provide a good urban response to the changes proposed in the DSSP.	We are willing to schedule a meeting soon after our resubmission is made	The PJR, dated April 2019, has been updated to provide further rationale regarding the configuration of the road
	Urban Design staff agree with J.G. Williams concerns about the length of the modified Street 2 and that there has been no physical or visual connection the Greenlands Channel B. Further discussion is required to find a way to break up the solid urban landscape. Although J.G. Williams identifies lots 68-87 as having a high standard of architectural upgrades on the rear elevations, the lot numbers included in this should also be Lots 1-15 (J.G. William's point 6) and Lots 58-87 with lot 87 requiring a high architectural standard on 3 elevations and Urban Design staff agree with the request for increased frontage on Lot 87 to allow for its development into a Priority Lot.	see pg. 2 of the PJR for further discussion on this issue	The PJR, dated April 2019, has been updated to provide further rationale regarding the configuration of the road
	Point 7 is directed to the increased window street frontage along Mayfield Road. As such the lots that are visible along this window street will be required to have high architectural standards and upgrades. This is not limited to those lots that primarily flank Mayfield Road but will extend to those lots visible from multiple street intersections and include Lots 3, 4, 5, 8, 9, 15, 18-27, 32-36, 37-47, 58, 83-87, and 88-97.	The larger window street frontage was required due to revisions to the adjoining plan and channel realignment to the east. Homes will adhere to the approved CDGs	No Action required
	Ensure all corner lots and lots flanking open space have enough frontage to ensure a high standard of architectural features such as building projections, additional fenestration, wrap around porches and landscaping.	The subdivision will adhere to zoning and CDGs	No Action Required
8	Planning & Development, Planning, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019		
	The Mayfield West Phase 2 Secondary Plan (OPA 22) states that development shall be undertaken in accordance with Section 5.10, "Settlements" policies of the Town's Official Plan. Where there is a conflict between the policies in Section 5.10 and Section 7.14.5, the policies in Section 7.14.5 and the policies to be development under Section 7.14.4.3.6 shall prevail.	The applicant is unsure if Town staff have identified any conflicts. We do not see any conflicts	No Action Required
	Section 5.10.3.27.8 prescribes the net densities for "Low", "Medium" and "High" Density categories. Section 7.14.4.3.6 requires that the Mayfield West Phase 2 community-wide DSSP shall provide a breakdown of the anticipated range and mix of residential homes, net density (calculated in accordance with Section 7.14.5.1.3), and the associated population yield for each of the residential designations in the Secondary Plan Area as described in Section 7.14.5.	This has been included in the Community Wide DSSP confirming that density and population targets for the Secondary Plan Area have been met. See Section 5 which was recently circulated to the Town for comment.	The Site-Specific DSSP memo, prepared by KLM on April 10, 2019, has been revised to include a site specific discussion on how this plan adheres to Section 5 of the Community DSSP
	It is staff's understanding that the draft DSSP net densities are calculated using the total number of units proposed within each of the residential designations (Low, Medium, High and Live-Work) on a Community-wide basis, divided by the net residential area (as defined in Section 7.14.5.1.3 of the Secondary Plan) of the corresponding designation on Schedule B-2 of the Secondary Plan (MW2 Land Use Schedule). The net densities in Table 5.2.2 of the draft DSSP represent an average community-wide density for each designation and is provided in order to satisfy Section 7.14.4.3.6 of the Secondary Plan.	This has been included in the Community Wide DSSP confirming that density and population targets for the Secondary Plan Area have been met. See Section 5 which was recently circulated to the Town for comment.	The Site-Specific DSSP memo, prepared by KLM on April 10, 2019, has been revised to include a site specific discussion on how this plan adheres to Section 5 of the Community DSSP
	The updated draft Section 5, "Community Statistics and Development Schedule" of the community-wide DSSP, received Jan. 30, 2019, prescribes the following overall net densities: ☐ Low Density Residential: 32.2 units/net hectare; ☐ Medium Density Residential: 55.9 units/net hectare; ☐ High Density Residential: 128.4 units/net hectare; ☐ Live Work Residential: 50 units/net hectare a) The draft plan of subdivision, prepared by GSAI and dated Oct. 1, 2018, shows 180.5 detached dwelling units for the proposed development; however, the draft Section 5 notes 181 detached dwelling units. Please confirm the house unit count and ensure it corresponds to the proposed residential densities.	The Draft plan shows a total of 180.5 units. There are part lots shared between this plan the Laurier plan to the east. The DSSP takes this into account and has rounded the total units for our plan to 181. The revisions made to section 5 of the DSSP take into account all the plans in the community to ensure the Secondary Plan meets the required residential densities	The Site-Specific DSSP memo, prepared by KLM on April 10, 2019, has been revised to include a site specific discussion on how this plan adheres to Section 5 of the Community DSSP

