TOWN OF CALEDON
PLANNING
RECEIVED
September 23, 2025

CONTENTS

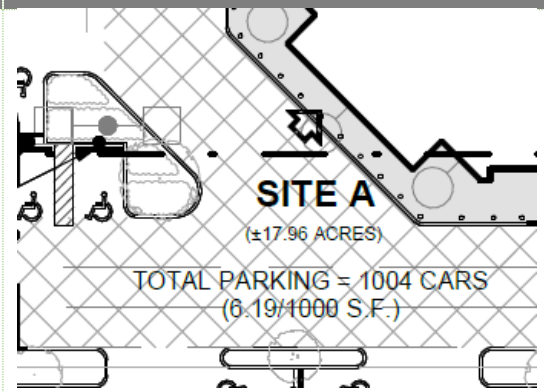
Town of Caledon, Planning & Development, Development Planning 2
Town of Caledon, Planning & Development, Accessibility 6
Town of Caledon, Planning & Development, Urban Design 8
Town of Caledon, Finace Department 14
Town of Caledon, Planning & Development, Parks 16
Town of Caledon, Planning & Development, Landscape 16
Town of Caledon, Municipal Numbering 17
Town of Caledon, Legal Services 17
Town of Caledon, Fire 18
Town of Caledon, Development Engineering 18
Town of Caledon, Planning & Development, Heritage 34
Toronto and Region Conservation Authority ('TRCA') 36
Credit Valley Conservation ('CVC') 37
Enbridge Gas 37
Bell 38
Town of Caledon, Planning & Development, Zoning 39
Region of Peel, Planning & Development 41
Town of Caledon, Public Works & Transportation Department, Transportation Engineering 59
Town of Caledon, Community Services, Fire & Emergency Services, Fire 68
Region of Peel, Planning & Development Services – Transportation 69

COMMENT MATRIX

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, PLANNING & DEVELOPMENT, DEVELOPMENT PLANNING Tanjot Bal, Senior Planner tanjot.bal@caledon.ca, 905.584.2272 x.4418 January 24, 2025				
1.	Background	The subject property is designated as New Community Area within Schedule F1 of Future Caledon Official Plan.	GSAI	Noted. No further action is required
2.	Background	The portion of the property that fronts Mayfield Road has been identified as an Urban Corridor. Urban Corridors, along with Urban Centres and Neighbourhood Centres, are to permit intense, mixed-use forms of development. These corridors are intended to connect neighbours and support urban living environments connected to transit and cycling infrastructure. Please see Section 22.5 of Future Caledon.	GSAI	Noted. However, as previously discussed with Staff, it remains our opinion that there is insufficient demand or infrastructure to support an intense, mixed-use development form at this time. We acknowledge and agree that in the future as the surrounding Alloa community evolves, the Subject Lands are an appropriate location for future compact, mixed use development to occur
3.	Background	Town staff have provided comments with respect to this land use designations as part of the Alloa Secondary Plan application.	GSAI	Noted. No further action is required at this time
4.	Secondary Plan	The Town is currently reviewing an Official Plan Amendment application to establish a Secondary Plan for Alloa, along with a Tertiary Plan for Phase One of Alloa Secondary Plan.	GSAI	Noted. No further action is required at this time
5.	Secondary Plan	This application is being reviewed concurrently with these applications.	GSAI; Owner	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
6.	Secondary Plan	No development application within the Alloa Secondary Plan will be approved until Future Caledon has been approved by the Province and the secondary plan has been adopted by Town Council and is in full force and effect.	GSAI; Owner	Noted. It is acknowledged and agreed that the current Site Plan Approval application will not receive final approval until the Future Caledon Official Plan has been approved by the Province and the Alloa Secondary Plan has been approved by Town Council. No further action is required at this time.
7.	Phasing	Please provide a plan that clearly identifies the proposed phasing for this site (including buildings, parking, laneways, etc). Please extend the phasing plan to show how the lands to the north would be developed/connect to this site.	Turner Fleischer	It is the applicant's intention to build the site in one phase. Therefore, a phasing plan is not applicable. SPA should be achieved by May 2026 in order to start site servicing. Building construction to follow in September 2026. Building permits to be prioritized in the following order: Retail A, C1, C2, C3, C4, B1, B2, B3, B4, B5. Given the lands to the north are subject to separate approvals, these lands are excluded from the site plan. In our opinion, no further action is required.
8.	Phasing	Staff would be looking for the site to be built out starting with the buildings fronting the arterial roads, along with the proposed collector road.	Owner; Turner Fleischer	Noted. However, due to site conditions and market demands, implementation of the proposed development will require

