

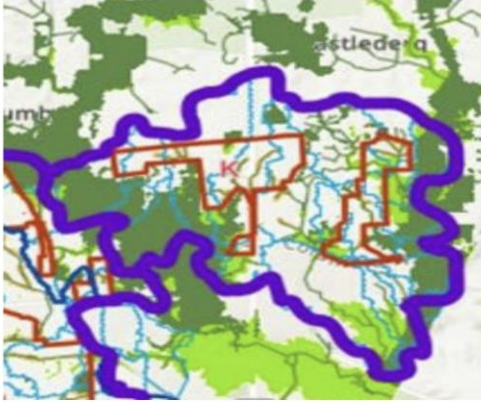
Bolton North Hill Secondary Plan - 2nd Submission			
POPA-2022-0001 / Region File Number: OZ-22-001C			
Local Official Plan Amendment Application			
	TOWN COMMENT	COMMENT RESPONSIBILITY	RESPONSE
Town of Caledon Planning: Tanjot Bal, August 28, 2023			
	<u>Development Planning</u>		
	<u>Site Plan</u>		
1	The current concept plan needs to be revised based on comments received from other commenting agencies (i.e. revised road network) and will require further revisions following the completion of the necessary studies (i.e. subwatershed study).	Bousfields and Crozier	Design Charette conducted November 2023. A revised concept plan has been prepared and included. Various inputs have been provided by Town, Region, TRCA and School Boards to influence these decisions. Subwatershed studies remain ongoing.
2	Staff acknowledge that this matter will be deferred to the detailed design stage, however would like to advise the applicant that breaks between the proposed medium density residential townhouse blocks will be necessary.	Bousfields	Acknowledged. To be explored through future DPOS.
3	Staff have concerns with the size and configuration of the proposed commercial/service blocks. Please remove the southern block, or alternatively provide a concept plan demonstrating the functionality of this block.	Bousfields	Mixed Use blocks have been located at Emil Kolb and Highway 50 as a Neighbourhood Centre to reflect Caledon's New OP.
	<u>Draft OPA</u>		
4	There are numerous polices that suggest the completion of studies to support the Secondary Plan. Studies should be completed so the studies can inform the Secondary Plan policies and not the other way around. • Please see the Town's existing secondary plans and revise the draft OPA accordingly (i.e. format, sections). For instance, minimum densities for each density area is missing & min. school sizes need to be included.	Bousfields	The Secondary Plan document has been revised to reflect proper formatting and a comprehensive overview of relevant secondary plan principles.
	<u>Planning & Urban Design Rationale</u>		
5	Update the policy analysis section to include Section 1.1.3.8, 1.5, 2.6 & 3.1 of the PPS	Bousfields	Please refer to Covering Letter for relevant policy updates.
6	Update section 4.3 based on the current Growth Plan (2020).	Bousfields	Growth Plan is no longer applicable.
7	The Region of Peel Official Plan was enacted in November of 2022. The Planning & Urban Design Rationale should be updated to reflect the existing policy framework.	Bousfields	Please refer to Covering Letter for relevant policy updates.
8	Provide rationale for including lands located at the northeast corner of Mount Hope Road and Columbia Way. Provide commentary on how this will be incorporated into the community. There is insufficient justification to include these isolated lands and will result in the fragmentation of lands that should be part of a future secondary plan that includes the lands to the north and west.	Bousfields	This parcel of land provides a logical extension of the existing residential context south and west of Columbia Way. The landowner has been an active participant in negotiations and discussions with the Town throughout the Secondary Plan process. The lands are also with the settlement boundary and will be directed to develop in a compatible built form and will align with the goals and objectives of the overall BNH Secondary Plan.
9	Please confirm if principle #2 within Section 3.1 is related to affordability of housing. Please clarify how the proposed development will provide affordable units within the Housing Assessment.	Bousfields	Affordable housing to be explored through individual Draft Plans of Subdivision and Site Plans. Secondary Plan provides framework to pursue these opportunities in consultation with Town Staff.
10	Principle #3 states "create a mixed-use commercial node around Emil Kolb Parkway and Highway 50". Recommend locating higher density development at the intersection and pushing the commercial block to the north accessed via an internal road network. It is assumed that the "high density residential" blocks are the proposed mixed-use development, where commercial/retail space shall be provided at the ground level.	Bousfields	Non-residential uses will be encouraged to be provided at grade within the Mixed Use Areas surrounding the node of Emil Kolb and Highway 50. The mix of uses is further elaborated on in the Secondary Plan and applicable Zoning by-laws.

11	Provide rationale for excluding natural features from this application. Appropriate policies for these lands should be incorporated into the Secondary Plan policies. Generally, it is expected that natural features will be gratuitously conveyed to a public body.	Bousfields	Natural features have been identified in the Natural Heritage Study Report. Impacts on these areas will from development will be minimized in accordance with relevant TRCA, Region and Town policies.
12	The Application Background Section is confusing please clarify the extent of the ROPA 30 lands and provide appropriate amendment numbers.	Bousfields	ROPA 30 Boundary is indicated concept plan for reference. However, all lands are now within the Settlement Boundary as per the 2024 Caledon OP.
13	Please ensure acronyms are clarified prior to their use (e.g. Section 1.2 - Bolton Arterial Route (BAR)).	Bousfields	The BAR Route has been realized by Emil Kolb Parkway which has identified as a Major Road in the RPOP 2022. Emil Kolb Parkway will play a significant role in connecting the BNHSP to the Macville Secondary Plan and eventual Caledon GO Station.
14	Provide further explanation of the Tri-Nodal approach to growth.	Bousfields	The Tri-Nodal approach evolved from OPA 114 in 1998. Reference to this was for background context on the evolution of Growth within Caledon. As the BNHSP has been identified for Growth in both the RPOP 2022 plan and 2024 Caledon OP, revisiting this concept is no longer relevant.
15	When describing existing Community Amenities and Facilities please provide distances. In addition, please change the use of the word 'Hospital' in the legend to a more appropriate term (e.g. Medical Facilities)	Bousfields	Please refer to revised Community Services and Facilities Study prepared by Arcadis.
16	Phasing and sequencing policies are required to ensure that as the plan area develops there are sufficient services, infrastructure and amenities in place to serve residents.	Bousfields	Infrastructure is being planned simultaneously with Regional Staff and monitored by Crozier and BNHLG.
17	Discussion on how concepts such as but not limited to transit supportive densities, affordable housing, seniors housing, sustainability, carbon reduction, climate change adaptation, active transportation should be included in the Planning and Urban Design Rationale, these principles should be incorporated into the Secondary Plan.	Bousfields	Secondary Plan has been updated to reflect policies related to these objectives.
	<u>Preliminary Commercial Impact Study</u>		
18	The Town requires this study to be peer-reviewed, at the expense of the applicant.	Arcadis	Acknowledged
19	Below are some preliminary comments from planning staff: <ul style="list-style-type: none"> • The Study notes that a portion of the retail and service space is required for the 2031 planning horizon. • Staff note that all commercial blocks are located on non-participating landowners' properties. In addition, staff note that the southern commercial block has an irregular lot configuration. Please provide a conceptual plan showing how this block could develop with a building area, parking, loading, landscaping, and access points. • Staff are concerned with the timing of bringing these commercial blocks online and the usability of these blocks. Please ensure that this is addressed. • Please update Figure 6 to include any new developments, including other proposed secondary plans. 	Arcadis	Mixed Use blocks have been located at Emil Kolb and Highway 50 as a Neighbourhood Centre reflective of Caledon's New OP.
	<u>Community Services and Facilities Study</u>		
20	Please update Figure 18 based on the current Planning Act Parkland Requirements.	Arcadis	Revised.
	Finance		

21	<table border="1"> <thead> <tr> <th>Tax Address</th> <th>Tax Roll #</th> <th>Legal Description</th> </tr> </thead> <tbody> <tr> <td>0 HIGHWAY 50</td> <td>010.002.13515.0000</td> <td>ALBION CON 7 PT LOTS 11 AND 12 RP 43R38843 PART 1</td> </tr> <tr> <td>14289 HIGHWAY 50</td> <td>010.002.13600.0000</td> <td>CON 7 ALB PT LOT 12</td> </tr> <tr> <td>14291 HIGHWAY 50</td> <td>010.002.13700.0000</td> <td>CON 7 ALB PT LOT 12</td> </tr> <tr> <td>14337 HIGHWAY 50</td> <td>010.002.13800.0000</td> <td>CON 7 ALB PT LOT 12</td> </tr> <tr> <td>14442 - 14530 HIGHWAY 50</td> <td>010.003.07400.0000</td> <td>ALBION CON 6 PT LOT 13</td> </tr> <tr> <td>14445 HIGHWAY 50</td> <td>010.002.13900.0000</td> <td>CON 7 ALB PT LOT 13</td> </tr> <tr> <td>14475 HIGHWAY 50</td> <td>010.002.14010.0000</td> <td>CON 7 ALB PT LOT 13</td> </tr> <tr> <td>14600 HIGHWAY 50</td> <td>010.003.07000.0000</td> <td>CON 6 ALB PT LOT 14</td> </tr> <tr> <td>14616 HIGHWAY 50</td> <td>010.003.06900.0000</td> <td>CON 6 ALB PT LOT 14</td> </tr> <tr> <td>14684 HIGHWAY 50</td> <td>010.003.06700.0000</td> <td>CON 6 ALB PT E LOT 14</td> </tr> <tr> <td>14685 HIGHWAY 50</td> <td>010.002.14100.0000</td> <td>ALBION CON 7 PT LOT 14 AND RP 43R34606 PART 2</td> </tr> <tr> <td>14687 HIGHWAY 50</td> <td>010.002.14130.0000</td> <td>CON 7 ALB PT LOT 14 RP 43R22911 PARTS 7,8,9</td> </tr> <tr> <td>14700 HIGHWAY 50</td> <td>010.003.06600.0000</td> <td>CON 6 ALB PT LOTS 14 AND 15</td> </tr> <tr> <td>14766 HIGHWAY 50</td> <td>010.003.06500.0000</td> <td>CON 6 ALB PT LOT 14</td> </tr> <tr> <td>14600 - 14674 DUFFY'S LANE</td> <td>010.003.22301.0000</td> <td>CALEDON CON 5 PT LOTS 13 TO 15 AND RP 43R37439 PART 1</td> </tr> <tr> <td>14691 DUFFY'S LANE</td> <td>010.003.14300.0000</td> <td>CON 6 ALB PT LOT 14</td> </tr> <tr> <td>0 MOUNT HOPE RD</td> <td>010.002.01300.0000</td> <td>CON 8 ALB PT LOT 11 RP 43R17638 PART 1</td> </tr> </tbody> </table>	Tax Address	Tax Roll #	Legal Description	0 HIGHWAY 50	010.002.13515.0000	ALBION CON 7 PT LOTS 11 AND 12 RP 43R38843 PART 1	14289 HIGHWAY 50	010.002.13600.0000	CON 7 ALB PT LOT 12	14291 HIGHWAY 50	010.002.13700.0000	CON 7 ALB PT LOT 12	14337 HIGHWAY 50	010.002.13800.0000	CON 7 ALB PT LOT 12	14442 - 14530 HIGHWAY 50	010.003.07400.0000	ALBION CON 6 PT LOT 13	14445 HIGHWAY 50	010.002.13900.0000	CON 7 ALB PT LOT 13	14475 HIGHWAY 50	010.002.14010.0000	CON 7 ALB PT LOT 13	14600 HIGHWAY 50	010.003.07000.0000	CON 6 ALB PT LOT 14	14616 HIGHWAY 50	010.003.06900.0000	CON 6 ALB PT LOT 14	14684 HIGHWAY 50	010.003.06700.0000	CON 6 ALB PT E LOT 14	14685 HIGHWAY 50	010.002.14100.0000	ALBION CON 7 PT LOT 14 AND RP 43R34606 PART 2	14687 HIGHWAY 50	010.002.14130.0000	CON 7 ALB PT LOT 14 RP 43R22911 PARTS 7,8,9	14700 HIGHWAY 50	010.003.06600.0000	CON 6 ALB PT LOTS 14 AND 15	14766 HIGHWAY 50	010.003.06500.0000	CON 6 ALB PT LOT 14	14600 - 14674 DUFFY'S LANE	010.003.22301.0000	CALEDON CON 5 PT LOTS 13 TO 15 AND RP 43R37439 PART 1	14691 DUFFY'S LANE	010.003.14300.0000	CON 6 ALB PT LOT 14	0 MOUNT HOPE RD	010.002.01300.0000	CON 8 ALB PT LOT 11 RP 43R17638 PART 1	Owner	Acknowledged
	Tax Address	Tax Roll #	Legal Description																																																						
	0 HIGHWAY 50	010.002.13515.0000	ALBION CON 7 PT LOTS 11 AND 12 RP 43R38843 PART 1																																																						
	14289 HIGHWAY 50	010.002.13600.0000	CON 7 ALB PT LOT 12																																																						
	14291 HIGHWAY 50	010.002.13700.0000	CON 7 ALB PT LOT 12																																																						
	14337 HIGHWAY 50	010.002.13800.0000	CON 7 ALB PT LOT 12																																																						
	14442 - 14530 HIGHWAY 50	010.003.07400.0000	ALBION CON 6 PT LOT 13																																																						
	14445 HIGHWAY 50	010.002.13900.0000	CON 7 ALB PT LOT 13																																																						
	14475 HIGHWAY 50	010.002.14010.0000	CON 7 ALB PT LOT 13																																																						
	14600 HIGHWAY 50	010.003.07000.0000	CON 6 ALB PT LOT 14																																																						
	14616 HIGHWAY 50	010.003.06900.0000	CON 6 ALB PT LOT 14																																																						
	14684 HIGHWAY 50	010.003.06700.0000	CON 6 ALB PT E LOT 14																																																						
	14685 HIGHWAY 50	010.002.14100.0000	ALBION CON 7 PT LOT 14 AND RP 43R34606 PART 2																																																						
	14687 HIGHWAY 50	010.002.14130.0000	CON 7 ALB PT LOT 14 RP 43R22911 PARTS 7,8,9																																																						
	14700 HIGHWAY 50	010.003.06600.0000	CON 6 ALB PT LOTS 14 AND 15																																																						
	14766 HIGHWAY 50	010.003.06500.0000	CON 6 ALB PT LOT 14																																																						
	14600 - 14674 DUFFY'S LANE	010.003.22301.0000	CALEDON CON 5 PT LOTS 13 TO 15 AND RP 43R37439 PART 1																																																						
14691 DUFFY'S LANE	010.003.14300.0000	CON 6 ALB PT LOT 14																																																							
0 MOUNT HOPE RD	010.002.01300.0000	CON 8 ALB PT LOT 11 RP 43R17638 PART 1																																																							
Properties listed above are currently assessed as Residential/Farmland (total \$23.36 million CVA). The Town's share of taxes levied, based on current value assessments is approximately \$125,000. As of April 14, 2023, the property tax account for each property is determined to be current except for 14289 Highway 50 which is in arrears. The property owner for 14289 Highway 50 should contact Service Caledon at Town extension 7750 to determine the account balance, and to make payment arrangements.		Owner	Acknowledged.																																																						
If the proposed development (establish a new Secondary Plan Area to permit a range of residential, commercial and institutional) were to proceed as planned, the property's taxable assessment value would change to reflect the developments that will take place.		Owner	Acknowledged.																																																						
Development Charges will be levied at the following rates that will be effect on the date of building permit issuance. Those rates are currently:		Owner	Acknowledged.																																																						

	<p><u>Residential</u></p> <p>Town of Caledon: a. \$53,113.61 per single/semi detached dwelling; and b. \$40,436.11 per townhouse dwelling.</p> <p>Region of Peel: a. \$73,917.14 per single/semi detached dwelling; and b. \$58,542.70 per townhouse dwelling. Effective February 1, 2016, the Region of Peel began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for residential developments, at the time of subdivision agreement execution.</p> <p>Go-transit: a. \$760.26 per single/semi-detached dwelling. b. That rate also applied to per townhouse dwelling.</p> <p>School Boards: c. \$4,572 per any residential unit.</p>	Owner	Acknowledged.
	<p><u>Commercial/Institutional - Non-Residential (Other) rates:</u></p> <p>a. Town of Caledon: \$90.19 per square metre of new or added floor space. b. Region of Peel: \$295.23 per square metre of new or added floor space. c. School Boards: \$9.69 per square metre of new or added floor space.</p>	Owner	Acknowledged.
	<p>The Development Charges comments and estimates are as of April 14, 2023 and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete; and are payable at the time of building permit issuance. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application. (Town of Caledon, Finance Department, Finance)</p>	Owner	Acknowledged
	<p>Staff seek clarification/confirmation of how mail will be distributed. If there will be additional units/suites which will require a valid address as they will receive mail from Canada Post and the preferred formatting of the units/suites (i.e. unit 1 or unit 101). (Town of Caledon, Planning Department, Municipal Numbering)</p>	Owner	To be determined in future planning applications.
	<p><u>Energy and Environment:</u></p>		
22	<p>All secondary plans require the completion of Energy and Emissions and Climate Adaptation studies to maximize energy efficiency and reduce greenhouse gas emissions from buildings and transportation, and to ensure new communities are resilient to current and future climate impacts. The attached Terms of Reference (TOR) outlines the current requirements in draft form. Staff is open to feedback and discussion as we work to refine the TOR.</p>	Bousfields / Owner	Reports to be further explored.