	Staff recognizes that the community-wide supporting studies are being reviewed separately. Through discussions with the landowner group on draft conditions of draft approval, it was determined that the EIR and FSR approval by Town Council will be required prior to any site grading or alteration.	The Final FSR was submitted January 2019 and the Final EIR/EIS was submitted in March 2019. Town staff will be seeking delegated authority to approve the reports in April 2019.	No Action Required
	TRCA staff have indicated that they would like to take ownership of the Woodlot Block 194. Please consult further with TRCA staff on their requirements for the gratuitous dedication of these blocks.	Will be reflected in the draft plan conditions.	Town to ensure that the TRCA condition is included with our draft plan approval
	A revised site-specific DSSP will be required prior to registration of the plan.	Will be finalized once the Community DSSP has been approved. We fully expect the Site Specific DSSP will be consistent with the Community DSSP	The Site-Specific DSSP memo, prepared by KLM on April 10, 2019, has been revised to include a site specific discussion on how this plan adheres to Section 5 of the Community DSSP
	In preparation of draft plan approval, please submit a revised submission containing 18 packages, each containing the following: <input checked="" type="checkbox"/> A detailed cover letter explaining how all comments have been addressed <input checked="" type="checkbox"/> A letter from the landowners' Cost Sharing Group trustee <input checked="" type="checkbox"/> A resubmission fee of \$5,405.00 <input checked="" type="checkbox"/> A revised Draft Plan <input checked="" type="checkbox"/> A response to the Detailed Environmental Noise Report Peer Review Letter <input checked="" type="checkbox"/> Updated housing units and density calculations <input checked="" type="checkbox"/> A revised TIS Comment Response Letter <input checked="" type="checkbox"/> A revised community-wide DSSP Please also submit 1 digital (pdf) copy of document outlined above by either USB or an email.		The following has been included with the resubmission: - Cover letter + detailed comments matrix - CSA trustee clearance letter - Payment for resubmission fee - revised Draft Plan - A revised Noise Report in response to Peer-Review and Region comments - SSDSSP providing housing and density calculations - TIS comments response letter - The Community DSSP has not been included as the review of the plan is being finalized between the LOG and Town staff - a CD ROM has been provided with digital copies
9	Leilani Lee-Yates, Review of Comments letter, dated February 13, 2019	Conditions of Draft Approval As many agencies and departments have provided draft plan conditions, attached to this letter is a working copy of the draft plan conditions. Please note that the majority of the draft plan conditions are standard template conditions which will not be changed. Also, additional draft plan conditions will be added as agency and department concerns are resolved. All items in yellow highlighting are to be updated/finalized as part of the final draft conditions. All items in red font form part of the templated conditions.	We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Planning and Development, Planning: To satisfy various sections of the Town's Official Plan, Development Planning staff has included conditions of draft approval which speak to the approval of a community-wide Development Staging and Sequencing Plan (DSSP), a site specific DSSP, a Comprehensive Environmental Impact Study and Management Plan, a Water and Wastewater Servicing Study, a Transportation Study and a Community Design Plan. The draft conditions also require that the development shall conform to these documents.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Planning and Development, Planning: To satisfy Section 7.14.4.8.4 of the Town's Official Plan, Development Planning staff has included conditions of draft approval which speak to receiving confirmation from the landowners' Cost Sharing Group trustee that the owner is in good standing with the Financial Agreement.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Planning and Development, Planning: To ensure that appropriate warning clauses and house construction requirements as outlined in the Noise Impact Study are included in Agreements of Purchase and Sale and installed in the dwelling, conditions of draft approval has been included in the attached. These conditions are draft and are pending final acceptance of the Noise Impact Study.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.