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				differing lands to proceed in advance. No further action is required
9.	Site Plan	Development planning staff agree with Urban Design staff comments. We request that the retail buildings proposed along Mayfield Road and Creditview Road be mixed-use, multi storey buildings to align with Future Caledon's vision to create an Urban Corridor at the intersection of Mayfield Road and Creditview Road. Ground related commercial uses are permitted, however the built form should be mid-rise, with higher buildings in appropriate locations.	Owner; Turner Fleischer	As stated above and as discussed with Staff on February 25, 2025, we remain of the opinion that there is insufficient demand or rationale for providing multi-storey, mixed use structures at this time. We remain of the opinion that the proposed development, as currently contemplated, is appropriate and supports the development vision for the Subject Lands and surrounding area. No further action is required
10.	Site Plan	Please provide a plan that identifies the pedestrian signage/marking and traffic calming for the site. In particular, how customers will safely navigate to and from the entrance of Costco and to and from the Costco Gas Bar. Increased spacing, pedestrian marking, and traffic calming must be added. a. There does not appear to be sufficient space for pedestrians and vehicles to safely travel to and from. See example of other entrance below. b. Need to add pedestrian sidewalks to and from the entrance. c. Concerns with queuing for the gas bar. See comments from urban design staff on reconfiguring the gas bar. Also look at examples where Costco has been well designed (e.g. Guelph and location with Woodbridge). *Proposed Entrance:*	LEA	a. As demonstrated on the accompanying Plans, a revised principal entry design is contemplated. In our opinion, the entry design as currently contemplated is appropriate and ensures sufficient space for both vehicular and pedestrian users, while also ensuring public safety

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		 *Guelph Costco Entrance* 		b. A pedestrian sidewalk has been added. Refer to the accompanying Plans for further detail c. As further discussed in the accompanying Memorandum from Kittleson, the proposed site organization and function of the proposed fuel station was reviewed. The memo found that there are no concerns with the design and placement of the gas bar, as contemplated
11.	Site Plan	Recommend referring to the Town's Sign By-law for the proposed Pylon/ground signs. Signage will not be reviewed and approved as part of this application.	Turner Fleischer	Noted. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, PLANNING & DEVELOPMENT, ACCESSIBILITY Cassandra Savini, Accessibility Coordinator cassandra.savini@caledon.ca, 905.584.2272 January 24, 2025				
12	Path of Travel	Exterior paths of travel, including outdoor sidewalks and walkways, shall have a minimum clear width of 1.5 metres, a surface which is firm, stable and slip resistant and otherwise comply with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA). Please include dimensions on the Site Plan drawings.	Turner Fleischer	As demonstrated on the accompanying Site Plan, all exterior paths of travel have a sufficient minimum width and are to be comprised of firm, stable and slip resistant surfaces. No further action is required
13	Curb Ramp	Where a curb ramp connects with an exterior path of travel (walkway or sidewalk), a minimum clear width of 1.2 metres shall be provided beyond the curb ramp to serve as a turning space. Please dimension.	Turner Fleischer	The requested dimension has been included on the accompanying Site Plan. No further action is required
14	Accessible Parking Spaces	Type A accessible parking spaces shall be 6 metres in length with a width of 3.4 metres. Type B accessible parking spaces shall be 6 metres in length with a width of 2.75 metres. Please update detail 8 on A105 to show the correct width dimensions.	Turner Fleischer	An updated accessible parking space detail has been provided. No further action is required
15	Snow Storage	Snow storage area shall not be adjacent to accessible parking spaces nor piled within the space. Site Plan shall depict the location of the snow storage on the property for confirmation	Turner Fleischer	A revised snow storage area has been proposed. Refer to the accompanying Site Plan for further detail
16	Main Entrance	Site Plan shall indicate that the main entrance shall be fully accessible to persons with a disability by inclusion of a power door operator or automatic sliding door. Icons shall be included on Elevation drawings.	Turner Fleischer	A revised Site Plan and revised Elevations have been prepared. Refer to the accompanying Plans for further detail
17	Lighting	Site Plan and Elevation drawings shall depict lighting features adjacent to the accessible parking spaces as well as the main entrance.	Turner Fleischer	A revised Site Plan and revised Elevations have been prepared.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				Refer to the accompanying Plans for further detail
18	Exterior Stairs	The proposed exterior stairs must comply with the requirements of Section 80.25 of the IAS within the AODA to ensure access for persons with disabilities. Site Plan shall depict the stairs in sufficient detail to confirm compliance with the requirements of the applicable Section	Turner Fleischer	A revised Site Plan, including revised exterior stair details, has been prepared and is provided in support of the application
19	Outdoor Eating Areas	Please note if Retail B5, or any other building, will include outdoor eating areas. a. A minimum of 20 per cent of the tables that are provided in the amenity area must be accessible to persons using mobility aids by having knee and toe clearance underneath the table and in no case shall there be fewer than one table in an outdoor public use eating area that meets this requirement.	Turner Fleischer	Noted. No further action is required
20	Bike Parking	Bike parking to the right of retail B4 should be slightly setback from the walkway to ensure any improperly stored bikes do not encroach on the accessible path of travel along the sidewalk from the accessible parking spaces to the B5 building entrance.	Turner Fleischer	A revised bicycle parking location is contemplated. Refer to the accompanying Plans for further detail
21	Benches	Benches located within the sidewalks shall not encroach on the accessible path of travel. Please provide a dimension to ensure a 1.5m clearance around these benches.	Turner Fleischer	Noted. The proposed benches have been positioned to ensure no encroachments are contemplated. Refer to the accompanying Plans for further detail

