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## COMMENT MATRIX

NO.	TOPIC	COMMENT	RESPONSE
<b>ENBRIDGE GAS INC.</b>			
Willie Cornelio, Senior Analyst Municipal Planning 416.495.6411 January 8, 2024			
		Enbridge Gas does not have changes to the previously identified conditions for this revised application(s)	Noted. No further action is required at this time
<b>ROGERS COMMUNICATIONS</b>			
Kathy Barbuto, Project Manager – Real Estate NSB National Governance <a href="mailto:Kathy.barbuto@rci.rogers.com">Kathy.barbuto@rci.rogers.com</a> , 416.637.3750 November 25, 2022			
		No comments from Rogers	Noted. No further action is required

NO.	TOPIC	COMMENT	RESPONSE															
<p><b>DUFFERIN PEEL CATHOLIC DISTRICT SCHOOL BOARD</b>                      Krystina Koops, Planner  <a href="mailto:krystina.koops@dpcdsb.org">krystina.koops@dpcdsb.org</a>, (905) 890-0708, ext. 24407                      October 17, 2022</p>																		
		<p>The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:</p>	<p>Noted. No further action is required</p>															
		<p>The applicant proposes the development of 18 detached units which are anticipated to yield:</p> <ul style="list-style-type: none"> <li>• 2 Junior Kindergarten to Grade 8 Students; and</li> <li>• 1 Grade 9 to Grade 12 Students</li> </ul>	<p>It is noted that the proposed development was revised in the time since the issuance of these comments. Notwithstanding, it is understood that the proposed development will generate anticipated student yields and the appropriate arrangements will be made to accommodate students. No further action is required</p>															
		<p>The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:</p> <table border="1" data-bbox="415 1146 1055 1549"> <thead> <tr> <th>Catchment Area</th> <th>School</th> <th>Enrolment</th> <th>Capacity</th> <th># of Portables / Temporary Classrooms</th> </tr> </thead> <tbody> <tr> <td>Elementary School</td> <td>St. John Paul II</td> <td>613</td> <td>654</td> <td>6</td> </tr> <tr> <td>Secondary School</td> <td>St. Michael</td> <td>985</td> <td>1266</td> <td>0</td> </tr> </tbody> </table>	Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms	Elementary School	St. John Paul II	613	654	6	Secondary School	St. Michael	985	1266	0	<p>Noted. No further action is required</p>
Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms														
Elementary School	St. John Paul II	613	654	6														
Secondary School	St. Michael	985	1266	0														
		<p><b>The Board requests that the following conditions be incorporated in the conditions of draft approval:</b></p> <ol style="list-style-type: none"> <li>1. 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.                         <ol style="list-style-type: none"> <li>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</li> </ol> </li> </ol>	<p>Noted. The requested conditions will be incorporated into the future Subdivision Agreement and Agreements of Purchase and Sale or Lease. No further action is required</p>															

NO.	TOPIC	COMMENT	RESPONSE
		<p>accommodated in temporary facilities and/or bussed 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>	
		The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.	Noted. No further action is required

**PEEL DISTRICT SCHOOL BOARD ('PDSB')**  
 Nick Gooding, Intermediate Planner – Development  
[nick.gooding@peelsb.com](mailto:nick.gooding@peelsb.com), 905-890-1010, ext. 2215  
 November 3, 2023

		The Peel District School Board (PDSB) has reviewed the above-noted applications for the proposed development consisting of 18 residential units located at 10249 Hunsden Sideroad, Caledon. PDSB has the following comments based on its School Accommodation Criteria:	Noted. No further action is required												
		<p>The anticipated student yield from this plan is as follows:</p> <table border="1"> <thead> <tr> <th>Kindergarten to Grade 8</th> <th>Grade 9 to 12</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>2</td> </tr> </tbody> </table>	Kindergarten to Grade 8	Grade 9 to 12	4	2	Noted. No further action is required								
Kindergarten to Grade 8	Grade 9 to 12														
4	2														
		<p>The students generated from this development would reside within the boundaries of the following schools:</p> <table border="1"> <thead> <tr> <th>Public School</th> <th>School Enrolment</th> <th>School Capacity</th> <th>Number of Occupied Portables</th> </tr> </thead> <tbody> <tr> <td>Palgrave PS (K-8)</td> <td>571</td> <td>581</td> <td>0</td> </tr> <tr> <td>Humber-view SS (9-12)</td> <td>1271</td> <td>1437</td> <td>4</td> </tr> </tbody> </table>	Public School	School Enrolment	School Capacity	Number of Occupied Portables	Palgrave PS (K-8)	571	581	0	Humber-view SS (9-12)	1271	1437	4	Noted. No further action is required
Public School	School Enrolment	School Capacity	Number of Occupied Portables												
Palgrave PS (K-8)	571	581	0												
Humber-view SS (9-12)	1271	1437	4												

NO.	TOPIC	COMMENT	RESPONSE
		<p>PDSB requires the inclusion of the following clauses in the Conditions of Draft Approval/ Development Agreement:</p> <p>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.</p>	<p>Noted. The requested conditions identified in this comment and the next two comments will be incorporated into the future Subdivision Agreement and Agreements of Purchase and Sale or Lease. No further action is required</p>
		<p>2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:</p> <p>a) "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 #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>b) "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 Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."</p>	<p>Noted. The requested conditions identified in this comment, the above comment and next comment will be incorporated into the future Subdivision Agreement and Agreements of Purchase and Sale or Lease. No further action is required</p>
		<p>3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board ' s Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.</p>	<p>Noted. The requested conditions identified in this comment and two preceding comments will be incorporated into the future Subdivision Agreement and Agreements of Purchase and Sale or Lease. No further action is required</p>
		<p>The Board wishes to be notified of the decision of Council with respect to this proposed application.</p>	<p>Noted. No further action is required</p>

NO.	TOPIC	COMMENT	RESPONSE
<p><b>TOWN OF CALEDON, PLANNING AND DEVELOPMENT DEPARTMENT, DEVELOPMENT PLANNING</b>                      Tanjot Bal, Acting Manager  <a href="mailto:Tanjot.Bal@claedon.ca">Tanjot.Bal@claedon.ca</a>, 905.584.2272                      March 6, 2024</p>			
1.	Density Bonusing	In response to staff's comments regarding density, the proposal has been revised from 19 lots for estate residential dwellings to 11 lots for estate residential dwellings, plus two lots to be obtained through the bonus density provisions found within the Palgrave Estate Residential Community Secondary Plan	Noted. No further action is required
2.		Through conditions of draft plan approval, staff will require an Environmental Management/Restoration Plan and Report	Noted. The requested Environmental Management/Restoration Plan and Report will be prepared and provided at the appropriate time in the future. No further action is required
3.		Legal agreements may be required for protection and management of the areas to be managed and restored if they are located on private property	Noted. Should legal agreements be required, these agreements will be prepared and executed at the appropriate time in the future. No further action is required
4.		In addition, the applicant should be aware that the bonus lots will not be permitted to be sold or built upon until the environmental program objectives have been achieved to the satisfaction of the Town and/or Conservation Authority.	Noted. No further action is required
5.	Lots and Lot Sizes	A reduced minimum lot area of 1.1 acre is permitted, where EZ1 is determined to comprise a substantial portion of the applicant's property (Section 7.1.7.2). As a large portion of the lands are EZ1, the reduced lot area is permitted	Noted. No further action is required
6.		No new lots are permitted within Policy Area 4, unless it is for an existing dwellings, <b>or</b> where the lot contains features part of the Natural Heritage System and is a continuous open space block in public or private ownership. The new lot is for an existing dwelling and has been reduced in size to align with the existing residential lot to the west, outside of the plan area	Noted. No further action is required
7.	Structural Envelope	Structural envelopes will generally be sized in the range of 0.74 acres to 1.24 acres. Larger structural envelopes are discouraged and minor deviations are only permitted where warranted. The	Noted. As further demonstrated on the accompanying Draft Plan of Subdivision, a revised structural

NO.	TOPIC	COMMENT	RESPONSE
		structural envelope for the existing residential lot (Block 14) is 1.467 acres. Please revise the schedule accordingly	envelope, approximately 1.22 acres in size, on Block 14 has been provided
8.	Transfer of Lands to the Town	As a condition of draft plan approval, the Town will include a condition that the appropriate NHS blocks be transferred to the Town, free and clear of any encumbrances (Blocks 15 to 18)	Noted. The requested land conveyance will be transferred at the appropriate time in the future. No further action is required
9.		The applicant will be required to extend municipal infrastructure for water from Street 'A', through Block 18 and 15, to the limits of the property. This will allow for the future extension of municipal water to Mount Wolfe Road	As discussed and agreed to with Town Staff, it is understood that the terminus of the Open Space Block is not to be extended through the Natural Heritage System or Natural Buffer. As such, no change to Blocks 15 and 18 are required
10.	Natural Heritage System	Please see comments from Natural Heritage in regards to development limits, Environmental Zones, and other matters related to features	Noted. Natural Heritage comments, as presented below, have been reviewed and responded to as needed
11.	Stormwater Management, Cut and Fill, Servicing	Please see comments from Engineering Services in regards to SWM, cut and fill, and servicing	Noted. Engineering Services comments have been reviewed and are responded to as needed below

**TOWN OF CALEDON, PLANNING AND DEVELOPMENT DEPARTMENT, HERITAGE**  
 Tanjot Bal, Acting Manager  
[Tanjot.Bal@claedon.ca](mailto:Tanjot.Bal@claedon.ca), 905.584.2272  
 March 6, 2024

12.		Heritage staff are in receipt of the report Stage 2 Archaeological Assessment for the subject lands, prepared by Archaeological Consultants Canada, dated December 21, 2023, which was included as part of the second submission materials	Noted. No further action is required at this time
13.		Prior to approval, the proponent shall submit the Ministry of Citizenship and Multiculturalism (MCM) acceptance letters associated with this archaeological assessment and the previously completed Stage 1 archaeological assessment for the subject lands	Efforts are underway to obtain an expedited Ministry review. A copy of the Ministry Clearance Letter will be provided as soon as practical in support of the Application