<p>Orangeville Railway Development Corporation: The Owner is required to engage a consultant to undertake a noise impact for all dwellings within 300 metres of the rail corridor. Upon review and approval of the noise and vibration reports, all recommendations provided should be included in the Subdivision Agreement. These reports, as required, shall be submitted to the Orangeville Railway Development Corporation (ORDC) for review and a peer review commissioned at the Owner's expense (if required) prior to final approval of the development. The following warning clause is required in all Agreements of Purchase and Sale or Lease for each dwelling unit with provisions in the Subdivision Agreement to ensure that the warning clause survives the release of the Owner's obligations under the subdivision agreement and remain on title as follows:</p> <p>"WARNING: the Orangeville-Brampton Railway operates a railway right-of-way within 300 metres of these lands. There may be alterations to or expansions of railway facilities or operations in the future. This expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration control attenuating measures in the design of the development and individual dwellings. The Orangeville-Brampton Railway or the Town of Orangeville will not be responsible for any complaints or claims arising from the use of, or noise generated from, such facilities and/or operations on, over or under the rail right-of-way."</p> <p>A draft condition has been included in the attached.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Orangeville Railway Development Corporation: Prior to assumption, the Owner shall provide an engineer's or architect's certification to ORDC that the development has been carried out as approved, incorporating the mitigation measures, if any, as recommended by the noise impact analysis. The Town is seeking clarification from ORDC on when the certificate is required. A draft condition has been included in the attachment which will be amended with the timing once it is received.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Fire and Emergency Services and OPP (Caledon Detachment): An emergency services access is required from Hutchinson Farm Lane/Hurontario Street to access the eastern edge of the Spine Road until such time that the Spine Road/Hurontario Street interchange is completed. *Note: Design of the access will be required as part of detailed design.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Policy and Sustainability, Heritage: There are no further heritage concerns with the draft plan of subdivision application. Draft conditions have been included in the attachment.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Open Space and Design: Templated Open Space and Design draft conditions have been included in the attachment. Conditions will be finalized/amended once the Open Space and Design comments are addressed.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Planning and Development, Engineering: Templated draft conditions have been included in the attachment. Conditions will be finalized/amended once the Engineering comments are addressed.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Planning and Development, Planning: Standard conditions of draft approval from both Planning and Development and Legal Services have been included in the attachment.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>
<p>Policy and Sustainability, Urban Design: Templated draft conditions have been included in the attachment. Conditions will be finalized/amended once the Urban Design comments are addressed.</p>		<p>We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.</p>

	Planning and Development, Zoning: Please see detailed comments on the draft Zoning By-law later in this letter. Draft conditions have been included in the attachment. Please note that as these conditions are standard templated conditions, the Town will not amend the conditions.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Legal Services: Draft conditions have been included in the attachment. Please note that as these conditions are standard templated conditions, the Town will not amend the conditions.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Corporate Services, Accessibility: The Town will require a draft condition relating to the provision of universal design options. A draft condition has been included in the attachment. Please note that as the condition is a standard templated condition, the Town will not amend the condition.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Credit Valley Conservation: Draft conditions have been included in the attachment. Please note, as this condition are provided by an external agency, Town staff will not amend the comment. Should you have any questions, please contact the agency directly.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Toronto and Region Conservation Authority: Draft conditions have been included in the attachment. Please note, as this condition are provided by an external agency, Town staff will not amend the comment. Should you have any questions, please contact the agency directly.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Dufferin-Peel Catholic District School Board: Draft conditions have been included in the attachment. Please note, as these conditions are provided by an external agency, Town staff will not amend the comment. Should you have any questions, please contact the agency directly.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Peel District School Board: Draft conditions have been included in the attachment. Please note, as these conditions are provided by an external agency, Town staff will not amend the comment. Should you have any questions, please contact the agency directly.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
	Canada Post: Draft conditions have been included in the attachment. Please note, as these conditions are provided by an external agency, Town staff will not amend the comment. Should you have any questions, please contact the agency directly.		We reserve the right to provide comments on the final set of draft plan conditions. We aim to have conditions that are consistent with other applications in Mayfield West Phase 2, unless they are specific to our subdivision.