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, PLANNING & DEVELOPMENT, URBAN DESIGN Cassandra Savini, Urban Designer cassandra.savini@caledon.ca, 905.584.2272 January 24, 2025				
22	Urban Corridor	The Future Official Plan lists the intersection of Creditview and Mayfield Road as 'Urban Corridor'. Urban Corridor is described as mixed-use and mid-rise, providing opportunities for compact forms of development that use land efficiently. Site Plan changes will be required to conform with the Official Plan designation. a. To assist in creating a stronger street edge we encourage sites B and C to be mixed use, multi storey buildings. Consider office and residential uses above ground floor retail. Buildings should have a strong street edge and public realm with building stepbacks for residential storeys b. Consider moving parking underground or within structures to create a stronger ground floor community design with areas such as courtyards, POPs, or plazas c. Consider the integration of affordable housing units within the mixed-use buildings d. Transit-oriented development and transit-supportive public space design is a high priority within Urban Corridors. Site Plan changes will be required to conform to this Official Plan requirement e. Any long-term plans for future massing and use conversions to allow for OP conformance should be outline within the Urban Design Brief	Owner; Turner Fleischer; MBTW	As stated above, it is our opinion that there is insufficient demand or infrastructure to support an intense, mixed-use development form or the location of forms that support the ultimate vision for Mayfield Road and Creditview Road as dense Urban Corridors at this time. We acknowledge and agree that in the future as the surrounding Alloa community evolves, the Subject Lands are an appropriate location for future compact, mixed use development to occur. No further action is required
23	Comments	Based on the current layout, urban design comments are below: Details finalized during the Secondary Plan and Subdivision application may lead to modifications on the Site Plan application. Further comments will be provided once a	GSAI	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		clear understanding of the Community Design Guidelines in the Secondary Plan is finalized.		
24	Building Perspectives	Provide building Perspective drawings for the Mayfield Creditview intersection, as well as the streetscape for all driveway entrances. Perspectives should show the public realm design, building height, and building to street relationship.	Turner Fleischer	Perspective drawings have been prepared and are provided in support of the application
25	Building Cross-Sections	Please provide a Cross Section through sites B and C buildings and Mayfield Road. Please be sure to highlight grade changes, the retaining wall, signage, building height and massing, and pedestrian circulation	Turner Fleischer	Building Cross-Sections have been prepared and are provided in support of the application
26	Urban Design Brief	Within the Urban Design Brief, include details on: lighting fixtures, retaining wall design, public art design and locations, material palette board, and the construction phasing plan.	MBTW	A revised Urban Design Brief has been prepared and is provided in support of the application
27	Urban Design Brief	There are many design aspects mentioned within the UDB that are not reflected within the site design. Please ensure the UDB is accurately coordinated within the site plan and other application drawings, and accurately describes the proposed project.	MBTW	Noted. A revised Urban Design Brief has been prepared and is provided in support of the application
28	Urban Design Brief	Within the Urban Design Brief, outline how the site and building design will engage with Mayfield and Creditview and not be a blank back-of-house façade.	MBTW	Noted. A revised Urban Design Brief has been prepared and is provided in support of the application
29	Corner Retail Buildings	Explore the potential to make the corner retail buildings 2 storeys, or appear 2 storeys, to add to the street wall presence. This could also allow for future flexibility in use changes.	Turner Fleischer; Owner	As collaboratively discussed with Town Staff, we remain of the opinion that 2-storey structures are not warranted at this time. Rather, built form elements are contemplated that will enable the appearance of 2-storey structures and support high-quality, refined built forms to be provided