NO.	TOPIC	COMMENT	RESPONSE
<p><b>TOWN OF CALEDON, PLANNING AND DEVELOPMENT DEPARTMENT, PARKS</b>                      Tanjot Bal, Acting Manager  <a href="mailto:Tanjot.Bal@claedon.ca">Tanjot.Bal@claedon.ca</a>, 905.584.2272                      March 6, 2024</p>			
14.		Payment in lieu of conveyance of parkland will be required for the proposed development, pursuant to s.51.1 of the Planning Act, prior to registration of the plan of subdivision	Noted. The required cash-in-lieu of parkland will be provided at the appropriate time in the future. No further action is required
15.		Payment of money in lieu of conveyance of parkland will be required at equivalent market value of 5% of the land included in the plan	Noted. No further action is required
<p><b>TOWN OF CALEDON, PLANNING AND DEVELOPMENT DEPARTMENT, NATURAL HERITAGE</b>                      Tanjot Bal, Acting Manager  <a href="mailto:Tanjot.Bal@claedon.ca">Tanjot.Bal@claedon.ca</a>, 905.584.2272                      March 6, 2024</p>			
16.	EIS Comments to be addressed	The eastern woodland (identified as a CUP community on Figure 3) is only proposed to be protected with a 5+m on-lot buffer from the dripline and a 10 m setback for the structure envelopes. It is indicated that this is consistent with the residential subdivision to the south. However, the structure envelope for the residential lot backing onto the woodland in that subdivision is 15 m from the lot line. The structure envelopes on Lots 3 and 4 should be 15 m from the lot line	Though GEI is of the opinion that a 5 m setback is sufficient for this feature given its low ecological function, a 15 m setback for the property limit has been incorporated, along with a minimum 10 m setback from the dripline of the woodland. There is no policy requirement within the Region of Peel Official Plan or the Town of Caledon Official Plan for a 15 m setback from dripline for PNAC woodlands, and it is GEI's opinion that a 10 m setback will provide more than sufficient setback from this low ecological function cultural plantation
17.		While not part of the reforestation area used for density bonus calculations, as per Official Plan policy 7.1.9.49, Section 8 should include recommendations for natural plantings (native seed mix at minimum) for the portion of the minimum vegetation protection zone being provided on-lot outside of structure envelopes on lots 6 – 12 and the buffer being provided on-lot outside of the structure envelopes on lots 3 and 4. It should also be provided for Block 18	A revised Section 8 has been prepared. Refer to the accompanying revised Scoped Environmental Impact Study for further detail

NO.	TOPIC	COMMENT	RESPONSE
18.		Table 2 in Appendix B indicates that the extremely invasive European Swallowwort ( <i>V. rossicum</i> ) was identified in the woodlands. This should be noted in the body of the report and a recommendation for management included	A revised Scoped Environmental Impact Study ('EIS') has been prepared. Refer to Section 4.3, along with commitment to assess status of these species immediately prior to development in Section 8, of the accompanying Scoped EIS for further detail
19.		As described in the FSR and displayed on the preliminary grading plan and the cut/fill plan, grading is proposed to the lot lines within the dripline of the CUP woodland on lots 3 and 4 and a swale is proposed to alter drainage in this area. The report must demonstrate that the proposal will not impact the form, function or hydrology of the woodland in this regard	A revised Scoped Environmental Impact Study ('EIS') has been prepared. Refer to Section 7.4 of the accompanying Scoped EIS for further detail
20.	EIS editorial comments	Section 3 lists Barn Swallow as Threatened but it is Special Concern	This has been corrected to account for recent change in the status of this species that occurred between the first and second submissions. Refer to the accompanying revised Scoped Environmental Impact Study for further detail
21.		The 2018 Innisfil Creek Subwatershed Health Check referenced in Section 3 is outdated. The 2023 identifies the CUP Woodland as 'forest gained' since the last version which highlights its importance to the subwatershed	The forest gained designation is acknowledged. Refer to the accompanying revised Scoped Environmental Impact Study for further detail
22.		Section 3.2.2 indicates that no headwater drainage features (HDF) were identified on the subject lands. However, Section 4.5 assessed the drainage feature in the northern woodland as an HDF. That assessment incorrectly identified its terrestrial habitat as 'limited'. Given that woodland surrounds the feature, it should have been identified as contributing. Further, as the subject lands are within a significant groundwater recharge area, the feature likely should have been identified as having 'recharge hydrology'. Nevertheless, as the feature is protected in the woodland and the stormwater management strategy matches post to pre infiltration, this does not affect the proposal	The assessment has been revised to reflect the recharge function. However, as the woodland is not connecting other features, the assessment of terrestrial habitat remains appropriate. Regardless, the management level has been changed to maintain recharge. As noted, as the feature is well-protected, this does not affect the proposal
23.		Section 5 omitted the mapped EZ2 along the eastern portion of the subject lands. However, this area is adequately protected in the proposal	Noted and agreed. Text has been revised to make this clear. Refer to the accompanying revised Scoped Environmental Impact Study for further detail



NO.	TOPIC	COMMENT	RESPONSE
24.		Figure 3 mislabels Policy Area 4 as Policy Area 1 and displays an incorrect extent of the mapped ORM Linkage Area.	A revised Figure 3 has been prepared and provided
25.		Table 1 in Appendix B is missing information related to the field studies	A revised Table 1 in Appendix B has been prepared and is provided
26.	FSR/SWM and Civil Drawings	<p>The subject lands are located within ORM Landform Conservation Area 2. Official Plan policy 7.1.9.11 which generally limits structure envelopes to relatively flat areas, 7.1.9.37 which limits grading to structure envelopes, and 7.1.9.41 which limits the depth of cut for streets and structure envelopes to 1-2 m work together to achieve the ORM landform conservation area policies in the Palgrave Estates Residential Community. The cut/fill plan indicates that substantial area of cut/fill far in excess of 1-2 m is proposed across the site. Further, the preliminary grading plan and the cut/fill plan display grading up to the lot lines on all lots. Also refer to the comment on the EIS regarding grading on lots 3 and 4.</p>	<p>Best efforts have been made to reduce cut / fill through the production of several iterative heatmaps while complying with Town Grading Standards, Refer to Drawings C102 and 105 for further detail regarding the current preliminary grading plan and cut/fill map, respectively.</p> <p>Efforts to comply with the in-effect Official Plan policies will continue during the future detailed design phase in order to try and further reduce the extent of cuts. We also note that Town Development Standard No. 301 allows for additional flexibility and leniency to allow for significant environmental engineering features to occur. The proposed roadside LID measures proposed meet this definition and do require limited exceptions in order to effectively function. The proposed LID measures will continue to enable an appropriate development to occur, which also advances the Town's environmental priorities and objectives,</p> <p>It has been confirmed with GEI that the swale along the rear of lots 3 and 4 will not impact the function or hydrology of the woodland. Refer to the accompanying revised Environmental Impact Study for further detail.</p>
27.		Official Plan policy 7.1.9.1 indicates that EZ1 includes minimum vegetation protection zones. 7.1.9.27 indicates that SWM structures are not to be located in EZ1. The preliminary grading and servicing plan displays a catch basin and storm pipe within EZ1 originating behind lot 8. An alternate solution that meets	Storm sewers and related structures that were proposed to intercept and route external flows around Lot 8 have been removed. Drainage will now be accommodated within an overland swale that will transverse lots 8 and 9, as

NO.	TOPIC	COMMENT	RESPONSE
		<p>policy such as grading must be proposed to direct the external drainage around the development area</p>	<p>shown on the accompanying Preliminary Servicing and Grading Plan (Drawing C102)</p>
28.		<p>Engineering staff comments highlight high groundwater conditions on the site that may limit the ability to implement the proposed bioswales. Additionally, Table 8 of the report accounts for equal treatment volumes within the bioswales on either side of the street but the bioswale catchments on either side are not equal. Therefore, it is not clear if the treatment volumes will be realized. Finally, a perforated pipe is included in the bioswale design, and it is not clear if the sizing of the facilities only accounted for the storage volume below the pipe. As the subject lands are located within a significant groundwater recharge area, the feasibility of matching post to pre infiltration must be demonstrated</p>	<p>A total of six (6) monitoring wells were assessed in the initial Hydrogeological Investigation, prepared by Crozier in June 2022. The Hydrogeological Investigation report notes that the water table is consistently 6.5 m or deeper below the ground surface.</p> <p>We do not expect any interference between the proposed bioswales and the water table. However, additional monitoring wells are being installed in the vicinity of the proposed Low Impact Development (LID) systems to confirm groundwater conditions below the bioswales. The groundwater monitoring results will be provided in an updated Hydrogeological Investigation, prepared and provided during the future detailed design stage.</p> <p>The bioswale designs are being refined to reflect the respective drainage catchments on each side of the road to ensure that treatment volumes are consistent with the catchment area.</p> <p>As shown on the accompanying Section and Details Plan (Drawing C103), the perforated pipe is located at the top of the gravel storage layer, and is proposed to distribute the infiltrated water along the entire length of the bioswale section. Bioswale storage only considers the storage volume below the perforated pipe.</p> <p>Additional water balance calculations will be provided during the future detailed design stage but the target for</p>

NO.	TOPIC	COMMENT	RESPONSE
29.		Given that the subject lands are within and/or beside a high vulnerability aquifer, confirm that infiltrating road runoff is acceptable	<p>proposed conditions will be the infiltration of the 27 mm design storm</p> <p>Based on Source Protection Information Atlas Mapping, the Site is located beside a highly vulnerable aquifer (Score of 6 – Moderate). Road runoff is proposed to be treated to an “enhanced protection” level (according to the MECP criteria) prior to infiltrating. We highlight that the current approach is supported by the Project Team’s hydrogeological members.</p> <p>Please refer to the Hydrogeological Investigation (conducted by Crozier in June 2022) for further information regarding source protection. Note: A revised Hydrogeological Report will be prepared and provided during the future detailed design stage</p>
30.	Zoning By-law Amendment	The ‘10m’ included in the Natural Area zoning regulation does not appear appropriate given the varied size and configuration of the Natural Areas	As further demonstrated on the accompanying Schedules of the Zoning By-law Amendment, and as discussed with Town Staff on March 7, 2024, it is understood that the 10 m natural area included on-lot is appropriate and acceptable. The 10 m natural area between the perimeter of the Structural Envelope and the limit of the vegetative buffer is not included within the limits of the Natural Area restrictive zoning category. As previously discussed with Town Staff, the intent of the 10 m natural area within the Rural Estate zone category is to ensure the provision of a cumulative buffer of 30 metres from the limit of the natural features
31.	Draft Plan of Subdivision	As it has been included in the reforestation area used to calculate the density bonus and it forms the vegetation protection zone for the western limit of the woodland, Block 17 should be included as part of Block 16	Noted. A revised Draft Plan of Subdivision which incorporates the previous Block 17 and Block 16, has been prepared and is provided in support of the Application. As demonstrated on

NO.	TOPIC	COMMENT	RESPONSE
			the revised Draft Plan of Subdivision, a modified Block 16 is to be provided
32.		Be advised that the Town requires the gratuitous conveyance of protected natural areas. Further, appropriate management of these areas prior to conveyance will be required (e.g., invasive species management). A draft plan condition will be included in this regard. Similarly, a draft plan condition will be included requiring the preparation and implementation of the reforestation plan	As stated above, it is acknowledged and agreed that the appropriate actions to ensure conveyance and appropriate management of the natural areas will be completed at the appropriate time in the future. No further action is required