10	Community Services, Open Space Design, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	Add the Following notes to the Arborist Report:	Revised TIPP, dated March 18, 2019, has been revised in response to comments. Copies have been attached with resubmission
		a) All trees within the development along with any required monitoring requirements will be further reviewed at the detail design stage. This document shall be further updated accordingly prior to the execution of the Grading Agreement.	Revised TIPP, dated March 18, 2019, has been revised in response to comments. Copies have been attached with resubmission
		b) Any trees located on the property line or on the adjacent property that are proposed to be removed or pruned, will require written consent from the adjacent landowner. All correspondence is to be forwarded to the Town prior to any removals.	Revised TIPP, dated March 18, 2019, has been revised in response to comments. Copies have been attached with resubmission
		c) Removals should not occur outside of the breeding bird season (April 1 – August 1). If this is not possible, clearance with an ecologist should occur prior to construction to ensure not loss of bird nest, egg or unfledged young.	Revised TIPP, dated March 18, 2019, has been revised in response to comments. Copies have been attached with resubmission

		d) During construction and prior to Assumption the subdivision by the Town, the consulting Arborist along with appropriate Town staff shall inspect the entire site. Any noted hazardous trees must be identified and removed prior to assumption. Any records of maintenance or removals are to be submitted to the Town of Caledon.		Revised TIPP, dated March 18, 2019, has been revised in response to comments. Copies have been attached with resubmission
11	Draft Zoning By-law Amendment Comments, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	<p>The applicant for 2256 Mayfield Road has applied for zoning by-law amendment and draft plan of subdivision applications. The purpose of these applications are to create residential units (detached dwellings), woodlot and greenway corridor blocks, partial residential blocks, a road widening block and a buffer block. Zoning staff have reviewed the Draft Plan of Subdivision drawing No. – 18:1, prepared by the KLM Planning Partners Inc. on September 14, 2018, date-stamped by the Town October 5, 2018.</p> <p>For this review, zoning staff will be determining residential compliance using Residential Two Exception 614 (R2-614) which was recently approved by Council. Residential Two Exception 614 (R2-614) was brought into the Zoning By-law with By-law No. 2018-74.</p> <p>The proposed detached dwellings were compared against the standards for R2-614. Based on the drawing provided, all lots will comply with lot frontage (minimum) and lot area (minimum) standards. Please note that part blocks 169 to 193 (inclusive) will only comply with lot frontage (minimum) once Section 118 Restrictions are registered on title.</p> <p>This compliance is based on the Draft Plan of Subdivision drawing No. – 18:1, prepared by the KLM Planning Partners Inc. on September 14, 2018, date-stamped by the Town October 5, 2018.</p>		No action required
		For the proposed Environmental Policy Area 1 (EPA1) zone, blocks 194 and 195 will comply with lot frontage (minimum) and lot area (minimum) standards.		No Action Required
		<p>For the draft zoning by-law schedule, named 'Schedule A' prepared by KLM Planning Partners Inc., dated August 2018, zoning staff have the following comments:</p> <p>a) Please provide an updated schedule with the proposed zones. b) Ensure that the updated schedule adheres to the Town's digital submission standards. Please refer to the Lead Planner for a copy of the Town's standards.</p>		A revised zoning bylaw has been included with this resubmission
12	Planning & Development, Engineering, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	COMMENTS REMAIN OUTSTANDING	After discussion with Leilani, via email (March 18, 2019), it was understood that comments will be received once we respond to the Noise Report Peer Review comments	
13	Community Services, Building Services - Site Servicing Review, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	COMMENTS REMAIN OUTSTANDING	After discussion with Leilani, via email and meeting between LOG/staff (March 18, 2019), it was understood that Building Services had no further comments	
14	Ontario Provincial Police, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	AGENCY HAS NO COMMENTS		No Action Required
15	City of Brampton Development Services, within Review of Comments Letter from Leilani Lee-Yates, dated February 13, 2019	AGENCY HAS NO COMMENTS		No Action Required

16	Canada Post, letter dated November 8, 2018	The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	Will be sorted out during detail design	No Action Required
		The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	Will be sorted out during detail design	No Action Required