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
30	Utilities	Utilities shall be strategically located to mitigate visual impacts and avoid physical barriers to pedestrian flow. Indicate on the Site Plan or Landscape drawings where utilities will be located and their proposed screening.	Turner Fleischer; MBTW	As demonstrated on the accompanying Plans, the location of utilities has been carefully considered to ensure they are out of public view. Visual screening treatments are to be provided. Refer to the accompanying Architectural and Landscape Plans for further detail
31	Loading Areas	Please label any proposed screening around the loading areas	Turner Fleischer	The proposed screening around loading areas are labelled as such on the accompanying Plans
32	Snow Storage	Please label where snow storage will be located on the Site or Landscape plan. Snow storage shall not be located next to accessible parking	Turner Fleischer; MBTW	The snow storage areas contemplated are visually indicated on the accompanying Plans
33	Site Entry Feature(s)	Create functional and architecturally prominent site entries that enhance pedestrian accessibility and place visually interesting site features or facades in public view a. Consider public art in these locations	Turner Fleischer; MBTW	As further demonstrated on the accompanying Plans and as further described in the Urban Design Brief, a range of treatments are contemplated in order to provide functional and architecturally prominent site entries. No further action is required
34	Parking Areas	Surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large asphalt areas	Turner Fleischer; MBTW	Additional landscaped areas have been included within the surface parking areas to visually break the appearance of hardscape surfaces. Refer to the

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				accompanying Plans for further detail
35	Transit & Connections	Transit amenities and connections should be integrated into the site. Include adequate space within the central east-west (between retail A and B) and north-south internal roads for future potential bus shelters a. Along these main roads the landscape strip should be widened to accommodate additional plantings	Turner Fleischer; MBTW	The proposed development has been planned and designed to accommodate the future introduction of transit infrastructure, once there is sufficient density and population to support transit services. No further action is required
36	Landscape Strips	We encourage larger landscape strips within the parking lots that could accommodate seating and shade structure options for shoppers	Turner Fleischer; MBTW	As stated above, additional landscaping within the surface parking areas has been integrated. No further action is required
37	Landscape Strips in Parking Areas	Within and adjacent to larger landscape strips, consider shade structures over various parking spot locations, placemaking elements, and light plugs built into the light posts to accommodate public markets and pop up spaces in the evenings when the parking lots are empty and underutilized.	MBTW	As this will be an active commercial development the developer does not anticipate that the parking lot will be empty or underutilized while businesses are operating.
38	Retaining Walls	Retaining walls along Mayfield Road and Creditview Road should be visually softened by landscaping.	MBTW	As demonstrated on the submitted landscape plans the retaining walls along Mayfield and Creditview Road will be visually softened by incorporating landscaping along the perimeter of the site.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
39	End Units	B2, B1, C4, and C3 end units closest to Mayfield should have their unit entrances moved closer to Mayfield to allow for street activation and engagement through corner windows, lighting, and enhanced architecture.	Turner Fleischer	As demonstrated on the accompanying Plans, the principal entries of units within Areas B and C are appropriately situated to enable direct pedestrian connections. In our opinion, the proposed structures are appropriately located on the site and no further action is required
40	Lighting	The lack of lighting for the garbage and loading area between B3 and B4 poses safety concerns for retail staff using the garbage. Add lighting to the area.	Turner Fleischer	As demonstrated on the building elevations and photometric plans, additional building lighting has been incorporated along the building facades in close proximity to the loading and garbage areas to ensure this area is well lit.
41	Drive Through	We would encourage the drive through facility be moved to a different location to reduce any circulation and safety issues that could arise from gas station congestion.	Turner Fleischer	The proposed drive-thru is appropriately situated on the Site and is visually and functionally screened from the gas station. No further action is required
42	Retail B5	Please clarify if retail B5 includes an outdoor eating area.	Turner Fleischer	An outdoor eating area is currently proposed for retail B5.
43	Crosswalk	The crosswalk leading to the C1 building entrance should be moved east to be aligned with the accessible parking spaces.	Turner Fleischer; MBTW	A revised crosswalk alignment is provided. Refer to the accompanying Plans for further detail