**TOWN OF CALEDON, ENGINEERING SERVICES DEPARTMENT, DEVELOPMENT ENGINEERING**  
 Tanjot Bal, Acting Manager  
[Tanjot.Bal@claedon.ca](mailto:Tanjot.Bal@claedon.ca), 905.584.2272  
 March 6, 2024

		The owner is required to amend the Studies and/or Drawings to address the following comments and resubmit for the review and acceptance by the Town staff prior to Draft Plan of Subdivision Approval unless otherwise specified	Noted. The required amended Studies and Drawings, as further described below, have been prepared and are provided in support of this Application
33.	Functional Servicing Report/Storm Water Management	The FSR/SWM report, dated November 2023, was prepared by Crozier and Associates Inc. The Geotechnical Investigation in Appendix B of the FSR still states that there will be a stormwater management facility part of this development	As discussed and agreed to with Town Staff, a revised Geotechnical Investigation will be prepared in the future, in support of the future detailed design stage. No further action is required at this time
34.		Whilst Development Engineering staff acknowledges that a full water balance calculations will be provided at detailed design, it must be noted that according to Appendix A of the Town of Caledon's CLIECA agreement, the proposed LIDs should be sufficient to meet pre-development conditions or sufficient to control the runoff from the 90th percentile storm event. The water balance target should not be a 5mm rainfall event	The LID design has been refined to control the runoff from the 90 <sup>th</sup> percentile storm event (e.g., 27 mm design storm for the Palgrave Area)
35.		According to Section 5.2.2 of the report, the planned overland flow route for Catchment 203 is intended to traverse through Block 18 and ultimately drain into the existing ditch within Catchment 201. However, recent aerial photos reveal no clearly defined existing ditch at the proposed outlet location. Additionally, the overland flow is expected to circumvent the structural envelope of Lot 9. Please note that directing	The overland flow will now be accommodated within a swale as shown on the accompanying Preliminary Servicing and Grading Plan (Drawing C102). The proposed swale follows an existing drainage path and has the following 3 functions:

NO.	TOPIC	COMMENT	RESPONSE
		concentrated runoff from the road ROW to a private lot necessitates a min. 3.0m wide storm drainage block	<ol style="list-style-type: none"> <li>1. Provides an improved drainage outlet for Block 18.</li> <li>2. Provides an overflow outlet for the proposed bioswale ditches within Catchment 203.</li> <li>3. Conveys external drainage from the NHS area through Lots 8 and 9, maintaining the natural flow path.</li> </ol> <p>See Comment No. 27 above for further detail and a similar response</p>
36.		During the detailed design phase, the applicant must illustrate how the overland flow from Catchment 203 will be conveyed to Outlet A once the road/trail is constructed in Block 18	Noted. During the future detailed design stage, the ways overland flow from Catchment 203 will be conveyed will be provided. No further action is required at this time
37.	Preliminary Engineering Drawings	The most recent cut/fill heat map indicates that compliance with Section 7.1.9.40 and 7.1.9.41 of the Palgrave Official Plan remains unattainable. Development Engineering acknowledges the difficulties posed by the site's undulating topography, particularly near the entrance to the development. However, it is worth noting that more than 35% of the road will necessitate excavation exceeding 2 meters	<p>Noted. Best efforts have been made to comply with Sections 7.1.9.40 and 7.1.9.41 of the in-effect Official Plan. We remain of the opinion that the proposed cut/fill strategy is appropriate. Refer to the revised Preliminary Servicing and Grading Plan (Drawing C102) for further information and the current grading design for the Site.</p> <p>We highlight that efforts to comply with the Official Plan policies and efforts to fully address all areas of concern will continue during the future detailed design stage.</p> <p>See Comment No. 26 for further detail and a similar response.</p>
38.		The proposed K value at the entrance is 4 for sag, which falls short of the Town's development standard for 50 km/hr (12 for sag and 8 for crest). Nevertheless, Development Engineering is open to exploring alignment with the TAC manual, wherein sags and crests designed for a speed limit of 40 km/hr have recommended values of 9 and 4, respectively. This will require consultation and approval from Transportation staff. Please note that increasing road grade greater than 6% is prohibited after consulting with Operations	<p>According to the TAC Manual, the sag and crest designed for a speed limit of 40 km/hr for <u>non-illuminated</u> roadways have recommended values of 9 and 4.</p> <p>The TAC Manual also provides a sag and crest designed for a speed limit of</p>

NO.	TOPIC	COMMENT	RESPONSE
			<p>40 km/hr for <u>illuminated</u> roadways of 4 and 4.</p> <p>Since the roads within the subdivision are proposed to be illuminated by streetlights, the illuminated sag and crest values of 4 and 4 and maximum road grade of 6% have been used for the road grading/profile. Note, the illuminated sag and crest values also reduce the cut required along the roadway</p>
39.		<p>Further investigation is needed for the proposed overland flow route which cuts through the centre of Open Space Block 18 as this is only an interim solution. If deemed necessary, a dedicated storm drainage easement or block is essential to guarantee the unobstructed flow over the designated overland route</p>	<p>The overland flow will now be accommodated within a swale as shown on the accompanying Preliminary Servicing and Grading Plan (Drawing C102). The proposed swale follows an existing drainage path and has the following 3 functions:</p> <ol style="list-style-type: none"> <li>1. Provides an improved drainage outlet for Block 18.</li> <li>2. Provides an overflow outlet for the proposed bioswale ditches within Catchment 203.</li> <li>3. Conveys external drainage from the NHS area through Lots 8 and 9, maintaining the natural flow path.</li> </ol> <p>See Comment No. 27 and 35 above for further detail and a similar response</p>
40.		<p>Please note that as per the Palgrave Official Plan 7.1.9.37, any grading works outside of the structural envelop in estate residential developments is not permitted</p>	<p>Noted. While grading has been minimized outside of the structural envelopes, some grading is necessary in our opinion to accommodate drainage works. This approach is in accordance with the in-effect Official Plan and in particular Policy 7.1.9.37. No further action is required at this time</p>

NO.	TOPIC	COMMENT	RESPONSE
41.		The road grades and overland flow routes on Street B do not align with the elevations and the profile drawing	Street 'B' road grades and overland flow route have been revised to align with the elevations and the profile drawing. Refer to the accompanying revised Civil Plans for further detail
42.		In accordance with the Town Development Standards, residential lots are required to maintain a minimum yard slope of 2.0%.	<p>Noted. The accompanying Civil Plans have been revised to show minimum yard slope of 2% where possible. In an effort to limit grading within the structural envelopes, a 1% slope is proposed in some areas of the Site but this is far removed from the house footprint. During a collaborative discussion with Town Staff, it is understood that there is the ability to recognize site-specific circumstances and where appropriate, permit deviation from the established Town Standard.</p> <p>See the response provided to Comment No. 26 for further detail and additional justification</p>
43.		According to the 2010 version of the LID planning and guide, it is recommended that side slopes should not be steeper than 3:1. However, in accordance with the Town development standard, Development Engineering requires a maximum slope of 4:1 for side slopes to ensure the safety of Operation staff during mowing maintenance	<p>We acknowledge the requirements for gentle side slopes to allow for safe maintenance practices. The challenge is to accommodate the gentler side slopes within the Right-of-Way ('ROW'). We have illustrated 2:1, 3:1 and 4:1 side slopes on the accompanying Sections and Details Plan (Drawing C103) for your review and to allow for further discussion. The 3:1 side slope will encroach slightly into the private lot but will maintain conveyance within the ROW. The 4:1 side slope encroaches more into the lot, and shifts the base of the swale sufficiently such that partial conveyance will likely occur on the lot under high flow conditions.</p> <p>There may also be a Landscaping option where plantings and ground</p>

NO.	TOPIC	COMMENT	RESPONSE
			cover could be used on the side slopes to minimize or avoid having to cut grass
44.		Prior to the initiation of grading or stripping of topsoil, the Owner shall submit a detailed Erosion and Sedimentation Control Plan including a topsoil storage plan detailing the location, size, side slopes, stabilization methods and time period, for approval by the Town and NVCA. Topsoil storage shall be limited to the amount required for final grading, with excess removed from site	Noted. The requested Erosion and Sedimentation Control Plan will be prepared and provided at the appropriate time in the future. No further action is required at this time
45.		The catch basin and storm system behind Lot 8 are situated outside of the structural envelope, falling within the NHS Buffer Block (Block 16) and NHS Block (Block 15). Development Engineering is deferring to Planning for confirmation on the feasibility of constructing the proposed storm sewers at this designated location	Storm sewers and structures have been removed from the proposed design. Drainage will be accommodated with a swale to convey drainage overland along an existing drainage path. Refer to the accompanying Preliminary Servicing and Grading Plan (Drawing C102) for further detail.  See Comment No. 27 above for further detail and for a similar response
46.		The drainage collected by the DICB will be directed towards the NHS block, flowing as sheet runoff towards the Hunsden Sideroad outlet. Given its design and placement, the proposed storm system poses significant maintenance challenges for the Town. Consequently, Development Engineering suggests exploring alternative methods to address the local depression behind Lot 8. Furthermore, although the drainage from the external woodlot may not result in a significant runoff volume, please consult with NVCA to confirm whether additional investigation into a potential erosion hazard is warranted. Also, please note that the headwall (HW1) is proposed within the dripline	Storm sewers and structures have been removed from the proposed design. Drainage will be accommodated with a swale to convey drainage overland along an existing drainage path. Refer to the accompanying Preliminary Servicing and Grading Plan (Drawing C102) for further detail.  See Comment No. 27 and 45 above for further detail and for a similar response
47.		The following drawings should be revised and re-submitted in the next submission incorporating the comments outlined in this memo:  <ul style="list-style-type: none"> <li>a. C102 – Preliminary Site Grading &amp; Servicing Plan</li> <li>b. C103 – Sections and Details</li> <li>c. C104 – Preliminary Site Road &amp; Bio-Swale Profiles</li> </ul>	Noted. The requested Plans have been revised and are provided in support of the Application. Refer to the revised Preliminary Site Grading & Servicing Plan (Drawing C102), Sections & Details Plan (Drawing C103) and Preliminary Site Road & Bio-Swale Profiles (C104) for further detail