		The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	Will be sorted out during detail design	No Action Required
		The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.	Will be sorted out during detail design	No Action Required
		The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.	Will be sorted out during detail design	No Action Required
		The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Caledon.	Will be sorted out during detail design	No Action Required
		The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.	Will be sorted out during detail design	No Action Required
		The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, to which the homeowner(s) will sign off.	Will be sorted out during detail design	No Action Required
17	Enbridge, letter dated Oct 22, 2018	Enbridge Gas Distribution has no changes to the previously identified conditions for this revised application(s).		No Action Required
18	Rogers, letter dated Nov 5, 2018	No Draft Plan specific comments or conditions		No Action Required
19	Peel District School Board, letter dated January 4, 2017	The anticipated yield from this plan is as follows: -105 x K-8 -32 x 9-12		No Action Required
		The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering Agreement:		No Action Required
		1. Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.		No Action Required
		2. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.		No Action Required

		<p>3. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any units in this plan, within a period of five years from the date of registration of the development agreement:</p> <p>"Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p>		No Action Required
		<p>4. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any units in this plan, within a period of five years from the date of registration of the development agreement:</p> <p>"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p>		No Action Required
20	Dufferin-Peel Catholic District School Board, letter dated January 4, 2017	<p>The applicant proposes the development of 180 detached units which are anticipated to yield:</p> <p>-31 JK to Grade 8 Students; and -21 Grade 9 to 12 Students</p>		No Action Required
		"Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan"		No Action Required
		<p>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.</p>		No Action Required
		<p>2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bused to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>		No Action Required

21	Credit Valley Conservation, letter dated Feb 11, 2019	<p>Overview</p> <p>The subject property is located within the Mayfield West Phase 2 Community Stage 1. As such, the proposal is subject to the recommendations of the community wide EIS completed by Hensel Design Group and the FSR by Urbantech (both subject to Town approval). CVC staff have found both these studies generally satisfactory for the purposes of draft approval and will expect the requisite details and recommendations to be carried forward in fulfillment of draft conditions.</p> <p>The property contains a portion of a woodland, shown as Block 194 on the draft plan, including the woodland buffer. Appropriate buffer landscape plans will be required as part of detailed design and have been included as condition of draft approval. The woodland also contains the Southwest Wetland, and as such a permit for grading adjacent to the buffer will be required from here pursuant to Ontario Regulation 160/06.</p> <p>The property also contains an eastern connection to the adjacent Greenlands Channel B, terrestrial channel, shown as Greenway Corridor Block 195. Detailed landscape plans will be required for this block consistent with the EIS, and also included as condition of draft approval.</p>		No Action Required
		<p>Stormwater Management</p> <p>The subject property drains to both Pond 2 located on the adjacent property. Our review will entail the detailed design submission and SWM Report for Pond 2 which is located on lands owned by others in the eastern draft plan 21T-16006C.</p> <p>It should be noted that for the outlet for Pond 2, necessary arrangements with the landowners south of Mayfield Road (in Brampton) will need to be secured in order to design and construct the ultimate outlet and receiving downstream channel. CVC staff anticipate resolution of this issue soon in order to proceed with approvals for the pond and outlet design, and to clear respective conditions on each draft plan affected.</p>	Arrangements are being made between the Landowners Group and the landowners downstream in Brampton. We anticipate the channel or an alternative will be in place prior to registration and/or building permit issuance	The CVC has provided a condition that is satisfactory to the applicant. The Town has yet to finalize the condition for our review
		<p>CONDITIONS OF DRAFT APPROVAL</p> <p>On this basis, CVC staff have no objection to the approval of the draft plan of subdivision provided that the following draft conditions are fulfilled:</p>		