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
44	Retail A crosswalks	Please identify where crosswalks and curb ramps will be located leading to Retail A.	Turner Fleischer; MBTW	The location of crosswalks and curb ramps are indicated. Refer to the accompanying Plans for further detail
45	Sidewalk Connections	Please show internal sidewalk connections to Mayfield and Creditview to ensure pedestrian connectivity and site access.	Turner Fleischer; MBTW	Internal sidewalk and pedestrian connections are indicated. Refer to the accompanying Plans for further detail
46	Outdoor Amenity Area	Consider a location for added outdoor landscaped community amenity area space, such as a plaza or square a. A location that is pedestrian friendly, safely separated from traffic, could accommodate public art, a shade structure and/or furniture etc	Turner Fleischer; MBTW	Opportunities to provide an additional outdoor amenity area was considered. However, in order to maintain an optimal site design, additional outdoor amenity areas cannot be accommodated. In our opinion, the proposed development is appropriate
47	Mayfield Streetwall	Consider an 'L' shaped extension to retail C3 along Mayfield to enhance the Mayfield streetwall a. Consider including space adjacent to C3 for a patio option or public outdoor amenity space	Turner Fleischer; MBTW	Noted. Opportunities to reconfigure the design of C3 was considered. However, in order to maintain an optimal site design and a desirable mixture of non-residential units to meet demands and needs, a revised design for C3 is not provided. In our opinion, no further action is required
48	Signs	Tall, freestanding pylon signs are discouraged. Freestanding signs should be ground-related with a horizontal form and consist of materials complementary to the building design. They should be integrated with a landscape treatment.	Turner Fleischer; MBTW	Noted. The number of tall freestanding pylon signs has been minimized. Where pylon

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				signs are contemplated, landscape treatments are provided as well
49	Drive Through Facilities	Review the Town of Caledon Drive-through Service Facilities guidelines for drive through requirements. Provide sufficient detail on the Site Plan for further review.	Turner Fleischer	Noted. The Town of Caledon Drive-Through Service Facilities Guidelines have been reviewed and have informed the proposed development
TOWN OF CALEDON, FINACE DEPARTMENT Glendon Turner glendon.turner@caledon.ca, 905-584-2272 x 4153 January 24, 2025				
50	Assessment Value	If the proposed application were to proceed as planned (towards site plan approvals to facilitate ten buildings for commercial activities), the taxable assessment value of the property may change, to reflect any development that would have taken place.	Owner	Noted. No further action is required
51	Development Charges	Proposed new or added commercial buildings that are approved though site plan applications will attract Development Charges at the Non-Residential (Other) rates. Those charges will be 'frozen' at the rates in effect on the date when a site plan application is deemed complete (the application completion date), provided that the first site plan application took place after January 1, 2020. The application completion date for SPA 2024-0092 was November 18, 2024.	Owner	Noted. The applicable Development Charges will be provided at the appropriate time in the future. No further action is required at this time
52	Development Charges	Interest on Development Charges will accrue for the period starting one day after the application completion date, through to the date on which the charges are received by the Town.	Owner	Noted. No further action is required
53	Development Charges	The 'frozen' rates that were in effect on the application completion date were:	Owner	Noted. As stated above, the applicable Development Charges