NO.	TOPIC	COMMENT	RESPONSE
48.	Hydro-geological Investigation / Geotechnical Investigation	According to the comment matrix, a revised Hydrogeological investigation has been prepared but Development Engineering staff could not find this report in the second draft plan submission package. The initial Hydrogeological Investigation, conducted by Crozier and Associates Limited in June 2022 for the development, involved a drilling program with 6 boreholes across the subject site. These boreholes ranged from 6.1 to 9.1m in depth and were completed in 2022. It's important to note that the total borehole length falls short of the O.P. 7.1.18.3 requirement of 100m which still has not been addressed	As discussed and agreed to with Town Staff, additional monitoring wells will be installed in the location of the proposed LID systems to confirm the groundwater conditions below the bioswales. The groundwater monitoring results will be provided in an updated, revised Hydrogeological Investigation that will be prepared and provided during the future detailed design stage. No further action is required at this time
49.		The investigation revealed that the site is consisted of silty sand and sandy silt with trace gravel and clay. The seasonal high groundwater level is estimated to be 287.35m. According to DWG C104, the bioswales in front of Lot 1 and 13 are designed to have a bottom as low as 285.5m, significantly below the projected groundwater level. To ensure a minimum 1m separation between the seasonally high groundwater elevation and the base of the bioswale, further borehole investigation is necessary in order to better examine in situ conditions throughout the proposed draft plan	<p>Of the six (6) monitoring wells assessed in the initial Hydrogeological investigation (conducted by Crozier in June 2022), the water table is indicated to be at a depth of approximately 6.5 m or deeper beneath the ground surface.</p> <p>Assuming the water table generally follows the existing topography of the Site, the water table is anticipated to be below the required 1 m separation from the bottom of the bioswales. As stated above, additional monitoring wells will be installed in the location of the proposed LID systems to confirm the groundwater conditions below the bioswales. The groundwater monitoring results will be provided in an updated Hydrogeological Investigation, prepared and provided during the future detailed design stage.</p> <p>See Comment No. 28 above for further detail and for a similar response</p>
50.		The Hydrogeological Investigation will require a peer review at the sole cost of the Owner	Noted. It is acknowledged and agreed that a peer review of the Hydrogeological Investigation is required and will be undertaken at the Owner's cost

NO.	TOPIC	COMMENT	RESPONSE
51.	Road Network/Draft Plan	In the detailed design phase, the developer is required to provide the road extension design that links Street B to Stinson St	Noted. No further action is required
52.		According to the response matrix, an 18.0m easement is provided, which is incorrect. The draft plan of subdivision shows an open space block (Block 18). Development Engineering requires the extension of the Open Space block (Block 18) from the end of the cul-de-sac to the eastern boundary of the subject site to facilitate future developments to the east of the subject land	As stated above and as agreed to with Town Staff, it is understood that the Open Space Block (Block 18) is being provided to facilitate the natural, logical extension of services towards Mount Wolfe Road. However, as agreed to with Town Staff, the limit of Block 18 as currently contemplated is appropriate and does not require modification
53.		The following preliminary conditions for draft plan of subdivision are provided for the Owner's information only and are subject to change.  a. <b>Photometric and Streetlighting Plan:</b> Photometric and Streetlighting Plan, prepared by RTG Systems Inc., dated November 2023, will be reviewed at the detailed design stage	Noted. No further action is required
54.		Please note the following with regards to resubmission:  a. The latest Town of Caledon's Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: <a href="https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp">https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp</a> . Please ensure all future engineering drawings are designed in accordance with the latest Town's engineering standard. b. Partial resubmissions, which do not address all deficiencies listed in the letter, will NOT be accepted for processing c. A resubmission cover letter must be submitted with your resubmission matrix, outlining how each individual deficiency has been addressed	a. Noted. The Town's Development Standard Policies and Guidelines have been reviewed and have been utilized to assemble the revised engineering-related materials b. Noted. Partial resubmissions are not contemplated nor will a partial resubmission be pursued c. This Comment Matrix has been prepared and outlines how each comment and deficiency has been addressed

NO.	TOPIC	COMMENT	RESPONSE
<p><b>TOWN OF CALEDON, PLANNING AND DEVELOPMENT DEPARTMENT, MUNICIPAL NUMBERS</b>                      Tanjot Bal, Acting Manager  <a href="mailto:Tanjot.Bal@caedon.ca">Tanjot.Bal@caedon.ca</a>, 905.584.2272                      March 6, 2024</p>			
55.	Municipal Numbers	The property address is confirmed as 10249 Hunsden Sideroad	Noted. No further action is required
56.		Should the application be approved, the existing municipal address will cease to exist and new 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 approved driveway locations and a new street name	Noted. No further action is required
57.		Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval	Noted. No further action is required
58.		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 numbers and post any required signage of the numbers in accordance with the Town's Municipal Numbering By-law and Guidelines	Noted. No further action is required
59.		In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The owner is advised to post the number (once issued) on the townhouses in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at <a href="mailto:municipalnumbers@caedon.ca">municipalnumbers@caedon.ca</a> or 905-584-2272 x. 7338	Noted. No further action is required
60.		There are no concerns with the proposed Zoning By-law Amendment	Noted. No further action is required
61.	Street Naming Comments	<p>Please be advised that on October 29, 2019, Town Council approved updates to the Town's Corporate Policy on Street Naming. In accordance with these updates, this application will require:</p> <ul style="list-style-type: none"> <li>• A minimum of one (1) street name of local historical significance is required and more are encouraged where possible</li> <li>• Please see the lists of available street names approved for use in Caledon (heritage names, veteran names and</li> </ul>	Noted. No further action is required. The Town's Corporate Policy and procedures regarding future street naming will be followed at the appropriate time in the future

NO.	TOPIC	COMMENT	RESPONSE
		<p>non-heritage names). The lists of available names can be found by visiting <a href="https://www.caledon.ca/en/town-services/street-naming.aspx">https://www.caledon.ca/en/town-services/street-naming.aspx</a></p> <ul style="list-style-type: none"> <li>• Please be advised that the names on these lists are available on a “first come first serve basis” and are subject to change at any time based on qualifying development requests. Staff will do their best to keep the list as up to date as possible.</li> <li>• Due to local historical significance, some heritage names are intended for use in specific areas of the Town and are identified as such</li> <li>• If the applicant wishes to submit alternate names for consideration as street names in Caledon, they may do so through the Town, for consideration by the Region of Peel Street Naming Committee. Only those names that adhere to the requirements of the Town of Caledon Corporate Policy on Street Naming and the Region of Peel Street Naming Guidelines will be considered.</li> <li>• The Region of Peel has a street naming webpage available for members of the public to search to see if a particular street name is presently in use or reserved for use Caledon, Brampton, Mississauga, or has otherwise been previously declined : <a href="https://www.peelregion.ca/planning/business/index.asp">https://www.peelregion.ca/planning/business/index.asp</a></li> <li>• The new proposed street segments will also require suffixes in accordance with the Town of Caledon Corporate Policy on Street Naming.</li> </ul>	

**TOWN OF CALEDON, ENGINEERING SERVICES DEPARTMENT, TRANSPORTATION**  
 Tanjot Bal, Acting Manager  
[Tanjot.Bal@claedon.ca](mailto:Tanjot.Bal@claedon.ca), 905.584.2272  
 March 6, 2024

62.		Applicant should confirm that the site location is correctly located in Figure 2.2. and 2.3, revise as required	A revised Transportation Impact Study, included revised Figures 2.2 and 2.3, has been prepared and is provided in support of the Application
63.		Section 2.2.23 is missing an existing bike route on Mount Pleasant Road	A revised Transportation Impact Study ('TIS') has been prepared and is provided in support of the Application. Refer to Section 2.2.23 of the revised TIS for further detail

NO.	TOPIC	COMMENT	RESPONSE
64.		Based on the Town of Caledon TIS Guidelines, a PHF of 1 or the observed PHF should be used	A PHF of 1 has been utilized. Refer to Section 2.5 of the revised TIS for further detail
65.		Given the severity of the available sight distance, a site visit should be completed to confirm the assessment values	Noted. A revised sight distance assessment was prepared. Refer to Section 7.4 of the revised TIS for further detail
66.		Section 7 should be updated to reflect the updated status of the Street B connection. Given the low anticipated vehicular volumes, Town Staff recognize that a qualitative analysis could be completed instead of a synchro analysis	Noted. A revised Site Access Assessment (Section 7) has been prepared. Refer to the revised TIS for further detail
67.		Note that 9.4.2 is a more relevant TAC reference for the spacing of roadways and that Figure 8.8.2 could be considered as most applicable in the context of Mount Wolfe Road	Noted. A revised Transportation Impact Study ('TIS') has been prepared and is provided in support of the Application.
68.		Please be advised that a roadway block to the west is preferred and should be provided	Noted. As further demonstrated on the accompanying Draft Plan of Subdivision and as described elsewhere in this Matrix, it is understood that a roadway block through the NHS is not preferred. As such, a roadway block to the west is not contemplated nor will it be provided. No further action is required
69.		Kindly provide the planned traffic control at the intersection of Street B and Street A	The planned traffic control at the intersection of Street B and Street A is demonstrated on Figure 2.1. Refer to the revised TIS for further detail
70.		Appropriate traffic control should be recommended at the intersection of Stinson Street and Street B	In our opinion, traffic control measures, if warranted, at the intersection of Stinton Street and Street B should be determined during the future draft plan approval stage given the intersection occurs off-site
71.		Pavement markings and signage plan can be consolidated with the general above-ground plan at the detailed designs stage, provided transportation Engineering matters are adequately addressed	Noted. No further action is required
72.		Please also investigate the best opportunity for a trail loop within the NHS system. Preference would be to maintain natural features of the NHS system as much as possible, including trees and grading. Please consider the options presented in the draft ATMP	Opportunities to provide passive recreational facilities, such as trails, within the NHS System can be explored in the future, once the lands have been

NO.	TOPIC	COMMENT	RESPONSE
			conveyed to the Town. No further action is required
73.		A discussion on the impact of driveways on clear throat lengths should be provided	A discussion regarding clear throat length impacts has been prepared. Refer to Section 7.3 of the revised TIS for further detail
74.		For future applications, please revise the Plow Width in the Autoturn drawings	Noted. No further action is required at this time

**TOWN OF CALEDON, ENGINEERING SERVICES DEPARTMENT, URBAN DESIGN**  
 Tanjot Bal, Acting Manager  
[Tanjot.Bal@claedon.ca](mailto:Tanjot.Bal@claedon.ca), 905.584.2272  
 March 6, 2024