		1. The Town of Caledon Zoning Bylaw shall contain provisions which will place all lands within Blocks 194 and 195 in the appropriate public open space category.		No Action Required
		2. That the Woodlot Blocks 194 be gratuitously dedicated to the Toronto Region Conservation Authority or Town of Caledon as applicable.		No Action Required
		3. That the Greenway Corridor Block 195 be gratuitously dedicated to the Town of Caledon.		No Action Required

<p>4. Prior to any grading and servicing and/or the registration of the plan, or any phases thereof, the owner shall prepare to the satisfaction of Credit Valley Conservation (CVC) and the Town of Caledon:</p> <p>a) A comprehensive monitoring plan for during and post construction monitoring.</p> <p>b) Detailed engineering plans prepared by a professional engineer for the stormwater management and infrastructure which must be implemented in accordance with the approved Functional Servicing Report (FSR).</p> <p>c) Plans/reports demonstrating the details of the LID measures to be implemented as per the approved FSR Figure 507.</p> <p>d) Plans/reports demonstrating the details for the Greenway Corridor Block 195 in accordance with the approved EIS.</p> <p>e) Appropriate sediment and erosion control measures to be implemented and maintained during all phases of construction.</p> <p>That the draft plan be redline revised to meet the requirements of the above conditions, If necessary.</p>		No Action Required
<p>5. Prior to the registration of any phase of the plan, the following information will be prepared to the satisfaction of CVC and the Town of Caledon:</p> <p>a) Plans/reports demonstrating the details of the proposed trail in the NHS buffer and the crossing of the NHS if applicable, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06;</p> <p>b) Buffer restoration/ landscape plans in accordance with the approved EIS.</p> <p>c) That prior to the issuance of building permits, confirmation be received from a qualified professional that the stormwater management facility Pond 2 has been constructed in accordance with the approved plans.</p> <p>d) That the Servicing Agreement between the Owner and the Municipality contain provisions, wherein the Owner agrees to:</p> <p>e) carry out the works noted in Conditions# 1 -5.</p> <p>f) that a Warning Clause be included in the Agreements of Purchase and Sale advising the future landowners of Lots 1-10 that the adjacent public land (i.e. NHS, SWM etc.) will remain as a low maintenance environment.</p> <p>g) That a Homeowner's Factsheet that describes the benefits of some landscape naturalization for lots backing onto the NHS, as an educational tool to promote enhancement, be completed and included as part of the Purchase of Sale Agreement prior to closing.</p>		No Action Required
<p>22 Region of Peel, Email dated March 8, 2019 from Joy Simms</p> <p>For this draft plan of subdivision the noise barrier which is normally abutting the Regional road, which the Region will maintain, is separated from Mayfield Road by the Town's Greenway corridor. The Region proposed an arrangement of buffer blocks, easements, and the 0.3 metre reserve to accommodate this unique arrangement and are awaiting further information from the Town. I understand they were meeting this week and I hope to receive direction back soon. I will provide comments in full regarding noise-related requirements at this time.</p>		<p>Region staff to advise of resolution regarding the noise barrier adjacent to Mayfield Rd</p> <p>The Noise report has been updated based on peer-review comments and Region of Peel comments</p>

	Waste management comments were satisfied.		No Action Required
	The applicant is encouraged to refer to instructions contained in the Healthy Development Assessment User Guide under the Reporting Requirements section on page 6 of the HDA User Guide. It is noted that the proposed draft plan does not meet HDA standards related to intersection density and residential block size. As noted, full comments will be provided in my letter.	The latest Healthy Development Assessment has scored within the GOLD range	The Healthy Development Assessment has been revised
23	Region of Peel, Letter dated April 1, 2019 from Joy Simms	Regional staff have received the revised Zoning By-law amendment and Draft Plan of Subdivision applications and provide the following comments: <u>Regional Requirements</u> The following requirements shall be completed by the applicant to the satisfaction of the Region prior to draft plan approval:	
	The Region has not yet received a satisfactorily completed Healthy Development Assessment (HDA). The applicant is encouraged to refer to instructions contained in the User Guide under the Reporting Requirements section on page 6 of the HDA User Guide. In particular, the following information is required:	The latest Healthy Development Assessment has scored within the GOLD range	The Healthy Development Assessment has been revised