23	It is expected that the Green Development Standards project, which will be considered by Council the end of 2023. The new Standards will apply to all Site Plans, Plans of Subdivision, and Block Plans. A draft is expected to be released soon for public and stakeholder comments. It is expected that Green Development Standards and implementing policies will be incorporated into the proposal.	Bousfields	Secondary Plan updates include references to Green Development Standards.						
	Parks								
24	Parkland conveyance is required in accordance with section 51.1 of the Planning Act.	Bousfields							
25	Parks staff is generally satisfied with the location and distribution of the park blocks.	Bousfields	Acknowledged						
26	To better serve the local residents, it is recommended that the centrally located in the Secondary Plan, adjacent to the medium and high-density areas, to a minimum of 2.0 hectares to serve as a neighbourhood park. In accordance with the Town's Parks Plan, the Town shall maintain a minimum Town-wide average rate of 2.7 hectares per 1,000 population of active parkland.	Bousfields	Park size to be reworked.						
27	Subject to confirmation from Transportation and Development Engineering, it is recommended that pedestrian circulation trails shall be incorporated into SWM Ponds.	Bousfields / Crozier	To be dicussed with Crozier						
	<u>General Parkland Conveyance Criteria:</u>								
	<ul style="list-style-type: none"> • The proposal shall satisfy the development criteria for the type of parks proposed. • Lands shall be dedicated in a condition suitable for parkland development in accordance with the standards of the Town. • Natural heritage features/environmentally sensitive areas will not be accepted as parkland. • Parks and squares held in private ownership will not be considered part of parkland. • Park blocks shall have a minimum of 50 metres street frontage and a Lot Frontage calculation formula of 1 metre of frontage for every 100.0 m2 of park space is required. • The site is well drained and contains sufficient table land (2%-5%) (approximately 80 percent of site) to accommodate the needs of the active recreation facilities proposed for development. 	Bousfields	<p>Acknowledged. Parks have been sized with appropriate frontages on future public streets.</p> <p>Parkland to be further delineated in future draft plans of subdivision.</p>						
	<u>Park design:</u>								
	<ul style="list-style-type: none"> • The max. longitudinal/ running slope along the walkways and pathways will be 5% (preferred 4%) and the max. cross slope along the walkways and pathways will be 2%. 	Bousfields / Crozier	To be explored and secure through future Subdivision Applications						
	<ul style="list-style-type: none"> • Please refer to the table below when preparing facility fit plans. 	Crozier and Bousfields	n/a						
	<table border="1"> <thead> <tr> <th>Parkland Conveyance Requirement</th> <th>Provided on Detailed Concept Plan</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td> <p>Neighborhood Parks are located within a service radius of 800 metres to the residential area served, unobstructed by major pedestrian barriers. These parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade.</p> <p>Parkette is located within a service radius of 400 metres to the residential area served. These parks contain a mixture of passive areas, informal and formal play areas, and seating areas with shade.</p> </td> <td>Provide facility fit plans for parks.</td> <td> <p>Park block size shall be increased and designed to utilize space to accommodate recreational activities that reflect the classification and intended function of the parks.</p> <p>Neighborhood Park (min. 2 ha) shall include active and passive recreational pursuits such as junior/ senior playground, splash pad, washrooms, seating areas, basketball court and 3-4 tennis courts, shade structure and picnic shelters.</p> <p>Parkette shall contain junior/senior playground, seating areas and shade structure, and may contain junior soccer field.</p> </td> </tr> </tbody> </table>	Parkland Conveyance Requirement	Provided on Detailed Concept Plan	Comments	<p>Neighborhood Parks are located within a service radius of 800 metres to the residential area served, unobstructed by major pedestrian barriers. These parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade.</p> <p>Parkette is located within a service radius of 400 metres to the residential area served. These parks contain a mixture of passive areas, informal and formal play areas, and seating areas with shade.</p>	Provide facility fit plans for parks.	<p>Park block size shall be increased and designed to utilize space to accommodate recreational activities that reflect the classification and intended function of the parks.</p> <p>Neighborhood Park (min. 2 ha) shall include active and passive recreational pursuits such as junior/ senior playground, splash pad, washrooms, seating areas, basketball court and 3-4 tennis courts, shade structure and picnic shelters.</p> <p>Parkette shall contain junior/senior playground, seating areas and shade structure, and may contain junior soccer field.</p>	Crozier and Bousfields	Facility Fit plans provided in February 2025 reusbmission.
Parkland Conveyance Requirement	Provided on Detailed Concept Plan	Comments							
<p>Neighborhood Parks are located within a service radius of 800 metres to the residential area served, unobstructed by major pedestrian barriers. These parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade.</p> <p>Parkette is located within a service radius of 400 metres to the residential area served. These parks contain a mixture of passive areas, informal and formal play areas, and seating areas with shade.</p>	Provide facility fit plans for parks.	<p>Park block size shall be increased and designed to utilize space to accommodate recreational activities that reflect the classification and intended function of the parks.</p> <p>Neighborhood Park (min. 2 ha) shall include active and passive recreational pursuits such as junior/ senior playground, splash pad, washrooms, seating areas, basketball court and 3-4 tennis courts, shade structure and picnic shelters.</p> <p>Parkette shall contain junior/senior playground, seating areas and shade structure, and may contain junior soccer field.</p>							
	Development Engineering								

28	Development Engineering offers the following comments. It is noted that due to missing information, the comments provided at this time are high-level. Additional comments may be provided during our review of future submissions as more detailed and updated information is provided by the applicant.	Crozier	Noted.
<u>Local Subwatershed Study or Equivalent Study Terms of Reference</u>			
29	As indicated through comments provided to the applicant on November 18, 2021, a Terms of Reference for a Comprehensive Environmental Impact Study and Management Plan (CEISMP) was to be prepared by the applicant and approved by the Town, Region and TRCA prior to commencement of work. Development Engineering recognizes that the applicant has worked with TRCA to develop a Terms of Reference for a Natural Heritage Study Report. While this may be a component of a CEISMP, it does not represent the full intent of a CEISMP. Furthermore, in accordance with the Region of Peel Official Plan Policy 5.6.20.14.17.f. , a Local Subwatershed Study or an equivalent study is required to support a Secondary Plan within the Settlement Area Boundary Expansion area. The Town has worked with the Region and TRCA to develop an approved Local Subwatershed Study Terms of Reference and by way of an attachment accompanies these comments. As such, Development Engineering requires that the applicant complete a Local Subwatershed Study in accordance with the provided Terms of Reference to support the Secondary Plan.	Crozier	Subwatershed Study works remain ongoing. SWS strategy outlining in Secondary Plan policies.
<u>Study Area Limits</u>			
30	<p>The proposed Secondary Plan entirely lies within the headwaters of the Main Humber River Watershed. The limits of the study area should ensure that the Local Subwatershed Study adequately characterizes the location, extent, sensitivity and significance of the water resource system and natural heritage system form and functions within and across the Secondary Plan area and evaluates the factors and influences that are important to their sustainability. The applicant should note that the limits of study have been defined to support the implementation of the Settlement Area Boundary Expansion Scoped Subwatershed Study (Wood et. Al., December 2021). The following figure depicts the study limits, outlined in purple, for the proposed Secondary Plan area:</p>  <p>Figure 1: Proposed Local Subwatershed Study Limits</p>	Crozier	Subwatershed Study works remain ongoing. SWS strategy outlining in Secondary Plan policies.

31	<p>The study area limits should include the following:</p> <ul style="list-style-type: none"> a. Inclusion of the entire subject lands; b. all of the associated subcatchment drainage areas flowing to and through the subject lands to inform sufficient understanding of the water resource system; c. broader landscape scale to support understanding of the position and role in the natural heritage system of the Scoped SWS and potential connectivity of the study area within the broader landscape; d. align with the scope (extents) of the Mobility Plan area to identify the environmental constraints and stormwater management strategy to support the transportation network; and e. potentially include existing downstream constraints beyond the identified Secondary Plan study area and, to the appropriate extent, be considered in establishing the management strategies based on the overall study objectives and ultimate targets. 	Crozier	Subwatershed Study works remain ongoing. SWS strategy outlining in Secondary Plan policies.
The applicant should contact Development Engineering to finalize the study limits.			
<u>Local Subwatershed Study Scope</u>			
32	<p>The lands being proposed for development through a Secondary Plan are generally referred to as the Primary Study Area (PSA) while the lands beyond the PSA within the subwatershed limits are referred to as the Secondary Study Area (SSA). The applicant should be aware that the Local Subwatershed Study work in the Primary Study Area (i.e. the Secondary Plan area) will need to be more detailed and supported by field investigations and monitoring, whereas the work beyond the Primary Study Area (i.e. the Secondary Study Area) can generally be less detailed and primarily supported by desktop information and more limited field work. The applicant should provide Development Engineering with a workplan that outlines the extent of fieldwork for approval.</p>	Crozier	Subwatershed Study works remain ongoing. SWS strategy outlining in Secondary Plan policies.
<u>Settlement Area Boundary Expansion Scoped Subwatershed Study (Wood et. Al., December 2021)</u>			
33	<p>The Local Subwatershed Study will need to establish a sustainable development plan for the proposed Secondary Plan Area that protects and enhances the natural environments through the implementation of the direction, targets, criteria and guidance of the Settlement Area Boundary Expansion Scoped Subwatershed Study (Wood et. Al., December 2021). The Local Subwatershed Studies are intended to confirm and refine the preliminary Settlement Area Boundary Expansion Scoped Subwatershed Study natural heritage system through implementation of the recommended management approach that will protect, rehabilitate, and enhance the natural and water-based environments within the Secondary Plan Area, and the surrounding lands in the subwatershed.</p>	Crozier	Subwatershed Study works remain ongoing. SWS strategy outlining in Secondary Plan policies.
34	<p>This area drains toward the major confined watercourses via a series of headwater drainage features. Although this area lies upstream of designated Flood Vulnerable Areas (FVAs) within the Humber River Watershed, it is anticipated that development of these lands would have a negligible impact to off-site/downstream flood risk due to the small proportion of these areas relative to the total contributing drainage areas to the FVAs. Moreover, as the lands drain directly toward the well-defined and regulated watercourse systems, it is anticipated that development of these lands would not represent a local flood risk, provided that the current discharge locations are retained and utilized post-development. As such, it is anticipated that stormwater management for quantity controls, would not require over-control of peak flows for flood protection of downstream properties (i.e. post-to-pre control anticipated to be sufficient) and quantity controls for the Regional (Hurricane Hazel) Storm event may not be required. However, recent analysis completed by TRCA for the Humber River SWM Quantity Control Criteria Update (WSP, November 2, 2020) has concluded that over-control of peak flows for all storm events (i.e. 2 year through 100 year return period storms as well as Regional Storm event) may be required to achieve watershed-scale flood protection, based on the application of synthetic design storms for hydrologic analysis. The requirements for stormwater management are thus to be established as part of the Local Subwatershed Study and are recommended to apply continuous simulation and account for the spatial variability in rainfall across the watershed.</p>	Crozier	Subwatershed Study works remain ongoing. SWS strategy outlining in Secondary Plan policies.
<u>Policy Conformance Assessment</u>			

35	<p>The Natural Heritage Study Report must address all applicable environmental planning policies. A summary of applicable federal, provincial, conservation authority and municipal environmental planning policies and regulations relevant to the application and an evaluation of how the land use plan complies with the applicable environmental policies and legislation needs to be provided. Specifically, the Natural Heritage Study Report lacked the following:</p> <p>a. There is no consideration for Federal environmental regulations that need to be addressed within the policy framework section</p>	Dillon	A policy conformity section has been added to the revised NHR.
	b. Information sources should not be included within the Policy framework section. This information is reviewed as part of available background information.	Dillon	Noted. Section can be restructured to separate policy.
	c. The Region of Peel's Official Plan was approved in 2022 and should be referenced within the policy framework, including all relevant policies.	Dillon	Noted.
	d. The Settlement Area Boundary Expansion Scoped Subwatershed Study (Wood et. al., December 2021) forms the basis of water resource and natural heritage across the Settlement Area Boundary Expansion and should be referenced.	Dillon	The Subwatershed Study will be reviewed and considered, as applicable, in the revised NHR.
	e. There appears to be no discussion or consideration of section 3.1 Natural Hazards of the Provincial Policy Statement.	Dillon	
	<u>Natural Heritage Study Report</u>		
36	The following comments are based on our review of the Natural Heritage Study Report. The Applicant will need to address the following comments as part of the required Subwatershed Study to properly inform the natural heritage strategy.	Dillon	N/A
	a. Section 3.2 indicates that habitat for the Endangered Redside Dace is present within the Humber River 450m downstream. MECP must be consulted regarding the potential for the headwater drainage features in the study area being considered contributing habitat for the species.	Dillon	<p>The HDF features within the Secondary Plan are do not meet the definition of "habitat" for RSD under Ontario Regulation 832/21. Permanent or intermittent headwater drainage features that augment the baseflow, coarse sediment supply or surface waer quality of a part of a stream or othr watercourse being used by RSD or has been used by RSD in the past 20 years or their meanderbelt widths, provided the bankfull width is greater than 7.5 m.</p> <p>None of the HDFs within the site do or have previously provided habitat for RSD (within 20 years) and none of the features are greater than 7.5 m in width.</p>
	b. Only one vegetation survey was completed which is atypical for this type of undertaking. Bird surveys were completed around the periphery of the study area therefore it isn't clear that open country birds in agricultural fields were appropriately surveyed. Survey efforts must be finalized through an approved terms of reference.	Dillon	The field work completed through the NHR was done in accordance with an agreed to TOR from TRCA, dated May 20, 2021.
	c. Woodland limits must be confirmed in the field by Town staff for inclusion in the secondary plan.	Dillon	All features were staked on site by the TRCA in June 2022, the staked limits will be included in the revised NHR (no update has been prepared since then as we were awaiting comments on the first draft).
	d. A policy analysis that demonstrates conformity with all relevant natural heritage policy must be provided. For instance, almost 2ha of encroachments into wetland and woodland buffers is proposed without supporting analysis or discussion.	Dillon	As mentioned, a policy confirmity section will be added to the revised NHR.

	e. Section 5.1.1 provides management classifications for headwater drainage features (HDFs). In addition to concerns regarding the timing of the associated assessment, it is not clear that the recommended management outlined in the guidelines can be accommodated in the proposed secondary plan layout. For instance, the functions of features recommended for mitigation should be replicated through enhanced lot-level conveyance measures or constructed wetland features. The report must demonstrate how the management recommendations are being fulfilled.	Dillon	A discussion on mitigation management for HDFs can be provided in the updated NHR. Essentially, their function on the landscape requires replication, which is movement of surface flow downstream.
	f. Figure 3 displays several HDFs on non-participating properties but these are omitted on Figure 5 and Figure 7. Similarly, woodland features have been delineated via aerial interpretation on non-participating lands. All natural heritage features (including potential open country bird habitat) that can't be studied must be identified and conservatively accommodated by the secondary plan and/or associated policies.	Dillon	Noted. Mapping will be updated to provide more clarity in the resubmission.
	<u>Headwater Drainage Feature Assessment</u>		
37	It does not appear that the Headwater Drainage Feature Assessment was completed in compliance with the approved methodology. The first visit should be held during spring freshet or within 24 hours after a rainfall event. The first visit was identified to have happened on March 23 and March 24th. The required precipitation events were not met. Snow accumulation had ended in late February with February 27th noted as having trace amounts of snow on the ground. This was followed by a number of weeks of warm temperatures prior to March 23. The only rainfall received prior to the 23rd was on March 18 and was only 0.4mm. Similarly, the May 20th visit occurred 2 weeks after receiving any rainfall. Unless it is demonstrated that the field work was conducted at the proper time, it must be done again according to the HDFA guidelines.	Dillon	All HDFs within the participating parcels were walked by TRCA in June of 2022 and it was determined that TRCA was satisfied with the results of the HDF assessment. There has been no recommendation to redo any of the studies previously. A review of weather conditions during the month of March taken from Pearson International Airport (closest station to Caledon) indicate that there was almost no precipitation for the entire month of March leading up to the HDF assessment, as suggested in the comment. Therefore, since there was little snow cover during freshet and dry conditions following, the first assessment had to be completed before it was too late in the season, regardless of the precipitation that year. The GTA rarely has a true freshet, given the snow cover in late spring, so it is very difficult to replicate these "conditions", particularly where there is a lack of rain events. If the assessments were completed again, there is no guarantee we will not have another dry spring and the same conditions would present. Further, because of the lack of riparian vegetation, terrestrial habitat function, and fish habitat, the primary function of these features (which can be said for most agricultural HDFs) is conveyance of surface flow to downstream habitat (contribution of allochthonous flows). As a result, the actual amount of flow within these features will not change the ultimate management recommendation. These features that were indicated as having limited flow or no water, were almost all rills, gullies or otherwise, not considered HDFs. Some other flow into box culverts or roadside ditches. While we can provide further discussion on this, and update the mapping more specific to HDFs, redoing the surveys should not be required at this time.
	<u>Wetland Water Balance Risk Assessment</u>		
38	Section 1.4 of the Wetland Water Balance Risk Assessment identifies the need for monitoring to satisfy the Wetland Water Balance Monitoring Protocol. As this must be completed to inform the secondary plan, these must be included in the approved Terms of Reference and completed prior to subsequent submissions.	Dillon	Can be included in the TOR by Crozier, as the WBRA is part of their scope with Dillon's input.
	<u>Road Network</u>		
39	The Town has reviewed the proposed road network and provide the following comments:	Crozier	n/a
	a. Road right of way widths determined prior to draft plan approval will be based on the functions of the right of way and may include stormwater management measures in the form of low impact development.	Crozier	Acknowledged.