75.	Architectural Design Guidelines	No concerns with Architectural Design Guidelines	Noted. No further action is required
76.	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	Noted. No further action is required
77.		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).	Noted. The design and dimension of all exterior paths of travel will be determined, and designed to be AODA compliant, during the future detailed design stage. No further action is required
78.		Where a path of travel has any opening, such as a sewer grate, the opening must not allow passage of an object that has a diameter of more than 20 mm and such opening must be oriented perpendicular to the direction of travel	Noted. No further action is required at this time
79.		All exterior paths of travel shall be accessible, such as when crossing over from one street to another street, by inclusion of features such as a curb ramp with a minimum clear width of 1,200 mm exclusive of any flared sides. Curb ramps shall have raised profile tactile walking surface indicators located at the bottom of the curb ramp and extending the full width of the ramp. Curb	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	RESPONSE
		ramps shall comply fully with Section 80.26 of the IAS within the AODA	
80.		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	Noted. The precise location and placement of a community mail box will be further explored during the future detailed design stage. No further action is required at this time
	Next Steps	Town staff will coordinate a Comment Review Meeting to discuss the comments enclosed within this letter to assist in the processing of your application. Please review all comments contained within this letter and forward an agenda at least 3 days prior to the meeting. Staff will follow up with a proposed meeting date and time	Collaborative discussions with Town Staff have occurred. These collaborative discussions have informed the enclosed revised submission. Refer to the provided items for further detail
		The Town of Caledon has implemented new electronic submission requirements for planning applications at the Town. When you are ready to resubmit, please visit <a href="https://www.caledon.ca/en/town-services/developmentapplications.aspx">https://www.caledon.ca/en/town-services/developmentapplications.aspx</a> and navigate to the heading 'Existing Applications' and then select 'Draft Plan of Subdivision.' This will link to you the online form. Please complete the online form and attach pertinent documents for a formal re-submission	Noted. The revised submission procedure will be adhered to
		<p>Please submit the following items in a revised digital submission:</p> <ul style="list-style-type: none"> <li>• Cover Letter</li> <li>• Draft Plan of Subdivision Re-Circulation Fee (\$5,791.96)</li> <li>• Detailed Response Matrix</li> <li>• Revised Draft Plan of Subdivision</li> <li>• Revised Draft Zoning By-law and Schedules</li> <li>• DWG files for the schedules</li> <li>• Letter from Ministry accepting the Stage 1 Archaeological Assessment</li> <li>• Revised EIS</li> <li>• Revised Cut and Fill Plan</li> <li>• Revised Grading and Servicing Plan</li> <li>• Revised FSR/SWM Report</li> <li>• Revised Hydrogeological Investigation</li> </ul>	<p>The requested resubmission materials have been prepared and are provided in support of the Application.</p> <p>As discussed and agreed to with Town Staff, a revised Functional Servicing and Stormwater Management Report as well as a revised Hydrogeological Investigation are not required at this time. These revised materials will be prepared and provided during the future detailed design stage</p>

NO.	TOPIC	COMMENT	RESPONSE
<p><b>TOWN OF CALEDON, LEGAL SERVICES</b>                      Michelle McArthur, Law Clerk                      905.584.2272                      February 2, 2024</p>			
	Legal Description	PIN: 14340-0024 (LT) – Part of Lots 25 & 26, Concession 9 (Albion); Part of the road allowance between Lots 25 & 26, Concession 9 (Albion) as closed by By-law VS386088; Confirmed by BA192 as in VS498789; Together-with VS388271; Subject-to execution 87-05047, if enforceable; Town of Caledon; Regional Municipality of Peel	Noted. No further action is required
	Name of Owner	Suzanne Evelyn Wilson	Noted. No further action is required
	Mortgages	None	Noted. No further action is required
	Easements in favour of Town or Region	None	Noted. No further action is required
	Other Issues	No comments on the Schedule A of the Draft Zoning By-law Amendment. This was the all that was included in the Bluebeam Package	Noted. No further action is required
	Legal Services Draft Conditions	<p>We request that the following conditions be included as part of the draft approved conditions. These conditions are to be cleared by Legal Services prior to final approval and registration of the subdivision plan:</p> <p>1. The Owner shall enter into a Town of Caledon Subdivision Agreement or any other necessary agreements executed by the Owner, the Town and the Region or any other appropriate authority prior to any development within the plan to satisfy all financial, legal and engineering matters including land dedications, grading, easements, fencing, landscaping, provision of roads, stormwater management facilities, installation of municipal services, securities, parkland and cash contributions, and other matters of the Town and the Region respecting the development of these lands in accordance with the latest standards, including the payment of Town and Regional development charges in accordance with their applicable Development Charges By-laws.</p> <p><b>**If the above condition is similar to another condition, this condition is not required. However, Legal Services should be the clearing agency for any conditions that include agreements.**</b></p>	Noted. The requested approval conditions will be satisfactorily addressed at the appropriate time in the future. No action is required at this time



NO.	TOPIC	COMMENT	RESPONSE
		<p>2. Prior to the preparation of any agreement, the Owner shall pay to the Town all fees and costs set out in the Fees By-law for the preparation and registration of the agreement and all documents necessary to give effect to the approval of the Plan of Subdivision.</p> <p>3. The Owner shall convey/dedicate, gratuitously and free and clear of all encumbrances, any required parks, open space, trails, road or highway widenings, 0.3m (1 ft.) reserves, walkways, daylight triangles, buffer blocks, stormwater management facilities, maintenance blocks and utility or drainage easements or any other easements as required to the satisfaction of the Town, the Region or other authority.</p> <p>4. The Owner shall provide the Town with postponements for any and all encumbrances of the subject lands postponing such encumbrance(s) and subordinating it in all respects, to any and all agreements entered into between the Owner and the Town, or, the Owner, the Town and the Region, as required by the Town.</p> <p><b>The following conditions are no longer Legal Services conditions but should remain and be cleared by their appropriate department:</b></p> <p>5. Prior to assumption, the Owner shall provide:</p> <p>a) a chart outlining all the terms and conditions of the Subdivision Agreement that must be fulfilled prior to assumption; and</p> <p>b) evidence of compliance with all terms and conditions of the subdivision agreement and any other applicable agreement, at its sole cost and expense.</p>	

**TOWN OF CALEDON, PLANNING AND DEVELOPMENT DEPARTMENT, ZONING**  
 David Shortt, Zoning Examiner, Strategic Policy Planning  
 905.584.2272  
 January 24, 2024

1.		<p>Lot Frontages and Lot Areas were reviewed on the submitted Draft Plan of Subdivision dated October 26th, 2023. Zoning staff have no concerns at this time. Certain zoning standards such as setbacks, building height, amenity area, landscaped area etc. cannot be reviewed due to the preliminary nature of the application. Such standards may be reviewed at later stages in subsequent applications</p>	<p>Noted. No further action is required at this time</p>
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NO.	TOPIC	COMMENT	RESPONSE
2.		Final lot frontages and areas are to be confirmed at a later date when a Certificate of Lot Area and Lot Frontage has been prepared and signed by an Ontario Land Surveyor. At this time, Zoning staff acknowledge that the applicant confirms the lot areas and lot frontages on the Draft Plan of Subdivision are as per the definitions within Town of Caledon Zoning By-law 2006-50, as amended	Noted. No further action is required at this time
3.		Zoning staff request that the lot numbers be removed from Schedule A in order to maintain consistency with Town of Caledon Zoning By-law 2006-50	A revised Schedule A has been prepared and is provided in support of the Application
4.		Please see the draft by-law comments provided. <u>Any future copies of the draft by-law must be prepared with the template provided (no PDF to word conversions) and subsequent submissions be prepared in Word format only (with the exception of the schedule).</u> Tracked changes are recommended but not required	Noted. A revised draft Zoning By-law Amendment has been prepared and is provided in support of the Application
	Draft Approval Conditions	Please note the following conditions for draft approval of the subdivision are requested by zoning staff: 1. Prior to registration, a Zoning By-law for the development of these lands is to be passed under Section 34 of the <i>Planning Act</i> , R.S.O. 1990, c.P.13, as amended, and be in full force and effect. 2. Prior to registration, the Owner shall provide a Certificate of Lot Area and Lot Frontage prepared and signed by an Ontario Land Surveyor, to the satisfaction of the Town of Caledon.	Noted. The identified approval conditions will be satisfied at the appropriate time in the future. No further action is required

**TOWN OF CALEDON, LANDSCAPE REVIEW**  
 Stewart McIntosh, Landscape Architect, Open Space Design  
 905.584.2272  
 March 20, 2024

1.0	General Comments	<ul style="list-style-type: none"> <li>Natural Heritage comments have been provided by the Town's Sr. Environmental Planner so they will not be addressed in the Landscape comments.</li> <li>Increased coordination needed with the engineering drawing sets.</li> </ul>	Noted. No further action is required
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NO.	TOPIC	COMMENT	RESPONSE
2.0	Rezoning Application RZ 2022-0008	<p><b>Draft Zoning By-Law</b></p> <ul style="list-style-type: none"> <li>• Please provide a plan showing the proposed Natural Areas.</li> <li>• Natural Areas should include all areas on private property outside of the structure envelopes, however.</li> <li>• The structure envelopes between lots is not required for Natural Area purposes, though they may still be necessary for Engineering purposes.</li> <li>• The buffers and structure envelopes for Lots 3 and 4 need to be 15m min. in keeping with Town policy precedents.</li> </ul>	<ul style="list-style-type: none"> <li>• The extent of Natural Areas on each lot has been indicated on Schedule B of the revised draft Zoning By-law Amendment;</li> <li>• Noted. As stated above, a revised Schedule B has been prepared which indicates the extent of Natural Areas, on private property, outside of structural envelopes;</li> <li>• Noted. No further action is required</li> <li>• A 10 m buffer and structural envelope on Lots 3 and 4 are provided. This distance was discussed with Town Staff and is agreed to as being sufficient. We highlight that the adjacent developments also provide a 10 m distance</li> </ul>
3.0	Draft Plan Application 21T-22004C	<p><b>1. Draft Plan of Subdivision</b>                      Please provide 5m wide access RoW to NHS to the woodland along the western edge of Lot 6 to allow for forest management operations.</p>	<p>As demonstrated on the accompanying revised Draft Plan of Subdivision, a 5.05 m access to the NHS has been provided along the western edge of Lot 6. This access is identified as Block 18 (Open Space) on the accompanying Draft Plan of Subdivision</p>
		<p><b>2. Arborist's Report &amp; Tree Inventory and Protection Plan (TS.1) (TIPP)</b></p> <ul style="list-style-type: none"> <li>• Include Town of Caledon standard tree protection detail and notes on the TIPP.</li> <li>• Add trees 60-62 to the tree inventory.</li> <li>• Inventory of existing trees needs to include surveyed elevations at root flare to assist with grading.</li> <li>• Tree protection fencing can be either as individual trees or as groupings of trees, as necessary, but must be all enclosing when adjacent to grading activities, and needs to function in coordination with ESC fencing. Coordinate the tree protection fencing with ESC (C101) and Grading (C102), and show on both drawings, in addition to the Landscape Plan.</li> <li>• Increase the size of the inventory chart so it's clearly legible and include a legend.</li> </ul>	<p>A revised Arborist Report and Tree Inventory and Protection Plan (Drawing TIPP) have been prepared and are provided in support of the application.</p> <ul style="list-style-type: none"> <li>• Town notes have been added to the revised Tree Inventory and Protection Plan;</li> <li>• Trees 60 – 62 have been added to the inventory;</li> <li>• Elevation at root flare to be added in the future, during the detailed design stage;</li> <li>• Tree protection hoarding has been coordinated with the Civil Plans;</li> </ul>