	o Calculation of net density using the net developable area that excludes the woodlot and greenlands;	The latest Healthy Development Assessment has scored within the GOLD range	The Healthy Development Assessment has been revised
	o Maps with network buffers showing the distance to proposed and existing services, including transit, neighbourhood public services, retail, parks and schools. Maps can be attached as an appendix to a revised HDA;	The latest Healthy Development Assessment has scored within the GOLD range	An Amenities Plan was circulated with the second submission, and has been included with this submission
	o Calculation of intersection density using the net developable area; and,	The latest Healthy Development Assessment has scored within the GOLD range	The Healthy Development Assessment has been revised
	o Under the Streetscape Characteristics Core Element, reference to specific guidelines, policies, or enforceable standards that implement the relevant standard.	The latest Healthy Development Assessment has scored within the GOLD range	The Healthy Development Assessment has been revised
	It is noted that the proposed draft plan does not meet HDA standards related to intersection density and residential block size. We have attached a slightly revised street layout as an example that would provide a new pedestrian connection between Dundee Drive and Pearen Court. The Lshaped block to the south could also be split for a similar result. The new connection would reduce the average block size and uphold the vision of a connected, pedestrian-friendly street network contained in the Council approved, Mayfield West Phase II Community Design Plan (CDP). A connected, permeable built environment reduces walking distance and increases non-motorized route options, and as such, is associated with healthier outcomes.	The latest Healthy Development Assessment has scored within the GOLD range	The Healthy Development Assessment has been revised
	<u>Noise Report Comments</u> For this draft plan of subdivision, the noise barrier which is normally abutting the Regional road, which the Region will maintain, is separated from Mayfield Road by the Town Greenway corridor. The Region proposed an arrangement of buffer blocks, easements, and the 0.3 metre reserve to accommodate this unique arrangement and is represented in the comments below. Please note that this arrangement is still under discussion with the Town and may change. Regional staff are in receipt of the Revised Noise Impact Assessment, prepared by SS Wilson Associates, dated August 8, 2017. The following revisions discussed below, will be required.		Arrangements regarding the Noise Fence, buffer block and greenway corridor are under review by Town and Region staff SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.
	Please show receiver locations on the map. Please revise the study to ensure that the receiver location is 1.5 meters off ground in accordance with the Region's guidelines. Please continue to note this height in the report.		SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.

Please include a table summarizing the unmitigated and mitigated resultant DBA sound levels for the lots.		SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.
All proposed residential lots/blocks located adjacent to Mayfield Road are to be protected through appropriate noise mitigation measures and a noise warning clause as per section 2.6.2 of the Region's Acoustical Guidelines.		SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.
The study suggests that to protect residential lot 87 from high vehicular noise emitted from Mayfield Road a 2.6-metre-high acoustic barrier is required (combined height of noise wall atop a berm). o The revised report must include cross sections that meet the Region's guidelines. Please clarify the berm details, including width and slope.		SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.
Please note that the proposed noise barrier at lot 87 will need to be on property line and shown via cross sections within the report. o The report must indicate that the noise barrier abutting Mayfield Road will be owned and maintained by the Region of Peel. o As per Region of Peel standards, the noise wall specifications require steel posts, and that the noise wall is otherwise to the Town of Caledon's noise wall specifications. The Region's requirements are to be referenced in the noise abatement report and on all applicable drawings. o In addition, lot 87 must also have a 4.5 metre buffer block (to be dedicated to the Region of Peel) allocated to separate the lot from Mayfield Road and the Greenway Corridor to facilitate the Region's access to the wall.		Arrangements regarding the Noise Fence, buffer block and greenway corridor are under review by Town and Region staff SS Wilson's Noise Report, dated April 3, 2019, has been revised to respond with Peer-Review Comments and Region of Peel comments.