	b. The Town will require that Emil Kolb Parkway extend to the eastern limit of the plan so that it can be connected to the Option 2 lands when they develop. The Subwatershed Study is to evaluate this extension, recommend a suitable cross-section through the Greenbelt and recommend mitigation measures that may be required to offset the impacts of achieving the connection in the future.	Crozier	Acknowledged. The Region has noted that this connection is not of interest to be owned by them. However, it is our understanding that the road will be a collector owned by the Town.
	c. The Town requires that Kingsview Drive extend into the Bolton North Hill Secondary plan at its current right of way width of 26 meters. This right of way (ROW) is to extend through the development.	Crozier	The Concept Plan illustrates a ROW of 20m for the north-south collector roadway. An option for the proposed 20 m cross-section (included in Appendix J) includes a 10.2 m asphalt width, similar to the existing Kingsview Drive. The narrower cross-section reduces the boulevard width. However pedestrian and cycling facilities are provided. The extension of the roadway will also need to be coordinated with the landowner to the south of the Bolton North Hill Secondary Plan Area, who is already within the settlement boundary.
	d. A road connection is to be provide to the north on the west side of Highway 50. The ROW width is to be determined through the Transportation Impact study.	Crozier	Acknowledged.
	e. Duffy's Lane is to be an urbanized collector with a 26 m ROW from the north end of the development to Emil Kolb Parkway.	Crozier	Acknowledged.
	f. The current ROW width of Emil Kolb Parkway near Highway 50 currently exceeds the proposed ROW width of 35 m shown on the secondary plan. Further conversations with the Region and Town are required to determine the appropriate ROW width of Emil Kolb Parkway. Emil Kolb Parkway ROW of will need to be determined and reflected on the concept plan and in the applicable studies.	Crozier	Acknowledged.
	<u>Hydrogeological Report</u>		
40	The report prepared by Crozier Consulting Engineers, dated April 4, 2022 is to be updated to include the Spring 2022 groundwater data to determine the seasonally high groundwater level. It is indicated that a feature-based water balance was to be provided in the hydrogeological report. However, this was not included in that report. This assessment is required.	Crozier	Updated HydroG report provided woth February 2025 Resubmission.
	<u>Environmental Noise Investigation</u>		
41	A report is to be submitted for review to determine if the land uses proposed are satisfactory or if alternate built form or concept is required to reduce substantial noise mitigation measure.	n/a	Not required based on submitted correspondence in initial LOP Submission.
	<u>Functional Servicing Report (FSR)</u>		
42	The report prepared by Crozier Consulting Engineers, dated April 4, 2022 was reviewed and recognizes the work that has been completed to date. However, Town requires a Subwatershed Study (SWS) to better inform development in this area. The FSR should be revised to reflect the development criteria, constraints, and recommendations of the SWS. The Town reserves the right to require all reports/plans and studies be updated pending the recommendations of the SWS. Alternatively, if the work remains valid, the applicant may submit a justification memo requesting that the materials dated December 2021 be reviewed in light of the SWS recommendations.	Crozier	Acknowledged.
	a. The stormwater management strategy shown the Secondary Plan are to be based off the findings of the requested Subwatershed Study.	Crozier	Acknowledged.
	b. Prior to Draft Plan Approval , the FSR must include preliminary design of LID measures required either by the SWS recommendations and/or in accordance with the Town's CLI ECA.	Crozier	Separate Functional Servicing and Stormwater Management Reports will be provided for each Draft or Site Plan application. Those property specific reports can address the implementation and design of LID features, but the FSR supporting the Secondary Plan is too high level to address such considerations.

	c. Prior to Draft Plan Approval the preliminary grading and servicing plans are to be provided for review to determine how the site functions overall and demonstrate implementation feasibility of the Stormwater Management Plan.	Crozier	Separate Functional Servicing and Stormwater Management Reports will be provided for each Draft or Site Plan application. Those property specific reports can address preliminary grading and servicing in greater detail, including implementation with the stormwater management strategy/design. The FSR supporting the Secondary Plan is too high level to address such considerations.
	d. A portion Duffy's Lane is located outside of the proposed secondary plan. This section of road will require reconstruction to facilitate an urban cross section; therefore, Prior to Draft Plan Approval , the FSR is to identify stormwater quality and quantity control measures and their locations, in accordance with the SWS recommendations	Crozier	Acknowledged.
	e. Drainage from external lands is to be conveyed through underground pipes sized to the 100 year storm, unless deemed to be maintained as open systems/channels. Preliminary cross sections will be required to demonstrate that conveyance of external drainage can be accommodated within the proposed ROW without constraining/conflicting with any other functions below or above ground, including consideration for local traffic during maintenance of the proposed infrastructure.	Crozier	Cross-sections can be provided to support the Draft Plan. Sufficient spacing will be provided. Maintenance would be no different than any other public service/utility within the right-of-way.
	f. In the absence of any Secondary Planning work completed for the Option 2 lands, the Town cannot comment on the location, form and function of the SWM pond shown in this area. Future work completed through the Subwatershed Study and secondary planning for the Option 2 lands will better define the ideal location of that stormwater management pond and we ask that the FSR be revised accordingly, if needed.	Crozier	Acknowledged.
	g. It is indicated that some minor drainage diversions are proposed. Provide a map for clarity on where these are located and their size/impact.	Crozier	Drawing C713 has been added to the FSR to show the proposed drainage diversions.
	h. It is indicated that some tributaries will need to be realigned to convey external flows through the development area and includes the possibility of using natural channel design. However, it does not appear that any channels or channel corridors are proposed on the concept plan.	Crozier	Preliminary design considers the external flows to be piped through the municipal ROWs. Consideration for natural channel may still be given.
	<u>Consolidated Linear Infrastructure Environmental Compliance Approval</u>	Crozier	
43	The Town of Caledon has been granted a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA). The CLI-ECA allows the Town to approve stormwater infrastructure projects that: (1) are wholly located on Town owned lands; and (2) are designed to treat total suspended solids, grease and oils. In order to be approved under the Town's CLI-ECA the applicant will need to ensure that the maximum drainage area to each stormwater management facility does not exceed 65 ha and that the criteria depicted in Table 1 is adhered to. The Town will not allow any stormwater infrastructure that is achieving the CLI-ECA criteria to be placed on private property. The outlet of any stormwater management facility must be entirely within the public domain and the locations of all stormwater management facilities need to be reasonable and justified.	Crozier	Acknowledged. Current drainage areas for the SWM facilities do not exceed 65 ha and all are located (and will continue to be) within the public domain.

	<p>Table 1: CLI-ECA Stormwater Criteria</p> <p>Water Balance Assessment Study: Control as per the criteria identified in the water balance assessment completed in one or more of the following studies, if undertaken: a watershed/subwatershed plan; Source Protection Plan (Assessment Report component); Master Stormwater Management Plan, Master Environmental Servicing Plan; Class EA, or similar approach that transparently considers social, environmental and financial impacts; or local site study including natural heritage, Ecologically significant Groundwater Recharge Areas (EGRA), inflow and infiltration strategies. The assessment should include sufficient detail to be used at a local site level and consistent with the various level of studies; OR</p> <p>If Assessment Study is not completed: Control the recharge to meet Pre-development conditions on property; OR Control the runoff from the 90th percentile storm event.</p> <p>Note that water balance criteria can not be met on private property.</p> <p>Water Quality General: Characterize the water quality to be protected and Stormwater Contaminants (e.g., suspended solids, nutrients, bacteria, water temperature) for potential impact on the Natural Environment, and control as necessary, OR</p> <p>ii) As per the watershed/subwatershed plan, similar area-wide stormwater study, or Stormwater management plan to minimize, or where possible, prevent increases in Contaminant loads and impacts to receiving waters.</p> <p>Suspended Solids:</p> <p>i) Control ¹²⁾ 90th percentile storm event and if conventional methods are necessary, then enhanced, normal, or basic levels of protection (80%, 70%, or 60% respectively) for suspended solids removal (based on the receiver).</p> <p>Phosphorus:</p> <p>Minimize existing phosphorus loadings to Lake Erie and its tributaries, as compared to 2018 or conditions prior to the proposed development, OR</p> <p>ii) Minimize phosphorus loadings to Lake Simcoe and its tributaries. Proponents with development sites located in the Lake Simcoe watershed shall evaluate anticipated changes in phosphorus loadings</p>	<p>Crozier</p>	<p>Acknowledged.</p>
	<p>between Pre-development and post-development through a Stormwater management plan in support of an application for Major Development. The assessment should include sufficient detail to be used at a local site level. If, using the approved phosphorus budget tool ¹²⁾, it is demonstrated that the site's post to Pre-development phosphorus budget cannot be met, and Maximum Extent Possible ¹³⁾ has been attained, the proponent may use LSRCA's Phosphorus Offsetting Policy.</p> <p>Erosion Control i) As per erosion assessment completed in watershed/subwatershed plan, Master Stormwater Management Plan, Master Environmental Servicing Plan, Drainage Plan, Class EA, local site study, geomorphologic study, or erosion analysis; OR</p> <p>ii) As per the Detailed Design Approach or Simplified Design Approach methods described in the Stormwater Management Planning and Design Manual:</p> <p>a. The Detailed Design Approach may be selected by the proponent for any development regardless of size and location within the watershed provided technical specialists are available for the completion of the technical assessments; or considered more appropriate than the simplified approach given the size and location of the development within the watershed and the sensitivity of the receiving waters in terms of morphology and habitat function.</p> <p>b. The Simplified Design Approach may be adopted for watersheds whose development area is generally less than twenty hectares AND either one of the following two conditions apply:</p> <p>1) The catchment area of the receiving channel at the point-of-entry of Stormwater drainage from the development is equal to or greater than twenty-five square kilometres; or</p> <p>2) Meets the following conditions:</p> <ul style="list-style-type: none"> • The channel bankfull depth is less than three quarters of a metre; • The channel is a headwater stream; • The receiving channel is not designated as an Environmentally Sensitive Area (ESA) or Area of Natural or Scientific Interest (ANSI) and does not provide habitat for a sensitive aquatic species; • The channel is stable to transitional; and • The channel is slightly entrenched; OR <p>In the absence of a guiding study, detain at minimum, the runoff volume generated from a 25 mm storm event over 24 to 48 hours.</p>	<p>Crozier</p>	<p>Acknowledged.</p>

	<table border="1"> <tr> <td>Water Quantity (Minor and Major System)</td> <td>i) As per municipal standards, Master Stormwater Management Plan, Class EA, Individual EA and/or ECA, as appropriate for the type of project</td> </tr> <tr> <td>Flood Control (Watershed Hydrology)</td> <td>FOR DEVELOPMENT SCENARIOS ^[2] i) Manage peak flow control as per watershed/subwatershed plans, municipal criteria being a minimum 100 year return storm (except for site specific considerations and proximity to receiving water bodies), municipal guidelines and standards, Individual/Class EA, ECA, Master Plan, as appropriate for the type of project.</td> </tr> <tr> <td>Construction Erosion and Sediment Control</td> <td>i) Manage construction erosion and sediment control through development and implementation of an erosion and sediment control (ESC) plan. The ESC plan shall: a. Have regard to Canadian Standards Association (CSA) W202 Erosion and Sediment Control Inspection and Monitoring Standard (as amended); OR b. Have regard to Erosion and Sediment Control Guideline for Urban Construction 2019 by TRCA (as amended). ii) Be prepared by a QP for sites with drainage areas greater than 5 ha or if specified by the Owner for a drainage lower than 5 ha. iii) Installation and maintenance of the ESC measures specified in the ESC plan shall have regard to CSA W208:20 Erosion and Sediment Control Installation and Maintenance (as amended). iv) For sites with drainage areas greater than 5 ha, a QP shall inspect the construction ESC measures, as specified in the ESC plan.</td> </tr> </table>	Water Quantity (Minor and Major System)	i) As per municipal standards, Master Stormwater Management Plan, Class EA, Individual EA and/or ECA, as appropriate for the type of project	Flood Control (Watershed Hydrology)	FOR DEVELOPMENT SCENARIOS ^[2] i) Manage peak flow control as per watershed/subwatershed plans, municipal criteria being a minimum 100 year return storm (except for site specific considerations and proximity to receiving water bodies), municipal guidelines and standards, Individual/Class EA, ECA, Master Plan, as appropriate for the type of project.	Construction Erosion and Sediment Control	i) Manage construction erosion and sediment control through development and implementation of an erosion and sediment control (ESC) plan. The ESC plan shall: a. Have regard to Canadian Standards Association (CSA) W202 Erosion and Sediment Control Inspection and Monitoring Standard (as amended); OR b. Have regard to Erosion and Sediment Control Guideline for Urban Construction 2019 by TRCA (as amended). ii) Be prepared by a QP for sites with drainage areas greater than 5 ha or if specified by the Owner for a drainage lower than 5 ha. iii) Installation and maintenance of the ESC measures specified in the ESC plan shall have regard to CSA W208:20 Erosion and Sediment Control Installation and Maintenance (as amended). iv) For sites with drainage areas greater than 5 ha, a QP shall inspect the construction ESC measures, as specified in the ESC plan.		
Water Quantity (Minor and Major System)	i) As per municipal standards, Master Stormwater Management Plan, Class EA, Individual EA and/or ECA, as appropriate for the type of project								
Flood Control (Watershed Hydrology)	FOR DEVELOPMENT SCENARIOS ^[2] i) Manage peak flow control as per watershed/subwatershed plans, municipal criteria being a minimum 100 year return storm (except for site specific considerations and proximity to receiving water bodies), municipal guidelines and standards, Individual/Class EA, ECA, Master Plan, as appropriate for the type of project.								
Construction Erosion and Sediment Control	i) Manage construction erosion and sediment control through development and implementation of an erosion and sediment control (ESC) plan. The ESC plan shall: a. Have regard to Canadian Standards Association (CSA) W202 Erosion and Sediment Control Inspection and Monitoring Standard (as amended); OR b. Have regard to Erosion and Sediment Control Guideline for Urban Construction 2019 by TRCA (as amended). ii) Be prepared by a QP for sites with drainage areas greater than 5 ha or if specified by the Owner for a drainage lower than 5 ha. iii) Installation and maintenance of the ESC measures specified in the ESC plan shall have regard to CSA W208:20 Erosion and Sediment Control Installation and Maintenance (as amended). iv) For sites with drainage areas greater than 5 ha, a QP shall inspect the construction ESC measures, as specified in the ESC plan.								
	Transportation Engineering								
	Secondary Plan and Draft OPA								
44	Policy 10.3.1 - Please include a policy regarding the rights-of-way for different classifications and indicate how they will be implemented.	Bousfields and Crozier	Secondary Plan policies have been updated to define different road classifications.						
45	Section 10.5 – The proposed Transportation Demand Management policy recommendations and measures should be supported with adequate justification based on land uses. The policies within the Secondary Plan should align with the recommendations through the Transportation Assessment.	Bousfields and Crozier	Secondary Plan Policies have been updated.						
46	Section 10.7 – “10.7.2. Proposed trails will be designed and constructed in accordance with the Town of Caledon’s and provincial accessibility standards.” Please clarify if this is referencing AODA.	Bousfields and Crozier	Secondary Plan Policies have been updated.						
47	Section 10.7 – “10.7.2. Proposed trails will be designed and constructed in accordance with the Town of Caledon’s and provincial accessibility standards.” Please clarify if this is referencing AODA.	Bousfields and Crozier	Secondary Plan Policies have been updated.						
48	Section 10.8: <ul style="list-style-type: none"> • This section should comply with the Town of Caledon’s Development Standards Manual. Local roads with a ROW of 18m or more should have a sidewalk on both sides. • This section can be added as a sub-section of 10.6 Pedestrian and Cycling Network 	Bousfields and Crozier	Secondary Plan Policies have been updated.						
49	Policy 10.9.2 – Please note “alternative parking standards” should be provided with sufficient justification within the Transportation Assessment to the satisfaction of the Town.	Bousfields and Crozier	Through communications with the Town (KH/EH - 22/05/2024) it was agreed that any deviation in parking standards will need to be justified and that at this time no justification is required. Rather alternative parking standards and supporting justification would accompany a future ZBA application if required at that time.						
50	Please see attached mark-up of Schedule A – Land Use Plan_TE Mark-ups with additional collector roads within the Secondary Plan Area with protection for connection to the east, north and south.	Bousfields and Crozier	These were explored through the November 2023 Design Charette and have been incorporated where possible.						
51	The access on Columbia Way connecting to Forest Gate Ave should be assessed for signalization.	Crozier	Noted. The volumes on Columbia Way and Forest Gate Avenue/Site Access are too low to warrant signalization. Signal Warrants can be reference in Appendix L of the Transportation Assessment. Left turn lanes are required and under minor stop control the intersection operates with a Level of Service B for northbound volumes and minimal delay.						
	Transportation Assessment Study								