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> <li>• Butternut tree require tree protection hoarding to provincial standard and signed appropriately. Please add this to the TIPP and reference it on the Landscape and Reforestation Plans.</li> <li>• Include compensation tree calculations in the arborist report and TIPP.</li> </ul>	<ul style="list-style-type: none"> <li>• The tree inventory chart has been enlarged;</li> <li>• Neither Baker Turner nor GEI are familiar with a Provincial standard for tree protection hoarding. In past correspondence with MECP Staff, they have not identified requirements with respect to tree protection hoarding, and a review of the Provincial Recovery Strategy and available regulations did not identify any recommendations with respect to hoarding. Appropriate hoarding will be provided to the Butternut trees, and specific signage can be provided on the hoarding to indicate the area is protected under the <i>Endangered Species Act</i></li> <li>• Compensation tree calculation has been added to the accompanying revised Arborist Report and Tree Inventory and Protection Plan</li> </ul>
		<p><b>3. Engineering Drawings (C101 - C104)</b></p> <ul style="list-style-type: none"> <li>• Proposed ESC fencing seems to be in conflict with the Arborist Report/TIPP. Coordinate the Tree Inventory and Protection Plan (TIPP) with the Erosion and Sediment Control Plan, and offset grading away from any retained trees as determined by tree protection zones.</li> <li>• Add retained trees to the ESC and Grading Plans and include the surveyed spot elevations at the root flare.</li> <li>• Topsoil stockpiles are not to exceed 1.5m in height and are to be located outside of Minimum Vegetation Protection Zones. Only the amount of soil to be reused on site can be stored on site.</li> <li>• All trees on adjacent properties will need to be adequately preserved and protected. This includes along the rear of lots 3, 4 and 5, as well as 17 and 18.</li> <li>• Please provide a Soils Management Plan that includes requirements for pedologist soil tests for all soils to be</li> </ul>	<p>As stated above, revised Civil Plans have been prepared and are provided in support of the Application. Refer to the revised Civil Plans for further detail</p>

NO.	TOPIC	COMMENT	RESPONSE
		<p>stored on site, including nutrients, contaminants, and composition. Please coordinate with the geotechnical report.</p> <ul style="list-style-type: none"> <li>• Add the street trees to the Road Section on C-103 Sections and Details, including a cross section of the planting medium, and coordinate with the Landscape Plan.</li> <li>• Driveways should be at right angles to the street where possible.</li> </ul>	
		<p><b>4. Landscape Plan</b></p> <ul style="list-style-type: none"> <li>• Dripline was staked with the Town July 24, 2023 rather than the CA. Please correct wording on the plan.</li> <li>• Refer to the Town's current Preferred Tree List for street tree species. Caledon's Preferred Street Trees link - <a href="https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Plans_of_Subdivision/Town-of-Caledon_Prefered-Street-Tree-List_updated-ACCESSIBLE.pdf">https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Plans_of_Subdivision/Town-of-Caledon_Prefered-Street-Tree-List_updated-ACCESSIBLE.pdf</a></li> <li>• Driveways should be at right angles to the street where possible.</li> <li>• Spacing between trees should be a maximum of 12m on-center where possible.</li> <li>• All street trees should be planted in the street ROW a minimum of 1m from the property line.</li> <li>• Provide a pedestrian link from the cul-de-sac to the future development to the east.</li> <li>• Provide bollards at each change in direction of the structure envelopes to help delineate the structure envelopes from Natural Area. Use Town standard detail #611.</li> <li>• Incorporate the recommendations from section 8 of the Environmental Impact Study (EIS) into the Landscape Plan and details, including a 1.0m depth for tree planting medium.</li> </ul>	<p>A revised Landscape Plan has been prepared and is provided in support of the Application. We also highlight the following:</p> <ul style="list-style-type: none"> <li>• Wording stating dripline was staked has been revised;</li> <li>• Preferred tree list has been adhered to;</li> <li>• Driveway angles will be further reviewed during the future detailed design stage;</li> <li>• Spacing between trees has been revised to be no more than 12 m on-centre or less. Typical dimensions have also been added;</li> <li>• Trees have been moved to a minimum of 1 m from the property line;</li> <li>• Pedestrian link to the east will be further reviewed during the future detailed design stage;</li> <li>• Standard 611 has been added to the Landscape Plan at the limit of structural envelopes;</li> <li>• Recommendations have been reviewed and will be further evaluated during the future detailed design stage. Topsoil within the boulevard has been specified to 1 m depth in the Topsoil notes</li> </ul>

NO.	TOPIC	COMMENT	RESPONSE
4.0	Summary	<p><b>Additional Supporting Documents for next submission</b></p> <ul style="list-style-type: none"> <li>• Letter of Conformance from the project Landscape Architect.</li> <li>• Landscape Cost Estimate</li> <li>• Restoration and Reforestation Planting Plan for the NHS Buffers, and other areas requiring remediation and/or remediation.                             <ul style="list-style-type: none"> <li>○ Include a planted buffer along Hunsden Side Road to help screen the large estate residential homes from the rural road.</li> <li>○ Tree compensation can be shown in Block 17</li> <li>○ Note that for detailed design, compensation trees determined through the approved Tree Management Plan will need to be noted separately.</li> <li>○ All previously cultivated areas as well as areas disturbed by development will need to be remediated and/or restored to avoid exotic invasive plants from taking over and minimize erosion.</li> </ul> </li> <li>• Provide soil testing report(s) to determine suitability of the site soils for native plant growth and any required amendments necessary for healthy establishment.</li> <li>• Provide soil volume calculation methods for proposed tree plantings.</li> </ul>	<ul style="list-style-type: none"> <li>• A Letter of Conformance from the project's Landscape Architect will be prepared and provided in the future, in support of the detailed design stage;</li> <li>• A Landscape Cost Estimate will be prepared and provided in the future, in support of the Subdivision Agreement and clearance of Draft Plan approval conditions. No further action is required at this time</li> <li>• As stated above, a Restoration and Reforestation Planting Plan will be prepared at the appropriate time in the future, in support of the draft plan approval clearance stage.                             <ul style="list-style-type: none"> <li>○ Trees that will count towards compensation will be labelled as such;</li> <li>○ Buffer planting along Hunsden Sideroad will be added in the future, during the detailed design stage;</li> <li>○ Block 17 is to be noted as a space for compensation planting. Further detail will be provided in the future, in support of the detailed design stage;</li> <li>○ All disturbed lands will have naturalized cover plantings. Further detail will be provided in the future, during the detailed design stage;</li> </ul> </li> <li>• A Soil Testing Report(s) will be prepared and provided at the appropriate time in the future</li> <li>• Further detail on soil volume calculations has been provided</li> </ul>

NO.	TOPIC	COMMENT	RESPONSE
		Parks and Natural Heritage reserves the right to provide additional comments on future submissions not referenced here.	Noted. No further action is required

**NOTTAWASAGA VALLEY CONSERVATION AUTHORITY (‘NVCA’)**  
 Ben Krul, Manager, Development Planning and Permits  
 705.424.1479 x 231, [bkrul@nvca.on.ca](mailto:bkrul@nvca.on.ca)  
 April 8, 2024

	Background	The Site is located on a 21.60 hectare parcel, with a focused 9.63 hectare area of development south of Hunsden Sideroad in the Town of Caledon. The proposed residential subdivision includes 19 single detached residential lots within the settlement area for the Town, and is subject to a ZBA and Draft Plan of Subdivision application. One of the proposed lots is an existing single family residential dwelling. The site is partially constrained by meander belt erosion hazard limit, according to the NVCA generic regulations database	We highlight that the noted proposal description is inaccurate. As further demonstrated on the accompanying submission materials, the proposed development as currently contemplated seeks to introduce thirteen (13) new estate residential lots. The existing single family dwelling, situated in the northeast quadrant of the Site, is to be retained and is to remain in Block 14
1.	Review Comments	<p>Natural Hazard Study: Please provide a signed and sealed copy of the natural hazard assessment for the erosion hazard associated with the tributary of Beeton Creek noted on the Site. Please provide a signed and sealed delineation of the hazard limit, and please include the set-back limit in the assessment. This limit delineation is a component of confirming the NHS block is sufficiently sized to contain the hazard limit.</p> <p>NVCA Response (March 2024): Comment addressed. A signed erosion hazard assessment for the tributary of Beeton Creek has been provided. Based on the assessment, the geomorphic status of the drainage features is noted to be ‘in-regime’ at the present time and not considered a water course. An erosion threshold of 1.75 m/s has been determined</p>	Noted. No further action is required
2.		<p>Draft Plan of Subdivision: The provided Draft Plan of Subdivision does not appear to include the proposed emergency overland flow path from the bioswale system to both the north sufficient outlet, or the second outlet indicated to extend to the south along the roadway. Please update as applicable.</p> <p>NVCA Response (March 2024): Comment partially addressed. A block has been provided to convey emergency overland flow. Has an easement been provided for the by-pass sewer (4.08 ha)? How will the sewer be accessed for maintenance?</p>	The storm infrastructure (by-pass sewer) has been removed from the proposed design. The overland flow will now be accommodated within a swale adjacent to the cul-de-sac as shown on the accompanying Preliminary Servicing and Grading Plan (Drawing C102). The proposed swale follows an existing drainage path and has the following 3 functions:

NO.	TOPIC	COMMENT	RESPONSE
			<ol style="list-style-type: none"> <li>1. Provides an improved drainage outlet for Block 18.</li> <li>2. Provides an overflow outlet for the proposed bioswale ditches within Catchment 203.</li> <li>3. Conveys external drainage from the NHS area through Lots 8 and 9, maintaining the natural flow path</li> </ol>
3.		<p>Geotechnical Investigation Report. 10249 Hunsden Sideroad, Town of Caledon. April 2022. Soils Engineering Ltd.</p> <p>The geotechnical investigation report discusses a SWM plan with a designated SWM facility, whereas the most recent Preliminary SWM Report appears to have been updated to be a system of roadside bioswales.</p> <ol style="list-style-type: none"> <li>a. Please provide a document that is signed and sealed by a geotechnical engineer confirming that the functional design for the bioswales, and any underground measures will function as designed considering available soils and provide clearance to the seasonally high groundwater elevation.</li> <li>b. Please provide in-situ testing results for infiltration rate with the on-site soils as this information is not noted. This information is a functional design criteria for sizing LID measures.</li> </ol> <p>NVCA Response (March 2024): NVCA typically requires the in-situ testing be completed at the preliminary design stage to inform the proposed LIDs and confirm their suitability. NVCA staff understand the bioswale has been proposed assuming conservative soil values. Please note at detailed design, sizing and drawdown calculations will be required based on in-situ testing. Please also provide the seasonally high groundwater elevations as well as a detail of the proposed bioswale with the high groundwater elevation shown. Please note, 1 m separation between the seasonally high groundwater elevation and the bottom of the bioswale is required.</p>	<p>Noted. During the future detailed design stage, further detail will be prepared and provided in support of the proposed bioswale design. No further action is required at this time</p>
4.		<p>Functional Servicing and Preliminary Stormwater Management Report. 10249 Hunsden Sideroad, Town of Caledon. June 2022. Crozier Consulting Engineers.</p>	<p>Noted. Erosion threshold calculations may be completed and provided during the future detailed design stage but we note that GEI's updated EIS indicates</p>