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		a. Town of Caledon: $112.91 per m^2 of new or added commercial floor space. b. Region of Peel: $295.90 per m^2 of new or added commercial floor space. c. Education: $11.84 per m^2 of new or added commercial floor space. d. Additional information on Development Charges may be accessed on the Town's website at https://www.caledon.ca/en/town-services/development-charges.aspx		will be provided at the appropriate time in the future. No further action is required at this time
54	Development Charges	The Development Charges comments and estimates above are as at January 15, 2025, and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18 months after application approval date. Interest charges will apply for affected applications. For applications other than site plan or rezoning applications; and site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.	Owner	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, PLANNING & DEVELOPMENT, PARKS Halley Patel, Parks Planner Halley.patel@caledon.ca, 905-584-2272 January 24, 2025				
55	Financial Parkland Agreement	The Owner shall enter into a Financial Parkland Agreement prepared with the Town and the Alloa Secondary Plan Landowners Group.	Owner	Noted. The required Financial Parkland Agreement will be entered into and advanced at the appropriate time. No further action is required at this time
56		Parkland dedication requirement for the subject lands, pursuant to s.51.1 of the Planning Act, will be calculated on a collective basis based on the Secondary Plan as a whole and not on the individual Owners' Lands.	Owner	Noted. No further action is required
TOWN OF CALEDON, PLANNING & DEVELOPMENT, LANDSCAPE Dali Peng, Landscape Architect Dali.peng@caledon.ca, 905-584-2272 x 4022 January 24, 2025				
57		See attached comments	MBTW; Aboud	Noted. A revised Arborist Report, Tree Inventory and Preservation Plan and revised Landscape Plans have been prepared to address all Plan mark-up comments received. Refer to the accompanying materials for further detail

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, MUNICIPAL NUMBERING Anonymous Email, 905-584-2272 January 24, 2025				
58	Address	The address is confirmed as 12100 Creditview Road.	Owner	Noted. No further action is required
59		In accordance with the Municipal Numbering By-law and Guidelines, the municipal number must be posted on the exterior of the building that faces the road on which the building is numbered. The elevation drawings shall identify the location of the municipal address on the elevations and those drawings shall form part of the approval package. The number shall be identified in accordance with the By-law and Guidelines. Should the owner require clarification on the requirements of the By-law, please contact municipal numbering staff at municipalnumbers@caledon.ca or 905-584-2272 x. 7338.	Turner Fleischer	The required municipal addressing will be displayed as required. As further demonstrated on the accompanying Elevations, the location of the municipal address is indicated
TOWN OF CALEDON, LEGAL SERVICES Michelle Halsall Michelle.halsall@caledon.ca, 905-584-2272 January 24, 2025				
60	Mortgages	Postponements of mortgages will be required prior to registration of any agreement.	Owner	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, FIRE Anthony Staniscia Anthony.staniscia@caledon.ca, 905-584-2272 January 24, 2025				
61	Principal Entrance	Show location of principal entrance and Firefighter entrance on site plan.	Turner Fleischer	An updated Site Plan has been prepared and is provided in support of the application
62	Hydrant Distance	Show distance from FDC to hydrant.	Turner Fleischer	An updated Site Plan has been prepared and is provided in support of the application
63	Fire Access Route Signs	Show locations of fire access route signs as per By-Law 2015-0058	Turner Fleischer	An updated Site Plan has been prepared and is provided in support of the application
64	Hydrant & Water Supply	Hydrants and water supply to meet OBC and Region of Peel Standards.	Turner Fleischer	Noted. No further action is required
TOWN OF CALEDON, DEVELOPMENT ENGINEERING Jay Menary Jay.Menary@caledon.ca, 905.584.2272 January 24, 2025				
1	General Comments on Application	Town Development Engineering comments are to be read in conjunction with redlined drawings and reports.	KWA	Noted. No further action is required
2	General Comments on Application	1. Please include the Town SPA Number (SPA 2024-0092) on the title block on all Civil Plans and Reports with future submissions.	KWA	An updated Title Block has been included on the submission materials