52	Please include the intersections of the proposed site accesses on Columbia Way and Mount Hope Road in the analysis.	Crozier	Noted. The site accesses have been included as part of the updated Transportation analysis
53	Please note the following comments regarding the reported boundary road network characteristics: <ul style="list-style-type: none"> Table 2 "Boundary Road Network" should identify Columbia Way and Caledon King Townline as Collector Roads as per the Town's Official Plan. 	Crozier	Acknowledged. Table 2 has been updated..
	<ul style="list-style-type: none"> Transit routes and schedules have been updated and Table 3 "Existing Transit Service" no longer describes transit in Bolton. Please revise accordingly. 	Crozier	Acknowledged. Transit services outlined in Section 3.3. of the updated Transportation Assessment reflect the most recent transit routes and schedules.
	<ul style="list-style-type: none"> Table 4 "Active Transportation Network" is missing: <ul style="list-style-type: none"> i. the Multi-Use Path on Columbia Way ii. the bike lanes on Bolton Heights Road iii. The bike route along Kingsview Drive, Columbia Way (from Kingsview Drive to Mount Hope Road), through Mount Hope Road. 	Crozier	Acknowledged. Table 4 has been updated.
54	Considering the location of the site in proximity to a school along Columbia Way and Downtown Bolton, please collect updated non-summer traffic data to adequately capture existing conditions in this location.	Crozier	Acknowledged. Updated traffic volumes were collected on April 4th, 2024 as outlined in Section 3.5 of the update Transportation Assessment.
55	Regarding Traffic Operations Analysis and Reporting:		
	<ul style="list-style-type: none"> Please revise the peak hour factors to reflect existing TMC's at Town intersections due to school and commuter traffic. 	Crozier	Peak Hour Factors have been updated to reflect the data collected on April 4th, 2024
	<ul style="list-style-type: none"> Please report Levels of Service and queues by approach. 	Crozier	Noted.
	<ul style="list-style-type: none"> Please utilize a walking speed of 1.0 m/s at Town intersections. 	Crozier	Noted.
	<ul style="list-style-type: none"> Please confirm the speed limit on Columbia Way in Synchro matches the Posted Speed Limit in the 40 km/hour zones. 	Crozier	Noted.
56	Growth rate calculations should utilize data as close the study area as possible. Please confirm the growth rate calculations with Peel Region and update accordingly.	Crozier	EMME Modelling and growth rate projections provided by the Region of Peel have been applied as outlined in Section 4.3 in the updated Transportation Assessment.
57	Please revisit Section 4.3.2 - Additional Roadway Improvements once new data is collected, and growth rates are adequately determined for the area. Please ensure continuity of the improvements and how they fit in the broader transportation network are considered when providing recommendations.	Crozier	Noted.
58	Please include the following background developments in the analysis: <ul style="list-style-type: none"> SBD 21T-12005C – Bolton HiLands SBD 21T-19001C -13247 Nunnville Rd RZ 2019-0003 – 84 Nancy Street RZ 2018-0008 – 336 King Street OP 2022-0002 – 12425 Hwy 50 OP 2020-0001 – Chickadee Grove OP 2021-0002 – Bolton GO SPA 2016-0063 – Bandas Stone TIS SPA 2021-0064 -0 Humber Station Road SPA 2021-0077 Harvest Moon Drive SPA 2022-0064 – 3 Manchester Court 	Crozier	Through communications with the Town (KH/EH - 22/05/2024) it was agreed developments within the ROPA 30 boundary, which the Region confirmed are part of their EMME growth forecasts, should not be double counted. As such only the portion of OP 2021-0002 outside of the boundary was included. Additionally, though within the ROPA 30 boundary, the development under OP 2022-0002 was included as the development is proposed to share a connection with Bolton North Hill to Columbia Way. This approach is outlined in Section 4.4 in the updated Transportation Assessment.
59	Regarding trip generation and assignment:		

	<ul style="list-style-type: none"> Please review the use of the Land Use Code utilized to estimate the trip generation of the Townhouse units. LUC 220 states it is applicable to walk-up apartments, mansion apartments, and stacked townhouses. LUC 215 is more applicable to the proposed townhouse units. 	Crozier	Noted. The Land Use Code 215 has been applied in the updated Transportation Assessment.
	<ul style="list-style-type: none"> There are some inconsistencies with the trip generation rates utilized in Table 10. Please revisit and revise accordingly. 	Crozier	Noted. Trip Generation has been updated as to reflect the latest site plan statistics.
	<ul style="list-style-type: none"> The Town of Caledon TIS Guidelines require that all trip generation assumptions and adjustments assumed in the calculation of “new” trips be documented and justified in terms of previous research or surveys. Please include this required information for the proposed School and Commercial Areas. 	Crozier	At the secondary plan level there is not enough data or information to provide detailed trip generation excerpts for the commercial and school blocks. These sites would be subject to approvals through draft plan, zoning and site plan applications which would assess their traffic impact on a more micro scale looking at the surrounding intersections and community they impact. The assumptions utilized for the commercial and school sites have been outlined in Section 6.2.
	<ul style="list-style-type: none"> Please reference the TTS data query summaries in the Appendix, including the data queries referenced in Section 5.3. 	Crozier	Noted. The TTS inquiry has been included in Appendix J.
	<ul style="list-style-type: none"> Please confirm the rounding of external and internal trips during assignment does not significantly vary the trip assignments from the described distributions. 	Crozier	Confirmed.
	<ul style="list-style-type: none"> Please provide Trip Generation and distributions by Block (or TAZ) so as to clearly justify logic of Trip distributions Assignment in related to the illustrated Block/TAZ. Appendix G is difficult to follow, please revise accordingly. 	Crozier	Noted. Please reference the TAZ blocks as illustrated in Figure 9 and the distributions as outlined in Appendix J.
60	Please provide street names in the concept plan or a figure in the Transportation Assessment illustrating all the proposed accesses noted in Table 11 – Option 1 Site Accesses. Please ensure all site access are considered in the Transportation Assessment.	Crozier	All proposed site accesses have been considered. At this stage of the development, internal roadways have not been named formally. The access have been given naming references for the purposes of the study as illustrated in Figure 8.
61	The Columbia Way access for Option 2 Area should also be assessed as it will be the fourth leg to the intersection and could have significant impacts to the existing development to the south.	Crozier	Acknowledged. The access has been considered in the updated Transportation Analysis.
62	The Columbia Way access for Option 2 Area should also be assessed as it will be the fourth leg to the intersection and could have significant impacts to the existing development to the south.	Crozier	Repeated Comment.
63	The Columbia Way at Mount Hope Road intersection should be assessed for signalization.	Crozier	Noted.
64	Please provide a Pedestrian and Cyclist Circulation Plan within the Active Transportation section of the Transportation Assessment that includes the following items:		
	<ul style="list-style-type: none"> Boundary Connections: Please develop a map that identifies all existing and planned pedestrian, cycling, and community facilities (including current development applications) within the vicinity of the site (including along the boundary of the site), and demonstrate how the site will be connected/complimentary to them through active transportation. The Pedestrian and Cyclist Circulation Plan should identify how pedestrians and cyclists can access these facilities from the site. Currently, the Active Transportation section does not include network recommendations. 	Crozier	Noted. Please reference Figure 18. Active Transportation recommendations are included in the proposed cross-section included in Appendix J. No additional active transportation recommendations

	<ul style="list-style-type: none"> Internal Circulation: The map should also include the proposed pedestrian, cyclist, and trail circulation within the site. This includes: <ul style="list-style-type: none"> Pedestrian Walkways & Crossings: The applicant should identify all pedestrian walkways, including the widths of all proposed facilities. Pedestrian walkways should be designed in accordance with the Town of Caledon's Design Standards Manual. Please also identify the location of all proposed pedestrian crossings. Cycling Facilities: The applicant should identify the location of all cycling facilities within road ROW's. Facility selection should be in accordance with OTM Book 18. Bike Parking: Bike parking locations should be included in the Pedestrian and Cyclist Circulation Plan mentioned above. Within the AT section of the Transportation Assessment, please provide a review of bike parking rates for comparable municipalities as a justification for the number of bike parking spaces available. Bike parking should be presented through spaces per 100m² GFA for non-residential, and spaces per unit for residential. Additionally, please include specifications for both long-term and short-term bike parking within the Active Transportation section of the Transportation Assessment. Bike parking design should be in accordance with recommendations within OTM Book 18. Trails: The applicant should identify all trails, including the widths and surfacing of all proposed trail facilities. Additional Items: Any additional proposed pedestrian, cycling, and trail facilities or amenities should be identified in the Pedestrian and Cyclist Circulation Plan 	Crozier	<p>Noted.</p> <p>i) Pedestrian facilities have been identified. The location of pedestrian crossings should be refined as design progresses.</p> <p>ii) Cycling facilities have been identified and will be further refined through detailed design.</p> <p>iii) Through communications with the Town (KH/EH - 22/05/2024) it was agreed that recommendations for the location and amount of bike parking can be made at this time (see Section 9.3 of the updated Traffic Assessment, however it is premature to identify the location of bike parking on a circulation plan and is deferred until individual site plans are prepared.</p> <p>iv) Through communications with the Town (KH/EH - 22/05/2024) it was agreed that the location of existing and proposed trails and connections can be illustrated and discussed however the width and surfacing should be reviewed by the Town and a Landscape Architect as the project and development plans progress.</p>
65	Please illustrate all lane configurations at all the study area intersections in Figure 2 –Existing Boundary Road Network.	Crozier	Noted. Please reference Figure 2 in the updated Transportation Assessment.
66	Please note there is a bus stop at the Columbia Way and Kingsview Drive intersection. Please revise Figure 2 – Existing Boundary Road Network accordingly.	Crozier	Noted and revised.
67	Please illustrate all lane configurations at all the study area intersections in Figure 9 – Future Road Network Layout. Please differentiate between existing, recommended improvements for future background conditions and recommended improvements to facilitate the proposed Secondary Plan Area.	Crozier	Noted. Please reference Figure 13 in the updated Transportation Assessment.
68	Additional items that need to be addressed within the Transportation Assessment:		
	<ul style="list-style-type: none"> Please assess the intersection spacing and sight distance of all new roads along Columbia Way and Mount Hope Road. 	Crozier	<p>Highway 50, Emil Kolb Parkway and Mount Hope Road are relatively straight and flat where accesses are proposed. Access to Columbia Way is to occur at an existing intersection.</p> <p>Where more detailed plans are available a detailed sight distance assessment can be completed.</p>
	<ul style="list-style-type: none"> Please assess the proposed road framework in terms of adequate access to collector roads, cyclist and vehicular connectivity, adequate transit coverage (approximately 300-400 metres walking distance to a bus stop), etc. 	Crozier	Noted. Please reference Figure 17 for proposed transit route coverage.
	<ul style="list-style-type: none"> Please provide a figure illustrating the road classifications of all new roads and the proposed rights-of-way. Please ensure active transportation facilities are provided according to the roadway classifications and context within the development. 	Crozier	Noted. The Concept Plan classifies the roadways at 18 m local, 20 m and 26 m collectors.
	<ul style="list-style-type: none"> Please include a Transit Plan for the Secondary Plan Area including potential bus stop locations to ensure adequate coverage for future residents. 	Crozier	Noted. Please reference Figure 17 for proposed transit route coverage.

	• Please identify high level Transportation Demand Management measures and initiatives, and Parking policies to achieve the Town's future non-auto modal split targets and to reduce single-occupant-vehicles.	Crozier	Noted. Please reference Section 10 of the updated Transportation Assessment.
	• Please include a discussion of the design parameters that were taken into consideration when developing the internal road layout, and how traffic calming will be achieved through design.	Crozier	The internal road layout provides a grid or collector and local roadways. Traffic calming considerations are outlined in Section 5.2 in the updated Transportation Assessment.
69	Identify development phasing plans based on the planned and scheduled proposed transportation infrastructure improvements.	Crozier	It is assumed at this time that the ROPA 30 lands will proceed first. It is expected that development will extend north through participating lands and will likely follow servicing requirements. This phasing can be spoken to at a high level within the report, however it is premature to develop a phasing plan for the site and a schedule for improvements. Phasing can be revisited as Draft Plans of Subdivision are prepared.
70	Please note that Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response letter with the re-submission package clearly reiterating the Towns comments in order and including details for how each comment has been addressed.	Crozier	Acknowledged.
	<i>Fire and Emergency Services</i>		
71	The community Risk Assessment indicates a significant gap in the delivery of an appropriate level of fire suppression services within the Bolton Rural Service Centre. Fire Services does not recommend increasing this risk until further strides are made in the fire suppression deployment benchmarks including 10 firefighters responding within a 10 minute response time (turnout time + travel time) to 80% of the fire related incidents within the Bolton Rural Service Centre boundaries.	Bousfields	To be further evaluated. Need input from Town on potential solutions.
72	To initiate timely, effective, efficient fire protection service a preliminary acceptance of critical infrastructure will be required including, firefighting water (pressurized hydrants) and adequate road network for emergency access.	Bousfields	Basic collector road network shown in Land Use Plan Schedule C-9. Local roads are to be determined in subsequent Draft Plan of Subdivision applications. The submitted detailed concept plan road locations are conceptual and are subject to change to address matters of fire safety and access.
73	Two entrances will be required to large development blocks on the west side of Duffy's Lane and south/west corner of Hwy 50 and Emil Kolb Pkwy.	Bousfields	Vehicle entry to be determined in future planning applications.
74	Confirmation from an engineer that the proposed development can be serviced by the municipal water distribution system providing adequate water flow for fire protection.	Crozier	To be provided/determined for individual draft plan applications.
	<i>Urban Design</i>		
75	Please submit Community Design Guidelines and Architectural Control Guidelines for review.	Bousfields	Community Design Guidelines are in progress.
76	Please see the attached mark-up drawings for Urban Design recommendations.	Bousfields	Acknowledged and feedback incorporate in to updated concept plan.
	<i>Landscape</i>		
	<u>Detailed Concept Plan</u>		
77	This remains completely unchanged from what was previously submitted through the DART application, prior to the completion of the background assessments submitted through this application. The background assessments reviewed for these comments reveal a number of issues with the proposed concept plan – these are detailed further in the proceeding comments. that should have been addressed through revisions to the proposed development plan as part of this submission.	Bousfields	Revisions to concept plan have been made to reflect input from Design Charette in November 2023.
	<u>Limited Phase I ESA</u>		

78	Given moderate risk associated with all sites for soil contamination from previous and existing further soil testing is required through a Phase II ESA, as recommended in sec. 3.0. <ul style="list-style-type: none"> • This can be included as a requirement of the secondary plan. • Testing for landscape growing medium requirements (such as pH, alkalinity, chloride and organic content) can be completed at the same time. 	Dillon	Noted.
<u>Proposed Secondary Plan and Official Plan Amendment</u>			
79	Sec. 6 – Include a requirement to adhere to Town-wide Design Guidelines regarding layout of commercial spaces (ex. parking not street fronting).	Bousfields	Secondary Plan Policies have been revised.
80	Sec. 8.3 – Unless land is to be conveyed to the Town strictly for the purposes of creating a trail connection then Open Space lands with trails on them (i.e. hazard lands and EPA lands) are not to be counted towards parkland dedication. Refer to 6.2.12.6 of the Town’s current OP.	Bousfields	Acknowledged.
81	Sec. 8.3.2 – Remove this paragraph – lighting trails within open space areas is generally not encouraged by the Town.	Bousfields	Acknowledged
82	Sec. 10.7.1 – Include policies related to stormwater management facilities, parks and separated facilities within public right-of-ways among areas where trail alignment will be encouraged. Include limitation of locating trails in Open Spaces/Woodlots – where appropriate based on environmental considerations, as determined by the Parks & Natural Heritage section.	Bousfields / Crozier	Secondary Plan Policies have been revised.
83	Sec. 10.7.2 – Include also the requirement to design and construct trails to the Town Wide Design Guidelines, to the satisfaction of the Parks & Natural Heritage section.	Bousfields	Secondary Plan Policies have been revised.
84	Sec. 10.9.1 Include requirement to adhere to the Town Wide Design Guidelines for commercial areas (ex. parking not to be along street frontages), as well as Town Green Development Standards for LID stormwater treatment facilities and tree canopy requirements.	Bousfields	Secondary Plan Policies have been revised.
<u>Revisions</u>			
85	Revisions are required for the subsequent submission for this application, as per comments and background study review noted above, to the following documents: <ul style="list-style-type: none"> • Proposed Secondary Plan and Official Plan Amendment • Detailed Concept Plan 	Bousfields	Acknowledged
<u>Additional Supporting Documents</u>			
86	Phase II ESA	Dillon	Noted.
<i>Heritage</i>			
<u>Cultural Heritage Assessment Report (CHAR)</u>			
87	Please revise the Cultural Heritage Assessment Report (CHAR) (TMHC Inc, dated January 3, 2022) to address Heritage staff comments, which will be provided under separate cover. Staff comments generally pertain to erroneous historical information, updates to address recent amendments to the Ontario Heritage Act, concerns with the evaluation of the listed property at 14475 Highway 50, clarification regarding the recommendation for a potential assessment of the adjacent listed property at 14328 Highway 50, and the need for broader heritage planning policy direction for the Secondary Plan.	TMHC	Report is being revised.
88	The subject lands entail three non-designated properties listed on the Town’s Heritage Register. Staff concur with the CHAR recommendation that two of these properties, 14291 Highway 50 and 14695 Highway 50, have sufficient cultural heritage value and interest to merit further evaluation by means of a Cultural Heritage Impact Statement (aka Heritage Impact Assessment). Staff disagree with the evaluation of the third listed property at 14475 Highway 50 and note that a Heritage Impact Assessment will be required for this property as well.	TMHC	Report is being revised.