NO.	TOPIC	COMMENT	RESPONSE
		<p>Section 2.0, Site Description, page 5 of 177: Please comment on the location of the erosion hazard limit which is associated with the tributary of Beeton Creek on the Site.</p> <p>NVCA Response (March 2024): Comment partially addressed. A velocity threshold for erosion was found with respect to the Subject Lands. Please provide a table showing the anticipated velocities within the channel for the 2 to 100 storm events under post-development conditions to ensure the velocity threshold will be met.</p>	<p>that there is no Erosion Hazard in the subject tributary. This was confirmed following additional field work</p>
5.		<p>Section 5.1 [of the Functional Servicing and Stormwater Management Report], Existing Drainage Conditions, page 9 of 117: Please provide a digital copy of the 2022 topographic survey referenced.</p> <p>NVCA Response (March 2024): A Topographic Plan of Survey, prepared by JD Barnes, dated April 2022 has been provided as an appendix to the FS – SWM Report. Please note, NVCA requires all topographic surveys to be signed and stamped by an OLS or P. Eng.</p>	<p>Noted. A copy of the signed and stamped Topographic Plan of Survey will be provided under separate cover in the near future</p>
6.		<p>Section 5.2 [of the Functional Servicing and Stormwater Management Report], Proposed Drainage Conditions, page 11 of 117: Please provide a discussion on the conveyance capacity of the two separate outlets, one being the 100 mm culvert to the north and the second being to the south.</p> <p>NVCA Response (March 2024): Comment addressed at this time. It is noted in the FSR that “Hydraulic calculations will be provided following zoning approvals”.</p>	<p>Noted. No further action is required</p>
7.		<p>Section 6.0 [of the Functional Servicing and Stormwater Management Report], Stormwater Management, page 11 of 117: Please document the erosion control criteria of the minimum 5 mm infiltration across the Site area and the expected draw-down time of the 25 mm storm.</p> <p>NVCA Response (March 2024): Comment addressed. Erosion Control Criteria is discussed in Section 6.3 of the accompanying revised FS – SWM Report. Drawdown time calculations of 25 mm storm are provided in Appendix C of the revised FS – SWM Report.</p>	<p>Noted. No further action is required</p>

NO.	TOPIC	COMMENT	RESPONSE
8.		<p>Section 7.0 [of the Functional Servicing and Stormwater Management Report], Erosion and Sediment Control during Construction, page 15 of 117: At detailed design, please provide a stand along ESC Plan with drawings including staging notes and details.</p> <p>NVCA Response (March 2024): Comment deferred to detailed design.</p>	Noted. No further action is required
9.		<p>Appendix C [of the Functional Servicing and Stormwater Management Report], Stormwater Servicing Calculations, page 24 of 117: Please confirm that the post-development calculations by catchment consider the impervious areas such as driveways. Please confirm the why urbanized conditions Catchment 202 is modeled as Nashyd whereas adjacent Catchment 204 is modeled as Standhyd, Please update calculations as applicable,</p> <p>NVCA Response (March 2024): Comment addressed per response matrix.</p>	Noted. No further action is required
10.		<p>Appendix C [of the Functional Servicing and Stormwater Management Report], Stormwater Servicing Calculations, page 24 of 117: Please reference the in-situ soil testing infiltration rate in the sizing calculations. Please also document and support the available linear length for the areas of roadside bioswale sizing for LIDs considering Drawing C102 does not identify the impact of driveway access locations.</p> <p>NVCA Response (March 2024): Please provide a brief memo from the geotechnical engineer confirming the suitability of the proposed bioswale given the anticipated groundwater levels and infiltration rates</p>	<p>Crozier’s Hydrogeological Team will complete the necessary infiltration testing In April 2024 as part of the additional hydrogeological work.</p> <p>Soil Engineers will then provide a report in support of the bioswale design based on this additional information. We anticipate this Report will be provided at the appropriate time in the future, in support of the detailed design stage</p>
11.		<p>Appendix C [of the Functional Servicing and Stormwater Management Report], Stormwater Servicing Calculations, page 24 of 117: Please provide stage storage drawdown calculations for the tow outlet locations from the separate bioswale areas in support of meeting the quantity control requirements.</p> <p>NVCA Response (March 2024): Comment addressed. Drawdown calculations have been provided in Appendix C of the FS – SWM Report for bioswale filter media and gravel storage media.</p>	Noted. No further action is required

NO.	TOPIC	COMMENT	RESPONSE
12.		<p>Appendix C [of the Functional Servicing and Stormwater Management Report], V02 Post Development with Mitigation, page 60 of 117: Please confirm the rating curve for each of the three bioswales as the infiltration rate is noted, however, the emergency overflow capacity is not clearly identified in the three different measures rating tables. Please update as applicable.</p> <p>NVCA Response (March 2024): Comment partially addressed. Details have been provided in Appendix C with FlowMaster calculations. Please provide the VO digital modelling files to assist in NVCA's review of the bioswale design</p>	<p>To date, the VO model has been used to estimate the runoff volumes to be captured in the bioswale. The VO model does not currently simulate the infiltration process.</p> <p>Crozier will share the models when they include the LID's/ overflow components.</p> <p>Bioswale design is currently based on CVC's LID Design manual</p>
13.		<p>Drawing C103: Please confirm if an underdrain is expected in the design of the bioswales. If so, please confirm the outlet location(s). Please provide a detail section.</p> <p>NVCA Response (March 2024): Comment addressed per the response matrix, " We are not proposing a subdrain at this time due to small runoff volumes, good natural soil percolation and adequate separation to water table. We will continue to consult with our geotechnical engineer and hydrogeologists on this matter and feel that subdrains can be accommodated if necessary".</p>	<p>Noted. No further action is required</p>
14.		<p>Figure 2: Please confirm the location of the emergency overflow path from the three bioswale areas, and if any emergency overflow easements are expected.</p> <p>NVCA Response (March 2024): An emergency overflow easement has been provided within Block 18. This overflow path appears to direct flows to the north property limit. Please comment on how the proposed flows will be contained within the limits of the site. Has adequate space been provided to ensure flows will be conveyed from Block 18 to the watercourse without flowing over the north property line</p>	<p>The overland flows will now be accommodated within a swale adjacent to the cul-de-sac as shown on the accompanying Preliminary Servicing and Grading Plan (Drawing C102). The proposed swale follows an existing drainage path and has the following 3 functions:</p> <ol style="list-style-type: none"> <li>1. Provides an improved drainage outlet for Block 18.</li> <li>2. Provides an overflow outlet for the proposed bioswale ditches within Catchment 203.</li> <li>3. Conveys external drainage from the NHS area through Lots 8 and 9, maintaining the natural flow path.</li> </ol> <p>See similar response to comment No. 2 above</p>

NO.	TOPIC	COMMENT	RESPONSE
15.		<p>Report General: An Operations and Maintenance Report for the general SWM components is required at detailed design. At that time, please submit a stand-alone Operation and Maintenance report for the proposed SWM and associated measures.</p> <p>NVCA Response (March 2024): Comment deferred to detailed design.</p>	Noted. No further action is required
16.		<p>SWM Report General – Water Balance: A post to pre Water Balance is not yet noted in the submission. Please comment on the infiltration measures proposed towards the 5 mm infiltration target, and in support of the post to pre site specific Water Balance. Please update submission as applicable.</p> <p>NVCA Response (March 2024): NVCA staff understands the consultant wishes to defer water balance calculations to detailed design. Per the response matrix, “infiltration of the 25 mm rainfall event and a large portion of the site will remain pervious. A detailed water balance calculation according to Oak Ridges Moraine and MOE requirements will be provided following zoning approvals.” Please note, for future projects NVCA staff recommend preliminary water balance calculations be provided prior to the detailed design stage.</p>	Noted. No further action is required
17.		<p>Report General: The final version of the report and drawings is to be signed and sealed by a P. Eng.</p> <p>NVCA Response (March 2024): Comment deferred to detailed design.</p>	Noted. No further action is required
		<p>Additional Comments (March 2024): It is noted that overland flow directions are provided on the included drainage plan. The 100 year flows have been demonstrated to be contained within the roadside ditch. Please demonstrate that the uncontrolled Regulatory flow will be conveyed from the site with a maximum depth of ponding of 0.3 metres on all roadways.</p>	Noted. Regulatory flow modelling will be completed and provided during the future detailed design stage

**REGION OF PEEL**  
 Patrick Amaral, Principal Planner  
 905.791.7800 x 4093, [patrick.amaral@peelregion.ca](mailto:patrick.amaral@peelregion.ca)  
 April 8, 2024

NO.	TOPIC	COMMENT	RESPONSE
		<p>The Region has reviewed the materials in support of the Draft Plan of Subdivision Plan and Zoning By-law amendment for the above-noted application generally located at the southeast corner of the intersection of Hunsden Sideroad and Mount Pleasant Road. The development proposal contemplates the creation of thirteen (13) estate residential lots, environmental blocks and a public road network and is approximately 20.4 hectares in size. An existing detached dwelling in the northwest quadrant is also to be retained</p>	<p>Noted. No action is required</p>
	<p>General Comments</p>	<p>The following general comments are provided to assist the developer in the preparation of the related drawings and materials.</p> <p>Please be advised that the Region of Peel's Development Charges Collections By-law requires that Development Charges (DCs) for all hard services now be collected prior to the execution of the subdivision agreement</p>	<p>Noted. No action is required at this time</p>
	<p>Development Engineering</p>	<p><u>Water Facilities</u></p> <ul style="list-style-type: none"> <li>• The lands are located within Water Pressure Zone 8 supply system.</li> <li>• Existing infrastructure consist of a 300mm dia. watermain on Mount Pleasant Road and 300mm watermain on Stinson Street.</li> <li>• We acknowledge receiving the Functional Servicing &amp; Stormwater Management Report prepared by C.F. Crozier &amp; Associates Inc., revised November 2023.                         <ul style="list-style-type: none"> <li>○ The Region confirms that there is sufficient domestic and fire flow supply to service the proposed development.</li> <li>○ As per Region's Palgrave Water Servicing Strategy (servicing the areas southeast of Hunsden SR and Mount Pleasant Road) the proposed watermains in the plan need to be upsized to 200 mm diameter (refer to the attached map with the proposed watermain sizes).</li> <li>○ In addition, the 200mm watermain is required on Hunsden Sideroad from Mount Pleasant Road to the eastern limits of the property as a second feed.</li> <li>○ The Regional easement for future watermain over Block 18 (minimum width 8m) should be up to the property limit.</li> </ul> </li> </ul>	<p>As requested, the proposed watermain has been upsized to show as 200 mm diameter on the servicing plan. We appreciate the Region's response regarding sufficient domestic and fire flow capacity for this development.</p> <p>It is our opinion that the proposed watermain design satisfies the Region's standards and does not warrant an extension to Mt. Pleasant along Hunsden Sideroad. We would consider including this extension as part of our Construction Phase but the cost would be borne by the Region or some other benefitting party.</p> <p>As discussed and agreed to with Town Staff, the terminus of the Open Space Block (Block 18) is not to be extended through the Natural Heritage System or Natural Buffer. A note has been added to the servicing drawing to facilitate the future watermain easement over Block 18</p>