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
3	Road Network Comments	Comments on Creditview Road: a. The approved Caledon MMTMP (June 2024) identifies Creditview Road as Arterial Road. MMTMP indicates road improvements including urbanization and widening to 4 lanes are to be completed by 2051. Town Engineering Services has not initiated an EA or preliminary design work for the Creditview Road improvements as of the date of this comments letter. Road improvement timeframes noted in the MMTMP will need to be accelerated due to planned development in the Alloa Secondary Plan Area. Town may consider developer led EA/Preliminary Design for Arterial Roads as part of Secondary Planning and Draft Plan of Subdivision approvals process. Ultimate cross section for Creditview is to be determined through EA / preliminary design. b. Future Caledon OP Schedule C-2 identifies an ultimate 36m ROW for Creditview Road. The required ROW widening is 18m from CL. The majority of ROW widening has previously been conveyed to the Town along the 12100 Creditview frontage over and above the 18m from CL requirement. A small section of ROW at the north limit of the subject property (12100 Creditview Road) is still to be conveyed to the Town. The north area of the property is not subject to the current SPA application. Conveyance of this ROW widening can be addressed with future development applications for the north area of 12100 Creditview (i.e. Draft Plan of Subdivision). c. Site Plan and Grading Plans submitted with SPA 2024-0092 identify widening and urbanization of Creditview Road to be completed along the development frontage to north of the site development limits for the subject property (approx. 400m north of Mayfield Road). Understand that these improvements are to be completed by the Region of Peel as part of the Mayfield Road Widening Works. Clarify or whether any portion of the work is to be completed as part of development. Civil drawings are clearly indicated works to be completed by others.	Owner; Turner Fleischer; TYLIN	a. It is our understanding that the Town of Caledon has decided to run their own EA process with stakeholder participation. We understand the Town will be issuing their RFP in late 2025 to retain a consultant to coordinate the process. It should be noted that the interim road design prepared by TyLin do not prejudice the EA process. b. Noted. The proposed development has been planned and designed to accommodate the ultimate Right-of-Way width of Creditview Road. Lands necessary to accommodate this ultimate Right-of-Way width will be conveyed at the appropriate time in the future. No further

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		d. Truck restrictions (half load restrictions) are currently in force on Creditview Road north of Mayfield Road. Truck restrictions will need to be lifted to past the north limit of development in support of the proposed development application. Clarification is requested regarding the scope of road improvements proposed on Creditview Road as part of Mayfield Road widening works, and whether this will address pavement structure to support truck traffic and for lifting of truck restrictions. Town reserves the right to request a pavement assessment report be completed for Creditview Road in support of SPA 2024-0092 and to have the developer implement any recommendations of this report to support the development		action is required at this time. c. Fieldgate will not be undertaking the ultimate urbanization of Creditview Road and Mayfield Road however, have taken the responsibility to implement interim improvements of Creditview Road and Mayfield Road along the development frontage to accommodate the proposed development. Engineering drawings for these interim works have been submitted by TYLin under a separate application on August 18, 2025. d. Noted. It is acknowledged and agreed that truck restrictions will need to be lifted from Mayfield Road at the appropriate time in the future.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				Furthermore, a Falling Weight Deflectometer Investigation has been prepared by Gemtec to address truck restrictions on Creditview Road. No further action is required at this time. Please note that the proposed upgrades along Creditview Road along frontage of the proposed development will allow truck movements north from Mayfield Road to access the site.
4	Comments on Future North South Municipal Collector Road (Street G):	a. A section of the 22m North-South municipal collector road located approximately 320m west of Creditview Road is proposed to be constructed as part of the SPA 2024-0092 works. The road will be extension of Robert Parkinson Drive in Brampton (may have alternative naming north of Mayfield Road in Caledon). Signalization of the intersection at Robert Parkinson/Future Street G and Mayfield is also proposed. Road network comments for the overall Alloa secondary plan area have been provided by various agencies through POPA 2024-0004. Town Engineering Services' comments on the 1st submission of POPA 2024-0004 have not been provided as of yet but are anticipated to be ready by February 2025. Note that Town Engineering Services do not anticipate any comments specifically on the alignment of the proposed north south collector road (Street G). Any	TYLIN	a. Noted. The Alloa Secondary Plan, as recently approved by Council, identifies a compatible road network. In our opinion, no further action is required. b. As demonstrated on the accompanying Plans, the future collector road is identified as Street G. Once an approved street name is