89	Heritage staff will pursue designation for all cultural heritage resources on the subject lands which have significant cultural heritage value in accordance with Part IV of the Ontario Heritage Act and its regulations.	TMHC	Report is being revised.
90	As the Heritage Impact Assessments for the identified cultural heritage resources are still pending, the proponent is strongly encouraged to work with Heritage staff to extend prescribed timelines under the Ontario Heritage Act by means of a Heritage Agreement in order to allow for discussions regarding heritage conservation to continue. Heritage staff can meet with the applicant and Lead Planner on file to discuss this item further.	TMHC	Report is being revised.
<u>Stage 1 Archeological Assessment Report</u>			
91	Please revise the Stage 1 Archaeological Assessment report (TMHC Inc., dated January 13, 2022) to address staff comments, which will be provided under separate cover. In addition to revisions needed to the Indigenous acknowledgement and aspects of the historical context sections, clarity is needed regarding several of the report recommendations for areas requiring further assessment.	TMHC	Archaeological Assessment has been accepted by MCM.
92	It is unclear if Stage 1 Archaeological Assessment report has already been submitted to the Ministry of Citizenship and Multiculturalism (MCM) for technical review, as first submission materials did not include a MCM compliance letter for the report indicating that all archaeological licensing and technical review requirements have been satisfied and the report has been entered into the Public Registry. Provision of a compliance letter from MCM for the Stage 1 report will be required as a condition of planning approval.	TMHC	Archaeological Assessment has been accepted by MCM.
93	Should MCM require revisions to the Stage 1 Archaeological Assessment report as submitted, the proponent shall provide the Town with the finalized version of the Stage 1 report.	TMHC	Archaeological Assessment has been accepted by MCM.
<u>Draft Secondary Plan</u>			
94	The cultural heritage policies proposed in Section 9 of the draft Bolton North Hill Secondary Plan are inadequate. The applicant is encouraged to look at other examples of Secondary Plans to better understand the intent of the cultural heritage policies to address conservation, integration and commemoration of heritage resources. Heritage staff will be happy to meet with the applicant to discuss further.	Bousfields & TMHC	TMHC to provide input
<u>Secondary Plan Schedule A – Land Use Plan</u>			
95	The alignment of the collector road east of Highway 50, as shown on Schedule A – Land Use Plan, appears to directly impact the listed non-designated property at 14685 Highway 50. As the Town's Official Plan encourages retention of significant heritage resources in situ, consideration should be given to an adjustment of this alignment to avoid the identified heritage resource.	Bousfields & TMHC	TMHC to provide input
External Agencies			
96	The external agencies listed below have provided the correspondence (attached). Please contact the agencies directly to address their concerns. <ul style="list-style-type: none"> • Region of Peel - June 2, 2023 • Toronto and Region Conservation Authority – May 25, 2023 • Peel District School Board – April 14, 2023 • Dufferin-Peel Catholic District School Board - April 6, 2023 	Noted	
	The following agencies and departments have no concerns: <ul style="list-style-type: none"> • Town of Caledon - Corporate Services, Legal • Canada Post • Enbridge Gas Inc. • Rogers Communications • York Region 	Noted	
<u>Conclusion</u>			

	Once comments for this application are finalized, a comment review meeting will be arranged with the appropriate internal and external commenting agencies to discuss the comments in this letter, assisting you in ensuring that the next submission will be complete and address all comments as required. I ask that you provide an agenda a minimum of three (3) days prior to the comment review meeting.	Noted	
	Partial resubmissions, which do not address all deficiencies listed in the letter, will not be accepted for processing. All comply with the Electronic Submission Standards:	Noted	
	The Town is only accepting electronic submissions. To assist, the Town has created a document which identifies how material is to be submitted. Please click here to access the Town’s website for details and ensure that any submission material you are preparing will meet the attached requirements.	Noted	
	To submit a revised submission, please visit the Town’s website and complete the additional information form online at www.caledon.ca/development , under the heading “For Existing Applications” and click on either Official Plan Amendments or Zoning By-law Amendments. Both of these links will bring you to the same form to complete. As the resubmission will be of a substantial file size, all supporting documents will be required to be uploaded to a secure Planning FTP site. Should you not have access to the folder, please let me know. Once a submission has been made as per above, please advise me for efficient processing.	Noted	
	Please note:		
1	The latest Town of Caledon’s Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp . Please ensure all future engineering drawings are designed in accordance with the latest Town’s engineering standard.		
2	The Town’s Fees By-law requires recirculation fees for Official Plan Amendment and Zoning By-law Amendment and Site Plan Approval (fees subject to change) for any resubmission after the 3rd submission. You are encouraged to address all comments in the next submission.		
Region of Peel: Patrick Amaral, June 2, 2023			
Planning and Development			

	<p>2051 Region of Peel Official Plan</p> <p>The Bolton North Hill Secondary Plan lands are identified within the Urban System and Designated Greenfield Area in the Peel Region Official Plan. The policies of the Peel Region Official Plan and, in particular, section 5.6.20 Designated Greenfield Areas apply to the review of the Secondary Plan. As noted, portions of the Secondary Plan are also identified within the 2051 New Urban Area subject to policies in Section 5.6.20.14 and the Bolton Residential Expansion Settlement Area subject to policies in Section 5.6.20.14.22. A fulsome assessment is required to demonstrate how the proposed application satisfies the policies and contributes to the overall objectives of the Region of Peel Official Plan. Region staff look forward to working with the applicant and the Town of Caledon to address matters that are required prior to approving secondary plans including, but not limited to the need for secondary plan areas, a Staging and Sequencing Plan, the structure of a connected transportation system, servicing related matters within the 2051 New Urban Area and the BRES Area and other technical studies required by the Region and Town including those identified below:</p> <ul style="list-style-type: none"> • A Staging and Sequencing Plan; • Structure of a connected transportation system; • A detailed Subwatershed study or equivalent study; • A Community Energy and Emissions Reduction Plan; • A Climate Change Adaption Plan; • An Agricultural Impact Assessment; and • A Housing Assessment; 	<p>Various</p> <p>To be discussed further</p>	<ul style="list-style-type: none"> • A Staging and Sequencing Plan - Crozier • Structure of a connected transportation system - Crozier • A detailed Subwatershed study or equivalent study - Dillon • A Community Energy and Emissions Reduction Plan - TBC • A Climate Change Adaption Plan - TBC • An Agricultural Impact Assessment - Orion • A Housing Assessment - Bousfields & IBI
	<p>The applicant is further encouraged to work with the Town of Caledon on the Town’s Phasing Strategy which aims to identify priority of development within the 2051 New Urban Area.</p>	<p>Acknowledged</p>	
	<p><u>A Staging and Sequencing Plan</u></p>		
	<p>Approval of secondary plans by the Town within the 2051 New Urban Area are to proceed only in accordance with staging and sequencing plans to the satisfaction of the Region. The staging and sequencing plan must ensure orderly, fiscally responsible and efficient progression of development that is coordinated with the Region’s Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.</p>	<p>Crozier</p>	<p>Noted</p>
	<ul style="list-style-type: none"> • The proposal includes infrastructure that is not included in current Water/Wastewater and Transportation Master Plans. Updates will be required to the master plans to reflect the forecasts in the Regional of Peel Official Plan, this work will further include, in collaboration with local municipalities, the determining of any opportunities to provide and advance infrastructure that would accelerate growth sooner. Any new planned infrastructure will require council direction and approval. 	<p>Crozier</p>	<p>Noted. We understand that the proposed municipal infrastructure and associated Master Plans are being progressed by the Region and Town.</p>
	<p><u>Structure of a connected transportation System</u></p>		
	<p>Regional Official Plan policy 5.6.20.14.12 requires the town to permit approval of secondary plans within the 2051 New Urban Area only after the structure of a connected transportation system is planned to the Region’s satisfaction. This includes a conceptual alignment of a transit system for an East-West high order transit corridor.</p>	<p>Crozier</p>	<p>Noted.</p>
	<p><u>A Detailed Subwatershed Study or Equivalent Study</u></p>		

	In accordance with Region Official Plan policy 5.6.20.14.17 f), a detailed subwatershed study or an equivalent study is required prior to endorsing land uses for the secondary plan and prior to the adoption of the official plan amendment to implement the secondary plan. The policies require: (1) terms of reference to be prepared to the satisfaction of the Region in consultation with the conservation authorities and relevant agencies; and (2) confirmation that the subwatershed study or equivalent study addresses the direction, targets, criteria and recommendations of broader scale or scoped subwatershed studies applicable to the 2051 New Urban Area. Regional staff further provide the following comments:	Dillon	N/A
	<ul style="list-style-type: none"> The current studies submitted with the proposal do not address policy requirements. The study is required to further implement the direction, targets, criteria and recommendations of the Region's Scoped Subwatershed Study (Wood, 2022). 	Dillon	The Region's subwatershed study will be reviewed. Note that when the TOR was approved and the NHSR completed, this was not available.
	<ul style="list-style-type: none"> The Region completed a Scoped Subwatershed Study as part of the Peel 2051 Regional Official Plan Review's Settlement Area Boundary Expansion Study. The Scoped Subwatershed Study provides natural heritage and water resource system management recommendations, direction, criteria and guidance to address how settlement expansion will be planned to avoid, minimize, and mitigate potential negative impacts. 	Dillon	Noted.
	<ul style="list-style-type: none"> The Scoped Subwatershed Study provides specific recommendations, direction, criteria and guidance addressing water management and natural heritage system targets to be implemented within Main Humber River Subwatershed. 	Dillon	Noted.
	<ul style="list-style-type: none"> The Subwatershed Study and Secondary Plan will need to address how the natural heritage system recommendations and targets of the Scoped Subwatershed Study are addressed and implemented through the development of the Secondary Plan. 	Dillon	Noted.
	<ul style="list-style-type: none"> Recommended terms of reference for the preparation of detailed subwatershed studies to support secondary planning are provided in the Scoped Subwatershed Study (See Part B Report: Appendix F). A copy of the study report is available on the Peel 2051 Regional Official Plan Review project website - https://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp. 	Dillon	For the natural hertiage component, there is an existing approved TOR dated May 20, 2021. This can be reference in the overall TOR being prepared by Croziers for the water resources component.
	<u>Agricultural Impact Assessment (AIA)</u>		
	The AIA submitted by Orion Environmental Solutions, dated February 16, 2022, does not address policy requirements as outlines in Peel Region Official Plan policies 5.6.20.14.17 a) i) to iv) and 5.6.20.14.22.1 m).	Orion	Memorandum explaining response to relevant policies forthcoming.
	The AIA and Secondary Plan will need to identify and map Minimum Distance Separation (MDS I) setbacks in accordance with OMAFRA's minimum distance separation formulae and identify and implement appropriate mitigation in the Secondary Plan area to minimize impacts to adjacent agricultural operations that are located outside the Secondary Plan in the Greenbelt Plan Area.	Bousfields / Orion	<p>There is acknowledgment of "one livestock operation in proximity to the study area on Regional Road 50, approximately 180m north of the northern limit of Hybrid Option 1/2. Under the OMAFRA Minimum Distance Separation (MDS) Guideline criteria #12 states that a reduced MDS I setback may be permitted where there are four or more residences closer to the subject livestock operation. There are six residences closer to the livestock facility than the development limit therefore a reduced setback would be appropriate".</p> <p>Appropriate separation distances would also be further evaluated for this specific landowner during the draft plan of subdivision and on a case by case basis.</p>
	In the absence of a terms of reference provided by the Town it is recommended that OMAFRA's draft Agricultural Impact Assessment (AIA) Guidance Document be the reference guide for preparation of the AIA.	Orion	Acknowledged.

<p><u>Community Energy and Emission Reduction Plan and Climate Change Adaption Plan</u></p>		
<p>The Community Energy and Emissions Reduction Plan (CEERP) and Climate Change Adaption Plan (CCAP) are new study requirements for each secondary plan area to address Peel Region official Plan policies 5.6.20.14.17d i) to v) and 5.6.20.14.17 e) i) to ii) and will require terms of reference to be prepared to the satisfaction of the Town.</p> <ul style="list-style-type: none"> • No CEERP or CCAP has been submitted • A terms of reference has been drafted and shared with the Town. It can be provided as a reference guide for the preparation of the two studies. 	<p>TBC</p>	<p>Reports to be further explored.</p>
<p><u>Housing Assessment</u></p>		
<p>Prior to adopting an official plan amendment and secondary plan the in 2051 New Urban Area and BRES Area, a Housing Assessment will be required and be consistent with local and Regional housing objectives and policies to demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4 of the 2051 Region of Peel Official Plan. Additional considerations are noted below:</p>	<p>Bousfields / Owner</p>	<p>Secondary Plan includes policies related to the provision of different types of housing. All future Draft Plan of Subdivision Applications will provide a Housing Assessment to address the Peel 2051 targets.</p>
<p>For apartment units, the applicant is encouraged to include an appropriate proportion of family-sized (two and three or more bedroom) unit types, including units of all sizes that are affordable to moderate income households.</p> <p>The applicant is further encouraged to provide units at prices that are affordable to low- or moderate-income households. The definition of 'affordable housing' can be found in the Glossary section of the new Official Plan.</p>	<p>Bousfields / Owner</p>	<p>Secondary Plan includes policies related to the provision of different types of housing. All future Draft Plan of Subdivision Applications will provide a Housing Assessment to address the Peel 2051 targets.</p>
<p>As part of the applicant's contribution to the Peel-wide new housing unit target for affordability, the applicant may consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with the applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider.</p>	<p>Bousfields / Owner</p>	<p>Secondary Plan includes policies related to the provision of different types of housing. All future Draft Plan of Subdivision Applications will provide a Housing Assessment to address the Peel 2051 targets.</p>
<p>The applicant is encouraged to review opportunities to incorporate purpose-built rental apartment units, where possible, or affordable condo rentals. The applicant should explore all available funding sources to support affordable rental housing, such as the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund.</p>	<p>Bousfields / Owner</p>	<p>Secondary Plan includes policies related to the provision of different types of housing. All future Draft Plan of Subdivision Applications will provide a Housing Assessment to address the Peel 2051 targets.</p>
<p>Consider opportunities for rental, such as purpose-built rental apartment units and/or by incorporating additional residential units (ARUs). This could include ARUs in a certain number of detached, semi-detached homes and townhouses or having the option of ARU rough ins, larger basement windows, fire and safety requirements, and providing separate entrances as part of pre-construction sales.</p>	<p>Bousfields / Owner</p>	<p>Secondary Plan includes policies related to the provision of different types of housing. All future Draft Plan of Subdivision Applications will provide a Housing Assessment to address the Peel 2051 targets.</p>
<p><u>Secondary Plan Draft OPA</u></p>		