When detailed grading drawings are prepared at the engineering design stage, please submit a report with supporting grading plans and cross sections of the acoustic wall.	Feasibility Report will be replaced with a more detailed noise report incorporating grading	No action required
Please note that any subdivision agreement will be required to implement the recommendations of this report in accordance with the Region's guidelines.		No action required
Land dedication and General Comments on Draft Plan of Subdivision Block 196 "buffer" should be relabelled to read "greenway corridor" as it is not a buffer block		Block has been relabelled
A 0.3 metre reserve must be shown along the frontage of Mayfield Road behind the property line, to be dedicated to the Region of Peel. This will result in Block 196 being 9.7 metres.		Block 198 has been added to draft plan
A 4.5 metre buffer block must be shown along the frontage of Mayfield Road, in front of Lot 87 (placed within the greenway corridor), to be dedicated to the Region of Peel.		Arrangements regarding the Noise Fence, buffer block and greenway corridor are under review by Town and Region staff
A permanent easement over the greenway corridor abutting the 4.5 metre buffer block is required by the Region to access and maintain the noise wall.		Arrangements regarding the Noise Fence, buffer block and greenway corridor are under review by Town and Region staff
Notes For further assistance and for preparation of materials for the engineering stages, please review the notes below:		
Waste Management For single detached dwellings, semi-detached dwellings, and townhouses • The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. • Please note that a temporary cul-de-sac is required at the end of streets bordering adjacent draft plans of subdivision until the future adjacent developments are built. The cul-de-sac must be a minimum 13m turning radius from the centre line. • For more information, please consult the Waste Collection Design Standards Manual available at: http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf		No Action required

<p>Servicing Comments Water Servicing:</p> <ul style="list-style-type: none"> • The existing infrastructure consists of a 600mm diameter watermain stub located on the north side of Mayfield Road at Chinguacousy Road, a 300mm diameter watermain stub located on the north side of Mayfield Road at Edenbrook Hill Drive and a 600mm diameter watermain stub located on north side of Mayfield Road at McLaughlin Road. • The lands are located in Water Pressure Zone 7. • External easements and construction will be required. 		No action required
<p>Sanitary Sewer Servicing:</p> <ul style="list-style-type: none"> • Municipal sanitary sewer facilities consist of a 750mm diameter sewer stub located on the north side of Mayfield Road at Edenbrook Hill Drive and a 450mm diameter sewer on Van Kirk Drive. • Provisions will be required in the sanitary sewers to accommodate external lands. • External easements and construction will be required. • The existing 450mm sanitary sewer on Van Kirk Drive has a limited capacity of maximum 81L/s (combined flow) and any flows above this value will require upgrades to the system at the Developer's expense. 		No action required
<p>Regional Roads:</p> <ul style="list-style-type: none"> • The proposed development abuts Mayfield Road, Regional Road 14. • Region of Peel will not permit any changes to grading within the Mayfield Road right-of-way along the frontage of proposed development. • No lots or blocks shall have direct access to Mayfield Road. Any future access shall be in accordance with the Region's Access Control By-law. • Storm water flow shall be looked at in a holistic manner for all developments along Regional roadways. The relocation of storm systems across Regional roadways shall be done symmetrically, so that the distance between the inlet and outlet of the system onto the Regional roadway are the same or less as compared to the pre-development condition. Under no circumstance should the flow of storm water be diverted along the Regional right-of-way (by pipe or channel), in order to accomplish the relocation of a drainage feature with-in or adjacent to the Regional right of way, without the prior written consent of the Region. • The Developer is advised that the Region has recently undertaken design for road improvements along Mayfield Road under capital project #13-4055. It is recommended the Developer or his consultant contact the Region to clarify specific road improvement requirements prior to preparation of detailed engineering plans and/or reports. 		No Action required
<p>Financial Impact Comments – Development Charges:</p> <ul style="list-style-type: none"> • The Developer acknowledges that the lands are subject to the current Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law. 		No Action required
<p>Financial Impact Comments – Capital Budget:</p> <ul style="list-style-type: none"> • Servicing of this Plan will require construction of oversized 400/600mm diameter watermains and oversized 375/450 diameter sanitary sewers which are the financial responsibility of the Region of Peel as per Development Charges By-law. Should the developer wish to proceed with these works in order to obtain clearance of this condition at a time when the Region is not prepared to fund the works, then the developer shall 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 to justify entering into the front-ending agreement and Regional Council approval. The following required oversized sanitary sewers are included in the Five Year Capital Budget and Forecast. 		No Action required