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> <li>An updated Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land, if any, will be required for approval by the Region prior to the engineering submission. Please see Schedule A attached to this comment letter for additional comments.</li> <li>External easements and construction is required</li> </ul>	
		<p><u>Sanitary Sewer Facilities</u></p> <ul style="list-style-type: none"> <li>Municipal Sanitary Sewers are not available</li> </ul>	Noted. No further action is required
		<p><u>Regional Roads</u></p> <ul style="list-style-type: none"> <li>Regional Roads are not adversely affected</li> </ul>	Noted. No further action is required
	Development Charges	The Developer acknowledges that the lands are subject to the current Region's Development Charges By-law, as amended from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law	Noted. No further action is required at this time
	Capital Budget	There is no negative impact upon the Regional Capital Budget as this development does not create a need for sanitary sewer, watermain, or road improvements in the Five-Year Capital Budget and Forecast	Noted. No further action is required
	Public Health	Following our review of the revised submission and matrix response, Regional Public Health staff offer no further comments	Noted. No further action is required
	Hydro-geological Review	<ul style="list-style-type: none"> <li>According to the applicants comment matrix, the applicant is preparing a revised Hydrogeological investigation to be submitted in the next formal submission package. The applicant notes that the revised report will include a door-to-door survey and details from the ongoing monitoring. As such, regional staff continue to offer the comments below from the review of the June 2022 Hydrological Assessment prepared by C.F Crozier &amp; Associates Inc.</li> <li>The Hydrological Assessment dated June 2022 and prepared by C.F Crozier &amp; Associates Inc provides information of the review of the MECP WWs database with a total of 44 records within the 500 meters area. 30 of them are registered as domestic supply wells. Following our review, we offer the following comments and request a revised report be provided through the detailed design stage:</li> </ul>	A revised Hydrogeological Assessment will be prepared and provided during the future detailed design stage

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> <li>o The report includes information from 6 monitoring wells installed within the property in March 2022. Only one manual water level measurement was taken by the time the report was prepared. There is not any other monitoring information provided in the report and a contingency plan was not provided.</li> <li>o The monitoring water level data is not sufficient as only one manual water data is provided to determine the water table for the area. Continuous water level data must be obtained to properly determine water table fluctuations and assess potential impact from the construction activities. Furthermore, water quality sampling must also be assessed</li> <li>o Infiltration analysis will need to be provided in order to determine the best septic technology to use for each lot.</li> <li>o The report is missing the door-to-door survey as well as a contingency plan for well complaints. The consultant will need to provide a door-to-door survey within the 500 meters area and invite residents to participate in the monitoring program. A contingency plan for well complaints must also be included within the revised report.</li> </ul>	
	<p>Waste Management</p>	<p>The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) and the following conditions being met and labelled on the future submissions:</p> <ul style="list-style-type: none"> <li>• Regional staff are now satisfied with the proposed hard surface material.</li> <li>• Regional staff are now satisfied with the details of the Waste Collection Vehicle access route throughout the proposal indicating turning radii and turning movements.</li> </ul> <p>The Applicant has indicated that the collection point for each dwelling along the curb will be indicated in a future submission, staff look forward to receiving this submission and continue to offer the following comments below:</p>	<p>The curbside collection point for each dwelling will be indicated on the applicable Plan during the detailed design stage. No further action is required at this time</p>

NO.	TOPIC	COMMENT	RESPONSE
		<ul style="list-style-type: none"> <li>• Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions.</li> <li>• Each dwelling units' collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres) and one (1) source separated organics carts (100 litres), overflow waste F(i.e., additional bags), yard waste and bulky items.</li> <li>• A minimum of 3.75 square meters (2.5 meters by 1.5 meters) must be provided in the garage, backyard or side for storage of carts, with direct access to the collection point location. Carts for each dwelling unit include:                         <ul style="list-style-type: none"> <li>○ Maximum one (1) large Garbage Cart and</li> <li>○ Maximum one (1) large Recycling Cart and (360 litres or 95 US galloons)</li> <li>○ Maximum one (1) Source Separated Organic Cart (100 litres or 32 US gallons)</li> </ul> </li> </ul> <p>For more information, please consult the Region of Peel Waste Collection Design Standards Manual available at: <a href="https://peelregion.ca/public-works/design-standards/pdf/waste-collection-designstandards-manual.pdf">https://peelregion.ca/public-works/design-standards/pdf/waste-collection-designstandards-manual.pdf</a></p>	
	<p>Region of Peel                      Conditions of                      Draft Approval</p>	<p>As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-22004C, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.</p> <p><u>Development Charges</u></p> <ol style="list-style-type: none"> <li>1. Prior to execution of the Subdivision Agreement by the Region, the Owner shall:                         <ol style="list-style-type: none"> <li>a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Owner's knowledge at the time of the submission and</li> </ol> </li> </ol>	<p>Noted. The requested draft approval conditions are acknowledged and will be cleared at the appropriate time in the future. No further action is required</p>



NO.	TOPIC	COMMENT	RESPONSE
		<p>to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and</p> <p>b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.</p> <p>2. Provision shall be made in the Subdivision Agreement with respect to: Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges, pursuant to the Region's Development Charges By-law, as amended from time to time.</p> <p>3. In respect of the water meter fees:</p> <p>a. Prior to registration of the plan of subdivision, the Owner shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;</p> <p>b. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Owner shall be responsible for payment thereof forthwith upon request.</p> <p>4. As a condition of registration of this Plan or any phase thereof, the Owner shall gratuitously transfer, free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands. All costs associated with land transfers and easements shall be 100% the responsibility of the Owner. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>5. The Owner shall acknowledge and agree that landscaping, signs, fences, gateway features, and any</p>	

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		<p>other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>6. Prior to registration of the subdivision, the Owner shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal infrastructures associated with the lands. The Owner shall construct and design these services in accordance with the latest Region standards and requirements.</p> <p>7. Prior to registration of the subdivision, the Owner shall pay the Region's administration and engineering fees pursuant to the Region's latest Fees By-law.</p> <p>8. Prior to a satisfactory engineering submission, the Owner shall submit to the Region for review and approval a Functional Servicing Report showing water servicing plans for the development and provision for water servicing the adjacent land to the east.</p> <p>9. Prior to servicing, the Owner shall submit a satisfactory engineering submission to the Region for review and approval.</p> <p>10. The Owner shall acknowledge and agree that servicing of the subdivision requires:</p> <ul style="list-style-type: none"> <li>a. External construction of 200mm dia. watermain along Hunsden Sideroad from existing 300mm dia. watermain on Mount Pleasant Road to the easterly limit of the subdivision;</li> <li>b. Construction of 200mm dia. watermain from existing 300mm watermain on Stinson Street to Street A cul-de-sac;</li> </ul> <p>All costs associated with watermain works shall be 100% the responsibility of the Owner. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>11. The Owner shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Owner. A clause shall be included in the Subdivision Agreement in respect of same.</p>	

NO.	TOPIC	COMMENT	RESPONSE
		<p>12. Within (60) days of Preliminary Acceptance of the underground services, the Owner’s engineer shall submit “as constructed” drawings in digital format, pursuant to the latest Region’s Digital Format Guidelines. The Owner’s engineer shall also provide ties to all main line valves, ties to individual water service boxes, and GPS coordinates of all watermain appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>13. Prior to servicing the Region may require the Owner to construct a sampling hydrant (at the Owners sole cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.</p> <p>14. The Owner agrees that the Region shall hold back 20% of the Letter of Credit to cover the costs of services completed by the Region calculated and charges on a time and material basis pursuant to the current Region’s Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>15. The Owner will maintain adequate chlorine residuals in the watermains within the plan of subdivision from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Owner shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Owner pursuant to the current Region’s User Fee ByLaw. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>16. . Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;</p> <p style="padding-left: 40px;">a. Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of</p>	

NO.	TOPIC	COMMENT	RESPONSE
		<p>subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Owner shall provide temporary water supply to the residents upon notice by the Region and the Owner shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Owner shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.</p> <p>b. The Owner shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:</p> <p>i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:</p> <p>a. Bacteriological Analysis - Total coliform and E-coli counts</p> <p>b. Chemical Analysis - Nitrate Test</p> <p>c. Water level measurement below existing grade;</p> <p>ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Owner shall</p>	

NO.	TOPIC	COMMENT	RESPONSE
		<p>notify in writing the Homeowner, the Region of Peel’s Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.</p> <p>iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.</p> <p>17. The Owner shall agree that neither the Owner nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region’s Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external watermains, including fire protection, have been completed to the Region’s satisfaction. The Owner’s Consulting Engineer shall certify in writing that the internal and external watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p>18. The Owner shall indemnify and hold the Region harmless from and against any and all actions, suites, claims, demands, and damages which may arise either directly or indirectly by reason of the development of the subject lands and/or construction of works, save and except for any actions, causes of action, claims, demands and damages arising out of the negligence of the Region or those for whom it is in law responsible. A clause shall be included in the Subdivision Agreement in respect of same.</p> <p><u>Waste Collection</u></p> <p>19. The Owner acknowledges and agrees that prior to registration of the plan of subdivision, the plan must</p>	

NO.	TOPIC	COMMENT	RESPONSE
		<p>satisfy all requirements of the Waste Collection Design Standards Manual.</p> <p><u>General Conditions</u></p> <p>20. Prior to registration of the plan of subdivision, the Owner shall submit draft reference plan(s) for the Region’s review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Owner.</p> <p>21. The Owner acknowledges and agrees that prior to final approval by the Town and prior to the Region granting clearance of the draft plan conditions for this subdivision, the following must be forwarded to the Region’s Legal Services Division:</p> <ul style="list-style-type: none"> <li>a. A signed copy of the final M-plan;</li> <li>b. A copy of the final 43-R plans; and</li> <li>c. Easement and conveyance documents required pursuant to the Agreement and required by the registration of the Plan.</li> </ul> <p>A clause shall be included in the Subdivision Agreement in respect of same.</p>	