	<p>The Secondary Plan's policies for the natural environment and water management do not reference the requirement that development of the Secondary Plan is subject to the recommendations and direction of a detailed subwatershed study, or equivalent study.</p> <p>Including 2051 RPOP Policy 5.6.20.12 that requires the local municipalities to require community or neighbourhood block plans to implement the policies of any new secondary plan and the recommendations of subwatershed studies on a sub-area basis in order to coordinate the overall delivery of services and infrastructure staging and sequencing, including the layout/function of open space corridors, and natural heritage system features, linkages and areas.</p>	Bousfields	Secondary Plan includes references to the Subwatershed Study process.
	The relationship of the Functional Servicing, Stormwater Management and Natural Heritage Study Reports to the detailed subwatershed study and implementing block planning studies and reports is unclear and should be revised or clarified in accordance with policy requirements.	Bousfields	Policies have been updated in the Secondary Plan
Development Engineering			
	The proposal includes infrastructure that is not included in current Water/Wastewater Master Plans. Updates will be required to the master plan to reflect the forecasts in the Regional of Peel Official Plan, this work will further include, in collaboration with local municipalities, the identification of any opportunities to provide and advance infrastructure that would accelerate growth sooner. Any new planned infrastructure will require council direction and approval. Further comments are noted below:	Crozier	Noted. We understand that the proposed municipal infrastructure and associated Master Plans are being progressed by the Region and Town.
	No water and sanitary infrastructure exists in this area to service the proposed Secondary Plan Area. The Region has initiated a Class Environmental Assessment (EA) in Bolton to address and identify the infrastructure projects required to service the ROPA 30 lands. The projects follow the schedule C Municipal Class EA process and the EA is anticipated to be completed by the fall of 2024. The Bolton Class EA will determine the servicing strategies for these lands.	Crozier	Acknowledged.
Functional Servicing Report			
	<ul style="list-style-type: none"> The total amount of units proposed in the introduction section of the FSR is 4562, whereas the concept plan indicates a total unit count of 4136. Further, there is a discrepancy in the total population when compared against the water demand calculations. The Sanitary calculations indicate a total Option 1 + Option 2 population of 12,536 persons, compared to 12,882 persons under the water demand calculations. 	Crozier	<p>The concept plan and FSRSWM have been updated since this comment. The total number of units is 4,395, which is consistent between the concept plan and introduction. The equivalent total population is now 14,616 for Option 1 and 429 for Option 2, which are used for Options 1 and 2 respectively in the sanitary demand calculations. See the Appendix B for details.</p> <p>The water demand in this submission has been completed by R.J. Burnside, who uses hydraulic water modeling to estimate demands separate from the calculations completed by Crozier. See Appendix A for the Technical Memorandum completed by R.J. Burnside.</p>
	<ul style="list-style-type: none"> It is encouraged that the applicant uses updated PPU figures from the 2020 Region of Peel DC study where possible to determine populations. 	Crozier	The PPU figures used in the analysis are based on the calculated population yields prepared by Bousfields Unit Breakdown dated January 2024.
	<ul style="list-style-type: none"> The sanitary sewer will need to be upgraded/twinned, extended, and new sanitary pumping stations and forcemains are required. 	Crozier	Acknowledged.
	<ul style="list-style-type: none"> The sanitary drainage plans in future submissions must indicate drainage areas, drawing C-709 was not included which should highlight these drainage areas. 	Crozier	The sanitary drainage plan C709 includes drainage areas and is included as part of this submission.

	<ul style="list-style-type: none"> Based on the provided information in the FSR, the estimated PWWF of the combined Option 1 and 2 lands should be 169.4 L/s, inclusive of 47.2 L/s or I/I flow. 	Crozier	The concept plan has been updated since this comment and the new estimated wastewater flows of the combined Option 1 and 2 Lands is 186.5 L/s (Option 1 = 179.5 L/s, Option 2 = 7.0 L/s), inclusive of the 43.5 L/s I/I flow (Option 1 = 42.3 L/s, Option 2 = 1.2 L/s). See Appendix B for details
	<ul style="list-style-type: none"> The full build out to the 2051 ultimate conditions for these lands will require a new pressure zone 7, new water pumping station, storage facilities and watermain network. 	Crozier	Acknowledged.
	Collective fire flow is estimated to be 220 L/s as per the Bolton Residential Expansion Study Infrastructure Report (GM Blueplan, June 16, 2014). Given this, the total ultimate 2051 condition population for Option 1 and 2 lands (residential + Jobs) is 12, 882 persons, and the estimated minimum required fire flow demand (FF+MDD) is 288.5 L/s for Option 1 lands, and 223.9 L/s for Option 2 lands. Flow and duration requirements will increase from this minimum if the service population increases.	Crozier	Acknowledged.
	<u>Stormwater</u>		
	SWM pond 208 and 210 should be relocated to avoid an outlet towards Highway 50. If this is not feasible, demonstrate why, and design SWM for these catchments according to Peel's Stormwater Design criteria and MECP's latest CLI ECA stormwater criteria for new developments. If quantity control is not required for these catchments draining to Hwy 50, the Region requires LID infiltration and filtration should be used for quality and erosion control instead of wet ponds.	Crozier	SWM Pond locations have been revised to allow for outlet to the natural heritage system wherever possible. Ponds are required to the east of Hwy 50 to match pre-development drainage plans and control flows before crossing the ROW into the natural heritage system west of Hwy 50.
	<u>Hydrogeological Review</u>		
	The Hydrological Assessment prepared by Crozier and Associates dated April 4, 2022 provides information from the review of the MECP WWRs database with a total of 206 well records identified within the 500 meters area. 153 identified as supply wells, 2 public wells, and the rest either monitoring wells, decommissioned or unknown wells.	Crozier	Acknowledged.
	The report is missing the door-to-door survey, dewatering calculations, a discharge plan, 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.	Crozier	A door-to-door survey and contingency plan will be completed for the 2nd submission. Since the proposed development will be phased, dewatering considerations will be addressed at detailed design for the proposed site plans. Any dewatering calculations would be based only on assumptions given that we have no FFE, underground parking details, etc.
	<u>Transportation and Traffic Development</u>		
	The concept plan shows an extension of the Emil Kolb Parkway to the west. The Region has no plans for this extension and further discussions is necessary to confirm that this would be a Town road.	Crozier	Noted. A fourth leg east of Highway 50 has been proposed. The roadway can be assumed by the Town and does not need to be a continuation of the regional road network.
	There are two Regional Roads within the planning area – Regional road 50 (Highway 50) and Regional Road 150 (Emil Kolb Parkway)	Crozier	Acknowledged
	<u>Land dedication</u>		

	<p>Land dedication requirements along Regional roads are as follows:</p> <table border="1" data-bbox="248 201 1010 463"> <thead> <tr> <th></th> <th colspan="2">Right-of-way (meters)</th> </tr> <tr> <th></th> <th>Highway 50</th> <th>Emil Kolb Parkway</th> </tr> </thead> <tbody> <tr> <td>Mid-block</td> <td>36</td> <td>45</td> </tr> <tr> <td>245 meters within a single left-turn lane intersection</td> <td>41.5</td> <td>50.5</td> </tr> <tr> <td>245 meters within a dual left-turn lane intersection</td> <td>45</td> <td>54</td> </tr> </tbody> </table>		Right-of-way (meters)			Highway 50	Emil Kolb Parkway	Mid-block	36	45	245 meters within a single left-turn lane intersection	41.5	50.5	245 meters within a dual left-turn lane intersection	45	54		<p>Acknowledged</p>
	Right-of-way (meters)																	
	Highway 50	Emil Kolb Parkway																
Mid-block	36	45																
245 meters within a single left-turn lane intersection	41.5	50.5																
245 meters within a dual left-turn lane intersection	45	54																
	<p>Please note, a revised Traffic Impact Study (TIS) will be required to further determine the required intersection layout to support the development. The detailed land dedication requirement will be confirmed through review of the TIS.</p>	<p>Crozier</p>	<p>A Transportation Impact Study will be completed at the Draft Plan level. The updated Transportation Assessment is meant to support the Secondary Plan and reviews the collector road layout and intersection locations.</p>															
	<p><u>Access Spacing requirements</u></p>																	
	<p>Minimum spacing requirements between proposed new intersection/access</p> <table border="1" data-bbox="248 745 1056 1018"> <thead> <tr> <th></th> <th colspan="2">Right-of-way (meters)</th> </tr> <tr> <th></th> <th>Highway 50</th> <th>Emil Kolb Parkway</th> </tr> </thead> <tbody> <tr> <td>Mid-block</td> <td>36</td> <td>45</td> </tr> <tr> <td>245 meters within a single left-turn lane intersection</td> <td>41.5</td> <td>50.5</td> </tr> <tr> <td>245 meters within a dual left-turn lane intersection</td> <td>45</td> <td>54</td> </tr> </tbody> </table>		Right-of-way (meters)			Highway 50	Emil Kolb Parkway	Mid-block	36	45	245 meters within a single left-turn lane intersection	41.5	50.5	245 meters within a dual left-turn lane intersection	45	54		<p>Acknowledged</p>
	Right-of-way (meters)																	
	Highway 50	Emil Kolb Parkway																
Mid-block	36	45																
245 meters within a single left-turn lane intersection	41.5	50.5																
245 meters within a dual left-turn lane intersection	45	54																
	<p>An updated detailed concept plan which includes proposed spacing measurements of any new roadways connections is to be provided for our review and comment;</p>	<p>Bousfields and Crozier</p>	<p>An updated Concept Plan has been prepared by Bousfields. Intersection spacing is reviewed within Section 5.3 of the updated Transportation Assessment.</p>															
	<p>Please ensure any proposed new road connections on to Regional Roads meet the minimum spacing requirements noted within the Region’s Road Characterization Study (as per the above table);</p>	<p>Bousfields and Crozier</p>	<p>Acknowledged. Section 5.3 of the updated Transportation Assessment notes a deficiency in spacing of Street C and Street F and comments on the potential restriction of the intersection given the spacing deficiency. However, the intersections are assessed as full moves with the Assessment, pending discussion and confirmation with the Region.</p>															
	<p>Please note due to the limited frontage available to the proposed commercial block located at the NW corner of Highway 50 and Emil Kolb Parkway, access will only be considered as restricted.</p>	<p>Bousfields and Crozier</p>	<p>Noted. The commercial node/ Mixed Use Areas of the Secondary Plan have been substantively redesigned.</p>															
	<p>Please note due to the limited frontage available to the proposed high density residential block located at the SW corner of Highway 50 and Emil Kolb Parkway, access will only be considered as restricted.</p>	<p>Bousfields and Crozier</p>	<p>Acknowledged.</p>															
	<p><u>Traffic Impact Study</u></p>																	
	<p>The provided TIS dated December 2021 contains outdated information and count data. Further conducting an analysis beyond 2031 is preferred since full build-out of the development may not be completed by 2031. Current studies are required to be completed and used within the revised TIS. With regards to any proposed Traffic Signals at intersections it is to be noted that traffic signal on Regional Road can only be supported when meets the signal warrants. The revised Traffic Impact Study should include signal warrants analysis at the proposed signal locations.</p>	<p>Crozier</p>	<p>Acknowledged. Updated Traffic data, development horizons and signal warrants are included in the updated Transportation Analysis.</p>															

	Further, the travel patterns in the report do not take into consideration major road improvements, such as the Highway 427 extension to Major Mackenzie. This extension to the 400-series highway may have a significant impact on the existing travel patterns observed in the study area (i.e., more vehicles travelling SB through the Downtown Bolton, area along Highway 50).	Crozier	Updated traffic data has captured the 427 extension.
	The report notes that a growth rate of 2%, compounded annually, was applied to all movements on the boundary road network under the 2017 existing conditions. This value is a bit larger than what the Region is currently forecasting for this area, and may overestimate the increase in the number of background trips between 2017 and 2031.	Crozier	EMME Modelling and growth rate projections have been provided by the Region of Peel and have been applied.
	The need and justification is unclear for major road widening on Hwy 50 from Bolton Heights Dr to north of King St in the southbound direction.	Crozier	Under existing conditions there are two northbound and one southbound lanes on Highway 50 between Bolton Heights Drive and King Street. Based on a vehicle per hour, per lane capacity of 900, the 2041 future total volume forecast of 1143 vehicles in a peak hour exceeds the lane capacity. An additional southbound lane is recommended, understanding Queen Street may remain one lane per direction south of Hickman Street based on the Towns vision for the downtown core and the results of the Queen Street Corridor Study.
	Some of the future improvements that are listed in the Transportation Assessment may not be feasible in the context of recently approved recommendations, or recently initiated projects on Queen St through downtown Bolton:	Crozier	Noted. Recommendations for Queen Street within the downtown core should be made following the completion of the Queen Street Corridor Study, if required.
	Parking restriction on Hwy 50, north of King St, may not be feasible in the context of recently approved recommendations from Peel's Parking Pilot for all-day on street parking in downtown Bolton.	Crozier	Noted. Recommendations for Queen Street within the downtown core should be made following the completion of the Queen Street Corridor Study, if required.
	Signal timing adjustments at Hwy 50/King St and an exclusive right-turn lane at Hwy 50/Columbia Way may not align with future recommendations of Peel's Queen St (Hwy 50) Complete Corridor Study and Preliminary Design.	Crozier	Noted. The recommendations of the Queen Street Corridor Study are unknown at this time. If the study does not account for the volume growth associated with these lands it is recommended that the intersection be monitored and signal timings be adjusted based on experienced conditions.
	<u>Regional Municipal Class EA</u>		
	The Region of Peel has initiated a 'Complete Corridor Study and Preliminary Design' Schedule A+ Municipal Class Environmental Assessment Study for improvements to Queen Street (Highway 50) from Queensgate Boulevard to Columbia Way in the Village of Bolton. Coordination between the proposal and the EA will be required. For any questions regarding the project, please contact the Project Manager Sonya Bubas at sonya.bubas@peelregion.ca .	Crozier	Acknowledged. Crozier has been in communication with Sonya and has been monitoring the progress of the EA.
	Healthy Communities		
	An outdated version of the Healthy Development Assessment (HDA) was submitted for review of this application. Please note moving forward on future resubmission the most recent version of the HDA will need to be utilized and can be found here: o Development applications resources - Region of Peel (peelregion.ca) o https://peelregion.ca/healthy-communities/#res	Bousfields	An updated HDA has been provided.
	While the Healthy Development Assessment reached a passing score, there are further opportunities to enhance the built environment. Please consider the following below:	Bousfields	Acknowledged.

	Please label sidewalks on both sides of the road. Best practices and recommendations shared within the Healthy Development Index suggests that the presence and extent of sidewalks on both sides of the street encourages walking and non motorized forms of travel. While sidewalks can encourage physical activity, if a sidewalk is in poor condition or inaccessible, it is shown to act as a barrier to walking, especially for seniors.	Bousfields	Sidewalks to be provided on both sides of the street as per Secondary plan Policies.
	For any block sizes that exceed 80 by 180m in size, regional staff encourage the addition of pedestrian walkways to further provide connectivity in the community. Further, explore consideration for physically separated bicycle lanes on the arterial roads.	Bousfields	Noted. Mid-block connections to be explored in future draft plans of subdivision to ensure appropriate pedestrian connectivity.
	Neighbourhood and public retail services should be located linearly along major roads, with the main entrance facing the street. This will enhance the pedestrian environment.	Bousfields	Acknowledged. Mixed Use Areas around the intersection of Emil Kolb and Highway 50 will be encouraged to provided non-residential uses at grade in visible locations.
	Waste Development		
	All townhouse units would be eligible to receive Region of Peel curbside cart-based waste collection of garbage, recycling, and organics provided that the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual are met;	Crozier	Acknowledged.
	All multi-residential and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and recycling provided that the requirements outlined in Section 2.0 and 4.0 of the waste collection design standards manual are met;	Crozier	Acknowledged.
	Retail and Employment units will be required to receive private waste collection	Crozier	Acknowledged.
	For more information, please consult the following: o The Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf	Crozier	Acknowledged.
Toronto and Region Conservation Authority: Nick Cascone, May 25, 2023			
	TRCA staff have reviewed the submission in accordance with Section 21.1(1) of the Conservation Authorities Act, which requires TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. The standards and requirements of such mandatory programs and services are listed under Ontario Regulation 686/21. Specifically, the regulation requires that TRCA must, acting on behalf of the Ministry of Natural Resources and Forestry (MNRF) or in its capacity as a public body under the Planning Act, ensure that decisions under the Planning Act are consistent with the natural hazard policies of the Provincial Policy Statement (PPS) and conform to any natural hazard policies in a provincial plan.	N/A	
	We have also reviewed the application in accordance with Ontario Regulation 166/06. TRCA must ensure that where development and/or site alteration is proposed within an area regulated by the Authority under Ontario Regulation 166/06, that it conforms to the applicable tests and associated policies (Section of 8 of TRCA's Living City Policies) for implementation of the regulation.	N/A	

	Please also note that updates to the Conservation Authorities Act and Ontario Regulation 596/22, which came into effect on January 1, 2023, prevent TRCA from providing municipal programs and services related to reviewing and commenting on a proposal under the Planning Act, such as those services previously provided under plan review Memorandum of Understanding (MOU) with an upper or lower tier municipality. In conformity with Ontario Regulation 686/21 and Ontario Regulation 596/22, TRCA's review does not include comments pertaining to matters (e.g. natural heritage) outside of our core planning mandate and regulatory authority.	N/A	
	<u>Purpose of the Application</u>		
	It is our understanding that the purpose of this application is to amend the Official Plan to develop a comprehensive land-use and development strategy for approximately 178 hectares of land in the vicinity of Highway 50 and Emil Kolb Parkway. The new Secondary Plan will re-designate lands in the Town of Caledon Official Plan from Prime Agricultural Area and Environmental Policy area to permit a range of residential, commercial, institutional, open space, park and stormwater management land-uses.	N/A	
	<u>Site Background</u>		
	It is our understanding that a portion of the subject lands are located within the settlement boundary expansion established through ROPA 30 (Option 1 and 2), which was approved by the Ontario Land Tribunal (OLT). In accordance with ROPA 30, as amended and approved in the OLT decision dated April 30, 2021, policy 5.4.3.2.9.1 j) requires a Comprehensive Environmental Impact Study and Management Plan (CEISMP) to be completed to the satisfaction of the Region and Town, in consultation with TRCA. Further, 5.4.3.2.9.1 k) requires the implementation of the CEISMP recommendations into the Town's Official Plan along with a designated Natural Heritage System (NHS), which includes hazard lands, refined through the CEISMP work.	Dillon	Noted. Resubmitted Natural Heritage Study to be reviewed.
	In addition to the above, it is also our understanding that the balance of the lands which form part of this application are additions to the urban settlement boundary identified through the Region of Peel's Settlement Area Boundary Expansion (SABE) study. The SABE lands were integrated into the recently approved (November 4, 2022) Region of Peel Official Plan. As part of the SABE process, an Environmental Screening and Scoped Subwatershed Study was completed. The study included three parts, including a Characterization Study (Part A), Impact Assessment (Part B) and Implementation Plan, which were finalized in January of 2022. New development areas within the SABE are required to implement findings/recommendations from these studies.	Dillon	Noted.
	<u>Regulatory Context</u>		
	Ontario Regulation 166/06: Under the provisions of section 28 of the Conservation Authorities Act, TRCA administers a Development, Interference with Wetlands and Alterations to Shorelines and Watercourses regulation (Ontario Regulation 166/06). Portions of the subject lands are located within TRCA's regulated area as they are traversed by stream corridors and contain wetland features associated with the Humber River Watershed. Permits pursuant to Ontario Regulation 166/06 are required from this Authority prior to any development and/or site alteration taking place within a TRCA regulated area.	Dillon	Noted. Permits to be obtained by contractors or engineers when required.
	<u>Application Specific Comments</u>		
	TRCA staff have completed a review of the noted application and offer detailed comments in Appendix B .	Dillon	Acknowledged
	It is noted that due to missing information, the comments provided by TRCA at this time are high-level. Additional comments may arise during our review of future submissions as more detailed/updated information is provided by the applicant.	Dillon	Acknowledged

	<u>Fee</u>		
	By copy of this letter, the applicant is advised that TRCA's review of this application is subject to our November 2022 fee schedule. As it relates to this application, a base fee is required (\$15,750 already paid), plus a baseline charge of \$515 per gross hectare (\$515 x 178 hectares = \$91,670). 70% of the combined fee is due at this time (\$75,194), while the remaining 30% (\$32,226) is necessary prior to final signoff. In addition, TRCA's Complex Official Plan Amendment fee will also be required (\$23,850).	BNHLG	Acknowledged
	To date, only the base fee of \$15,750 has been paid by the applicant. As such, the total outstanding fee at this time is \$83,294 (\$75,194 – 15,750 + 23,850 = \$83,294). The applicant is asked to contact the undersigned as soon as possible to coordinate payment of this fee.	BNHLG	To be paid.
	For more information, the applicant can refer to the Master Environmental Servicing Plan (MESP) section of our 2022 fee schedule: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2022/11/17115507/Development-Planning-Fee-Schedule-November-10-2022.pdf	BNHLG	Acknowledged
	<u>Recommendation</u>		
	Based on the comments noted in this letter, it is the position of TRCA staff additional information is required prior to the approval of Official Plan Amendment POPA 2022-0001. To facilitate TRCA's continued review of this application, the following materials will need to be submitted: <ul style="list-style-type: none"> •<input checked="" type="checkbox"/> revised Functional Servicing and Stormwater Management Report; •<input checked="" type="checkbox"/> Hydrology and HEC-RAS modelling for the Secondary Plan area; •<input checked="" type="checkbox"/> revised draft Secondary Plan and Official Plan Amendment; •<input checked="" type="checkbox"/> preliminary Grading and Servicing plans; •<input checked="" type="checkbox"/> revised Natural heritage Study Report; •<input checked="" type="checkbox"/> an updated Hydrogeology Report; •<input checked="" type="checkbox"/> Feature Based Water Balance Assessment. •<input checked="" type="checkbox"/> comment matrix identifying how TRCA's comments have been addressed. 	Dillon	<ul style="list-style-type: none"> •<input checked="" type="checkbox"/> revised Functional Servicing and Stormwater Management Report; - Submitted •<input checked="" type="checkbox"/> Hydrology and HEC-RAS modelling for the Secondary Plan area; - Updated HydroG provided. •<input checked="" type="checkbox"/> revised draft Secondary Plan and Official Plan Amendment; Provided. •<input checked="" type="checkbox"/> preliminary Grading and Servicing plans; - Please refer to FSR/SWM. •<input checked="" type="checkbox"/> revised Natural heritage Study Report; - Please refer to updated NHR •<input checked="" type="checkbox"/> an updated Hydrogeology Report; - Updated HydroG provided. •<input checked="" type="checkbox"/> Feature Based Water Balance Assessment. - •<input checked="" type="checkbox"/> comment matrix identifying how TRCA's comments have been addressed.
	<u>Appendix B – TRCA's Application Specific Comments</u>		
	Comments Relating to TRCA's Core Mandate: TRCA provides the following comments as part of our delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement, 2020:		
1	It is noted that the secondary plan area contains several non-participating landowners. All non-participating landowner parcels should be clearly identified on the concept plan. Further, as the precise location of natural hazards and regulated features have not yet been confirmed for these parcels, applicable policies must be added to the draft Official Plan Amendment and Secondary Plan which note that the development limit in these areas must be refined through site-specific studies at the time of a development application.	Dillon	Noted.
2	Relevant policies pertaining to the protection/avoidance of natural hazards should be added to the text of the Secondary Plan and Official Plan Amendment. TRCA defers to the Town of Caledon regarding the inclusion of natural heritage related policies in the plan.	Dillon	Will be added to the revised NHR.
3	Given the large scale of the secondary plan area, TRCA staff are unable to confirm if appropriate development setbacks have been applied to applicable hazards/features based on the mapping provided. The applicant is asked to provide several focused constraint maps which assess the subject lands at an appropriate scale to adequately view regulated hazards, features, and applicable buffers.	Dillon	This can be provided in the updated NHR now that we have staked limits to incorporate.

4	As identified above, the secondary plan area encompasses both ROPA 30 and SABE lands. In order to rectify differences between the two areas, TRCA staff would like the applicant to provide a policy conformance assessment to demonstrate how the Secondary Plan’s stormwater management, flooding and erosion criteria adhere to recommendations identified in background studies prepared to support ROPA 30 and the SABE area.	Dillon	Noted.																																																																					
5	In addition, it is noted that several of the studies submitted in support of this application were completed prior to the finalization and approval of the SABE. As part of the SABE exercise, a Scoped Subwatershed Study (SWS) was completed. The study included three parts, including a Characterization Study (Part A), Impact Assessment (Part B) and Implementation Plan (Part C), which were finalized in January of 2022. All relevant studies should be updated to include findings and recommendations of the SABE’s Scoped Subwatershed Study.	Dillon	Noted.																																																																					
6	The applicant is asked to submit digital copies of hydrology models under existing and proposed development conditions for review.	Crozier	Please refer to updated HydroG report.																																																																					
7	<p>It is noted that the total impervious area (TMP) and directly connected impervious area (XIMP) are calculated using the method outlined in Section 5.2 of the submitted FSR and SWM report. However, this method is different than what TRCA used to estimate the TIMP and XIMP for the Humber River Hydrology update. In order to comply with TRCA’s Floodplain and Stormwater Management (SWM) requirements, the TIMP and XIMP need to be estimated in line with the method outlined in Table 2-2 (see table below) of the 2018 Humber River Hydrology update. The applicant is asked to submit supporting calculations to demonstrate how the above-noted method is being applied to estimate TIMP and XIMP.</p> <p>Table 2.2 – Total Impervious and Directly Connected Impervious Values</p> <table border="1" data-bbox="289 957 677 1538"> <thead> <tr> <th>Land Use Classification</th> <th>Total Impervious Area (%)</th> <th>Directly Connected Impervious Area (%)</th> </tr> </thead> <tbody> <tr><td>Airport</td><td>45</td><td>45</td></tr> <tr><td>Cemetery</td><td>35</td><td>30</td></tr> <tr><td>Commercial</td><td>95</td><td>95</td></tr> <tr><td>Conservation Lands</td><td>0</td><td>0</td></tr> <tr><td>Estate Residential</td><td>40</td><td>25</td></tr> <tr><td>Farm</td><td>0</td><td>0</td></tr> <tr><td>Federal park</td><td>0</td><td>0</td></tr> <tr><td>Golf Course</td><td>0</td><td>0</td></tr> <tr><td>Hydro Corridor</td><td>10</td><td>10</td></tr> <tr><td>Industrial</td><td>95</td><td>95</td></tr> <tr><td>Institutional</td><td>80</td><td>75</td></tr> <tr><td>Open Space</td><td>0</td><td>0</td></tr> <tr><td>Park</td><td>10</td><td>10</td></tr> <tr><td>Recreational</td><td>20</td><td>15</td></tr> <tr><td>Residential High</td><td>80</td><td>80</td></tr> <tr><td>Residential Low-Med</td><td>60</td><td>50</td></tr> <tr><td>Road</td><td>90</td><td>90</td></tr> <tr><td>Rural Residential</td><td>20</td><td>15</td></tr> <tr><td>Transportation</td><td>60</td><td>60</td></tr> <tr><td>Wetland</td><td>100</td><td>100</td></tr> <tr><td>Water</td><td>100</td><td>100</td></tr> <tr><td>Natural Cover</td><td>0</td><td>0</td></tr> </tbody> </table> <p><small>Corica Infrastructure Inc. Page 7</small></p>	Land Use Classification	Total Impervious Area (%)	Directly Connected Impervious Area (%)	Airport	45	45	Cemetery	35	30	Commercial	95	95	Conservation Lands	0	0	Estate Residential	40	25	Farm	0	0	Federal park	0	0	Golf Course	0	0	Hydro Corridor	10	10	Industrial	95	95	Institutional	80	75	Open Space	0	0	Park	10	10	Recreational	20	15	Residential High	80	80	Residential Low-Med	60	50	Road	90	90	Rural Residential	20	15	Transportation	60	60	Wetland	100	100	Water	100	100	Natural Cover	0	0		
Land Use Classification	Total Impervious Area (%)	Directly Connected Impervious Area (%)																																																																						
Airport	45	45																																																																						
Cemetery	35	30																																																																						
Commercial	95	95																																																																						
Conservation Lands	0	0																																																																						
Estate Residential	40	25																																																																						
Farm	0	0																																																																						
Federal park	0	0																																																																						
Golf Course	0	0																																																																						
Hydro Corridor	10	10																																																																						
Industrial	95	95																																																																						
Institutional	80	75																																																																						
Open Space	0	0																																																																						
Park	10	10																																																																						
Recreational	20	15																																																																						
Residential High	80	80																																																																						
Residential Low-Med	60	50																																																																						
Road	90	90																																																																						
Rural Residential	20	15																																																																						
Transportation	60	60																																																																						
Wetland	100	100																																																																						
Water	100	100																																																																						
Natural Cover	0	0																																																																						

8	<p>The applicant is also asked to estimate the CN values in the hydrologic analysis on Table 2-1 (see below) of the 2018 Humber River Hydrology update. Please submit supporting calculations that demonstrate the above-noted method is being applied to estimate CN values.</p> <p>Table 2-1 – CN Values</p> <table border="1"> <thead> <tr> <th rowspan="2">Land Use (TRCA Code)</th> <th rowspan="2">TIM P</th> <th rowspan="2">Cover Type</th> <th colspan="4">Hydrologic Soil Group</th> </tr> <tr> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Cemetery</td> <td>35</td> <td>35% Impervious + 65% Lawns</td> <td>71</td> <td>81</td> <td>88</td> <td>98</td> </tr> <tr> <td>Commercial</td> <td>95</td> <td>95% Impervious + 5% Lawns</td> <td>98</td> <td>99</td> <td>99</td> <td>99</td> </tr> <tr> <td>Concentration Limits</td> <td>0</td> <td>80% Woods + 20% Meadows</td> <td>38</td> <td>61</td> <td>74</td> <td>89</td> </tr> <tr> <td>Estate Residential</td> <td>40</td> <td>40% Impervious + 60% Lawns</td> <td>74</td> <td>83</td> <td>89</td> <td>91</td> </tr> <tr> <td>Farms</td> <td>0</td> <td>Cultivated</td> <td>66</td> <td>74</td> <td>82</td> <td>86</td> </tr> <tr> <td>Self Storage</td> <td>0</td> <td>Lawns</td> <td>56</td> <td>72</td> <td>81</td> <td>85</td> </tr> <tr> <td>Hydro Corridor</td> <td>10</td> <td>10% Impervious + 90% Meadows</td> <td>31</td> <td>69</td> <td>79</td> <td>84</td> </tr> <tr> <td>Industrial</td> <td>95</td> <td>95% Impervious + 5% Lawns</td> <td>98</td> <td>99</td> <td>99</td> <td>99</td> </tr> <tr> <td>Institutional</td> <td>80</td> <td>80% Impervious + 20% Lawns</td> <td>81</td> <td>94</td> <td>96</td> <td>97</td> </tr> <tr> <td>Open Space</td> <td>0</td> <td>50% Woods + 50% Meadows</td> <td>41</td> <td>63</td> <td>75</td> <td>81</td> </tr> <tr> <td>Park</td> <td>10</td> <td>10% Impervious + 45% Woods + 45% Meadows</td> <td>47</td> <td>67</td> <td>78</td> <td>82</td> </tr> <tr> <td>Recreational</td> <td>20</td> <td>20% Impervious + 80% Lawns</td> <td>65</td> <td>77</td> <td>85</td> <td>88</td> </tr> <tr> <td>Residential High</td> <td>80</td> <td>80% Impervious + 20% Lawns</td> <td>81</td> <td>94</td> <td>96</td> <td>97</td> </tr> <tr> <td>Residential Low/Med</td> <td>60</td> <td>60% Impervious + 40% Lawns</td> <td>62</td> <td>88</td> <td>92</td> <td>94</td> </tr> <tr> <td>Road (ROW)</td> <td>90</td> <td>90% Impervious + 10% Lawns</td> <td>96</td> <td>97</td> <td>98</td> <td>99</td> </tr> <tr> <td>Rural Residential</td> <td>20</td> <td>20% Impervious + 80% Lawns</td> <td>65</td> <td>77</td> <td>85</td> <td>88</td> </tr> <tr> <td>Transportation</td> <td>60</td> <td>60% Impervious + 40% Lawns</td> <td>62</td> <td>88</td> <td>92</td> <td>94</td> </tr> <tr> <td>Water</td> <td>100</td> <td>Impervious</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>Natural</td> <td>0</td> <td>50% Woods + 50% Meadows</td> <td>41</td> <td>63</td> <td>75</td> <td>81</td> </tr> </tbody> </table> <p><small>Circle Infrastructure Inc. Page 6</small></p>	Land Use (TRCA Code)	TIM P	Cover Type	Hydrologic Soil Group				A	B	C	D	Cemetery	35	35% Impervious + 65% Lawns	71	81	88	98	Commercial	95	95% Impervious + 5% Lawns	98	99	99	99	Concentration Limits	0	80% Woods + 20% Meadows	38	61	74	89	Estate Residential	40	40% Impervious + 60% Lawns	74	83	89	91	Farms	0	Cultivated	66	74	82	86	Self Storage	0	Lawns	56	72	81	85	Hydro Corridor	10	10% Impervious + 90% Meadows	31	69	79	84	Industrial	95	95% Impervious + 5% Lawns	98	99	99	99	Institutional	80	80% Impervious + 20% Lawns	81	94	96	97	Open Space	0	50% Woods + 50% Meadows	41	63	75	81	Park	10	10% Impervious + 45% Woods + 45% Meadows	47	67	78	82	Recreational	20	20% Impervious + 80% Lawns	65	77	85	88	Residential High	80	80% Impervious + 20% Lawns	81	94	96	97	Residential Low/Med	60	60% Impervious + 40% Lawns	62	88	92	94	Road (ROW)	90	90% Impervious + 10% Lawns	96	97	98	99	Rural Residential	20	20% Impervious + 80% Lawns	65	77	85	88	Transportation	60	60% Impervious + 40% Lawns	62	88	92	94	Water	100	Impervious	100	100	100	100	Natural	0	50% Woods + 50% Meadows	41	63	75	81		
Land Use (TRCA Code)	TIM P				Cover Type	Hydrologic Soil Group																																																																																																																																													
		A	B	C		D																																																																																																																																													
Cemetery	35	35% Impervious + 65% Lawns	71	81	88	98																																																																																																																																													
Commercial	95	95% Impervious + 5% Lawns	98	99	99	99																																																																																																																																													
Concentration Limits	0	80% Woods + 20% Meadows	38	61	74	89																																																																																																																																													
Estate Residential	40	40% Impervious + 60% Lawns	74	83	89	91																																																																																																																																													
Farms	0	Cultivated	66	74	82	86																																																																																																																																													
Self Storage	0	Lawns	56	72	81	85																																																																																																																																													
Hydro Corridor	10	10% Impervious + 90% Meadows	31	69	79	84																																																																																																																																													
Industrial	95	95% Impervious + 5% Lawns	98	99	99	99																																																																																																																																													
Institutional	80	80% Impervious + 20% Lawns	81	94	96	97																																																																																																																																													
Open Space	0	50% Woods + 50% Meadows	41	63	75	81																																																																																																																																													
Park	10	10% Impervious + 45% Woods + 45% Meadows	47	67	78	82																																																																																																																																													
Recreational	20	20% Impervious + 80% Lawns	65	77	85	88																																																																																																																																													
Residential High	80	80% Impervious + 20% Lawns	81	94	96	97																																																																																																																																													
Residential Low/Med	60	60% Impervious + 40% Lawns	62	88	92	94																																																																																																																																													
Road (ROW)	90	90% Impervious + 10% Lawns	96	97	98	99																																																																																																																																													
Rural Residential	20	20% Impervious + 80% Lawns	65	77	85	88																																																																																																																																													
Transportation	60	60% Impervious + 40% Lawns	62	88	92	94																																																																																																																																													
Water	100	Impervious	100	100	100	100																																																																																																																																													
Natural	0	50% Woods + 50% Meadows	41	63	75	81																																																																																																																																													
9	Please note that the proposed SWM strategy will need to be revised from a quantity and erosion control perspective based on the results stemming from comment 7 and 8.	Crozier																																																																																																																																																	
10	As HEC-RAS models have not been submitted, it is not possible for TRCA staff to provide comments on the hydraulic assessment. The applicant is asked to provide digital copies of the HEC-RAS models under existing and proposed development conditions for review.	Crozier	Please refer to updated HydroG report.																																																																																																																																																
11	Drawing No. C712 A-C depicts sections of floodplain being removed from several tributaries throughout the Secondary Plan area. While the plans identify that the tributaries are to be realigned, additional information/details have not been provided. Further, many of the proposed realignment areas are on non-participating landholdings. As such, staff are unsure if proper field investigations/studies have been undertaken to determine if realignment is an appropriate management option. In lieu of site-specific information, these tributaries should be retained on the plans in their current location. Existing hazard (i.e. TRCA's floodplain mapping) and feature (i.e. TRCA's regulation mapping, Official Plan mapping) mapping can be used to provide an estimated location for these features/hazards.	Dillon	No realignments are proposed for this secondary plan area as no watercourses are present. All tributaries (HDFs) have been walked with TRCA and the outcome of the site visit was that TRCA was satisfied with the conclusions of the HDF assessment in the field. If areas of floodplain are being impacted or other regulated area, permits will be requested from TRCA.																																																																																																																																																
12	Where it is determined that a watercourse realignment is an appropriate management option (subject to further field investigations/studies), TRCA will require the maintenance of existing flood storage in the system. Further, several of the tributaries are identified as being within a 'floodplain enhancement' area per figure DA2-11c of the SABE's Scoped SWS (Appendix D of Part C). The applicant should ensure that any channel realignment in this location meets the intent of the enhancement benefits identified through the Scoped SWS. TRCA staff will require preliminary plans and accompanying reports/studies for any proposed realignment.	Dillon	There are no watercourses on site. This has been confirmed in the field with TRCA in 2022.																																																																																																																																																
13	The applicant is asked to provide preliminary grading and servicing plans for the Secondary Plan area. The purpose is to demonstrate how municipal standards for grading, servicing and drainage can be met while respecting the limits of TRCA regulated hazards and features.	Crozier	Please refer to updated FSR and SWM.																																																																																																																																																

14	TRCA would like the applicant to submit the study used to determine trail locations within and external to the Secondary Plan area. TRCA staff want to understand how regulated features and hazards have been considered in the placement of trails along with future design requirements (i.e. crossing locations etc.).	Bousfields	Trail locations external to the study area were placed in areas that had existing trail systems. For the purposes of the February 2025 resubmission, these have been removed. Connections for future trails beyond the Secondary Plan area would be explored during Draft Plans of Subdivision.
	Comments Relating to TRCA's Regulatory Authority: In addition to the above, TRCA also provides the following comments, which are in relation to our regulatory authority under Regulation 166/06:		
15	The applicant is asked to ensure that participating landowner parcels are clearly identified on figures within the Natural Heritage Study Report (NHSR). Further, the numbering of the parcels should be consistent with the Concept Plan.	Bousfields / BNHLG	Acknowledged.
16	The submitted NHSR is dated December 2021, however, TRCA staked the limit of wetland features for participating landowners in May of 2022. The applicant is asked to update the NHSR (including constraints mapping) to reflect the staking exercise completed by TRCA. The limit of development may have to be adjusted accordingly to meet TRCA's setback requirements.	Dillon	Noted. This will be included in the revised NHSR.
17	Further to the above, it is noted that encroachments into wetland buffers are proposed along the eastern portion of the Secondary Plan area. However, the limit of these wetland features have not been confirmed by TRCA staff as they are located on adjacent and/or non-participating lands. If potential buffer modifications are to be considered by staff, the precise limit of the features will need to be confirmed in the field. Further, a wetland evaluation is required to confirm if the features classify as provincially significant.	Dillon	There are no wetland buffer encroachments proposed along the eastern boundary within the Secondary Plan Area. Staked limits of features will be included in the revised NHSR. Desktop OWES assessment can be completed to determine whether or not wetland meet/ still meet PSW status; however, the buffers are being respected at this time, so clarification on this would be appreciated.
18	Section 5.2.3 of the NHSR notes that an unevaluated wetland on Property 4 (Property 5 on the Concept Plan) was not identified as present during vegetation community surveys. The applicant is asked to clarify the wetland to which this statement refers. In addition, it is noted that a potential wetland feature was viewed from the round-about intersecting Emil Kolb Parkway and Highway 50 in May of 2022, which will need to be further assessed.	Dillon	Noted. This has been completed and will be included in the revised NHSR.
19	The applicant is asked to provide an assessment of impacts to receiving wetland features as well as options to avoid, minimize and mitigate the impacts.	Dillon	A Wetland Water Balance Risk Assessment was completed by Croziers and Dillon and was reviewed by TRCA. The results of this can be included in the revised NHSR.
20	Further to the above, Section 8.1.1 of the NHSR does not identify or assess possible hydrologic impacts to wetland features as a direct result of surface flow diversion or increases in impervious areas. The applicant is asked to provide this assessment.	Dillon	See comment above.
21	The Wetland Water Balance Risk Assessment (WWBRA) notes that wetlands A and D as denoted in Figure 2 appear to be hydrologically connected. As such, the applicant is asked to investigate and provide opportunities to maintain this hydrological connection.	Dillon	Noted.
22	The NHSR does not include a discussion on the assessed Headwater Drainage Features (HDFs), the proposed impacts to these features or the impacts on receiving features, including wetlands. The applicant is asked to provide this assessment.	Dillon	There is a full discussion on HDFs in the NHSR and impacts to wetlands have been analyzed through the water balance risk assessment. As previously mentioned, the HDF sections can be clarified in the revised NHSR.

23	It appears that there may be an unidentified watercourse running south of Emil Kolb Parkway, feeding into wetland 10 (categorized as High Risk), south of the proposed Open Space block. The applicant is asked to confirm how flows will continue to be directed to this wetland. It is noted that reconfiguration may be appropriate to maintain surface flows in-situ.	Dillon	Wetland area (identified as Wetland D in the wetland water balance, but as ELC community 10 in the NHR) was located within a parcel that was not accessible. However, the area where the mapped watercourse appears has been graded and no longer exists. There is some pooling of water with cattails along Emil Kolb Parkway draining into culverts and roadside ditches. The dark delineation across the property apparent in imagery is a berm and access driveway to the active site.												
24	Further to the above, TRCA staff would like to understand if any flows north of Emil Kolb Parkway have a hydrological connection to the watercourse to the south. Specifically, please clarify if any surface flows from the deciduous swamp (wetland 17 on Figure 4 of the NHR) flow south through properties 6 and 7 (2 and 3 on the Concept Plan) and under Emil Kolb Parkway.	Dillon	Noted.												
25	It is noted that all wetlands on the subject lands are identified as high risk and require a detailed Feature Based Water Balance. The applicant is asked to provide this report as part of a future submission.	Crozier.	Noted - Please refer to revised Hydrog Report.												
26	The submitted Hydrogeology Report is preliminary and was prepared over a year ago (April 2022). It is noted that groundwater monitoring was ongoing at the time the report was prepared. A more recent report would assist TRCA staff with assessing potential hydrogeological impacts.	Crozier	Revised HydroG report provided.												
Peel District School Board: Zach Tessaro, April 14, 2023															
	Peel District School Board (PDSB) has reviewed the above noted proposed Bolton North Hill Secondary Plan consisting of 1,554 single-detached dwellings, 2,165 Townhomes, and 417 Apartment Units. PDSB requires two elementary school sites of 8 Acres (3.24 Hectares) to accommodate the proposed number of units proposed for this development. PDSB prefers to have school sites with two frontages along the street to accommodate bus and vehicle access to the site.	N/A													
	PDSB has the following comments based on its School Accommodation Criteria:														
	The anticipated student yield from this plan is as follows:	n/a													
	<table border="1"> <thead> <tr> <th>Kindergarten to Grade 8</th> <th>Grade 9 to 12</th> </tr> </thead> <tbody> <tr> <td>1,662</td> <td>574</td> </tr> </tbody> </table>	Kindergarten to Grade 8	Grade 9 to 12	1,662	574										
Kindergarten to Grade 8	Grade 9 to 12														
1,662	574														
	The students generated from this development would reside within the boundaries of the following schools:	n/a													
	<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 P.S. (K-8)</td> <td>571</td> <td>581</td> <td>3</td> </tr> <tr> <td>Humberview S.S. (9-12)</td> <td>1,196</td> <td>1,437</td> <td>3</td> </tr> </tbody> </table>	Public School	School Enrolment	School Capacity	Number of Occupied Portables	Palgrave P.S. (K-8)	571	581	3	Humberview S.S. (9-12)	1,196	1,437	3		
Public School	School Enrolment	School Capacity	Number of Occupied Portables												
Palgrave P.S. (K-8)	571	581	3												
Humberview S.S. (9-12)	1,196	1,437	3												
	PDSB requires the inclusion of the following conditions in the Conditions of Draft Plan Approval and Subdivision Agreement:	Owner	Acknowledged.												
1	Prior to final approval, the Town of Caledon shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Boards for this plan.	Owner	Acknowledged.												
2	Prior to final approval, the Peel District School Board is to be satisfied that the following provisions are contained in the Subdivision Agreement and on all offers of purchase and sale for a period of ten years after registration of the plan:	Owner	Acknowledged.												

2.1	"Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Accommodations Department of the Peel District School Board to determine the exact schools."	Owner	Acknowledged.
2.2	"Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events."	Owner	Acknowledged.
2.3	"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students 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 (STOPR012) procedure and process"	Owner	Acknowledged.
3	That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.	Owner	Acknowledged.
4	Prior to final approval, satisfactory arrangements shall have been made with the Peel District School Board, acting reasonably, for the acquisition, or reservation for future acquisition, of two elementary school sites for a period of ten years following registration of a plan of subdivision.	Owner	Acknowledged.
5	Any amendment or adjustment to the proposed subdivision that would result in an increase of proposed residential units should address to the satisfaction of the Peel District School Board the adequacy of school capacity to support the increase in proposed residential units beyond two elementary schools.	Owner	Acknowledged.
6	The developer shall agree to install fencing to municipal standards.	Owner	Acknowledged.
7	The developer shall agree to post and maintain "No Dumping" signs along the perimeter fence of the two school sites as required by the Peel District School Board.	Owner	Acknowledged.
8	The developer shall agree that there will be no stockpiling of topsoil (or other material) on the school sites. A clause and securities shall be included in the servicing agreement which prohibits the stockpiling of any soils.	Owner	Acknowledged.
9	The developer shall agree to confirm in writing to the Peel District School Board that capacity for two new schools with regards to natural gas and hydro is adequate.	Owner	Acknowledged.
10	In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the Peel District School Board prior to their establishment on the proposed school sites.	Crozier	Acknowledged.
11	The developer will ensure that community mailboxes are not located along the frontage of the school sites.	BNHLG	Acknowledged.
12	The developer shall agree that during construction of the surrounding development they will provide any traffic control as required by the municipality at no cost to the Peel District School Board.	Owner	Acknowledged.
13	The developer shall agree that the stormwater management design of the proposed subdivision must incorporate the school sites in the analysis.	Owner	Acknowledged.
	PDSB requests a phasing plan be provided in order to determine timing of access to the school sites. Please provide PDSB with a copy of the Notice of Decision. Please keep PDSB informed on the status of the subdivision application and provide us with information as it becomes available. Should you require additional information, please contact me at zach.tessaro@peelsb.com.	Owner	Acknowledged.

Dufferin-Peel Catholic District School Board: Krystina Koops, April 6, 2023

	<p>The applicant proposes the development of 1554 detached, 2165 townhouse and 417 high density units which are anticipated to yield:</p> <ul style="list-style-type: none"> • 455 Junior Kindergarten to Grade 8 Students; and • 326 Grade 9 to Grade 12 Students 	N/A	Noted.															
	<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="233 413 1227 540"> <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>610</td> <td>654</td> <td>6</td> </tr> <tr> <td>Secondary School</td> <td>St. Michael</td> <td>958</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	610	654	6	Secondary School	St. Michael	958	1266	0	N/A	Noted.
Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms														
Elementary School	St. John Paul II	610	654	6														
Secondary School	St. Michael	958	1266	0														
	<p>Based on the projected yields, an elementary school will be required to service plan. The proposed school block of 2.4 ha is adequate in size for our accommodation needs, however we will require a facility fit plan to ensure that the block will be functional for the construction of an elementary school.</p>	Bousfields	Facility Fit plan provided.															
	<p><u>Bolton North Hill Secondary Plan</u></p>																	
	<p>Section 4.3 – The Board is satisfied with the policies and requirements for the preparation of a Community-Wide Development Staging and Sequencing Plan. (DSSP)</p>	Bousfields / Crozier	Acknowledged															
	<p>Section 7.1.1 – While the Board does not object to co-location of facilities, such as the playfields, there is a concern with the northerly school site. The shared field is located on non-participating landowners. This northerly site also appears to have a narrow lot frontage that will be difficult to assess without a proper facility fit. The plan also does not distinguish between which sites are for the Peel District School and Dufferin-Peel Catholic District School Board.</p>	Bousfields / BNHLG	School and Parkland interfaces revised.															
	<p>Section 7.1.2 – The requirement for a facility fit will also be required if a facility fit is not completed for the secondary plan.</p>	Crozier / Bousfields	Acknowledged															
	<p>The Board requests the following prior to approval:</p>																	
1	<p>That the applicant shall submit a satisfactory facility fit for the elementary school block.</p>	Crozier / Bousfields	Facility Fit plans provided in February 2025 resubmission.															
	<p>Thank you for giving us the opportunity to provide comments on this matter. The Board would like to continue to be an active partner in the development of the Secondary Plan.</p>	N/A																