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		issues with road network at the secondary plan level need to be addressed prior to SPA approvals. b. SPA plans label the north-south collector road as Street A. Secondary planning documents label road as Street G. Preference to keep naming convention for the road the same in for both SPA and OPA (i.e. Street G). c. Future submissions of SPA 2024-0092 are to include the applicable requirements for the detailed design of the municipal road in accordance with Town Development Standards (i.e. civil drawings, utilities drawings, streetlighting drawings, PMK and signage drawings, landscape drawings, FSR/SWM Report, etc.). d. Clarification is requested regarding the proposed process for ROW conveyance within the limits of the current development. Understand that conveyance of the ROW within the SPA 2024-0092 development is currently contemplated to be completed through a severance application, and construction and conveyance of the residential subdivision to the north will be through a separate Draft Plan of Subdivision. e. Servicing and Stormwater Management for Street G have not been addressed in current FSR (KWA Site Development, October 2024). A revised FSR or separate FSR to address the road construction is to be provided with future SPA submissions.		received from Town Staff, this approved name will be indicated on all supporting Plans c. The design and approval of the municipal road (Street G) was submitted on August 18, 2025 to the Town/Region under a separate cover. That being said, all plans under this application (SPA 2024-0092 have been coordinated with the latest Street G design drawings i.e. civil, landscape, site plan and lighting. d. As Staff are aware, conveyance of land for the public collector road will be provided through the current severance applications. Furthermore, the consent application will also enable the residential subdivision lands to be severed from the commercial development area. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				e. TYLin has prepared a separate SWM memo along with the engineering submission for Street 'G' to address issues specific to Street 'G' and the widenings along Creditview Road and Mayfield Road. We believe an FSR is not required as the proposed design follows the recommendations of the Alloa Secondary Plan and KWA FSR encompassing the site.
5	Servicing	Region of Peel to address water and sanitary servicing for the subject development. The proposed water and sanitary service is as follows: a. The sanitary sewer connection within Street G to the existing 250mm sanitary sewer located in Robert Parkinson Drive ROW south of development. Sanitary Sewer was not originally designed to convey flows from development to the north. Region to address proposed connection and capacity analysis provided in FSR. b. Watermain connection within Street G to the existing 600mm watermain located on the south side of Mayfield Road ROW.	TYLIN	a. Noted. Fieldgate, Urbantech, and TYLin have had multiple discussions with the Region on the proposed connections to the sanitary sewer on Robert Parkinson Drive and the Region has accepted this connection. b. Please note that per discussions with the Region, the proposed watermain on Street G will connect to the 400mm-dia PVC watermain along Robert Parkinson Drive, north of the PRV. The 400mm-dia watermain on

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				Robert Parkinson Drive connects to the same 600mm-dia watermain on Mayfield Road, but it is at a much shallower depth and easier to connect to.
6	Servicing	The proposed storm outlets for the site are clean water pipe culverts to the south across the Mayfield Road ROW. Storm Outlets are under the jurisdiction of the Region of Peel and the City of Brampton. New culverts under Mayfield Road are to be constructed as part of the Mayfield Road widening works. Approvals from the Region and from Brampton in addition to the Town Engineering Services will be required for the proposed storm servicing and outlets. Proposed outlets for the site are listed below: a. Block C and ROW (West Area of Development) – 900mm HDPE culvert @ Robert Parkinson/Mayfield Road – culvert invert on north side of ROW is proposed to be lowered to accommodate drainage from the subject development. b. Block A and B (East Area of Development) – 750mm HDPE culvert @ Mayfield/Crestview Road.	TYLIN	The storm sewer crossing at Mayfield has been sized to accommodate the site plan development, the interim road widening for Mayfield and Creditview, as well as the ultimate road widening by RVA. Approval from the Region and City of Brampton will be obtained for this design.
7	Street G	Future submissions are to include all applicable drawings for the design of the north south municipal road (Street G).	TYLIN	The design and approval of the municipal road (Street G) was submitted on August 18, 2025 to the Town/Region under a separate cover.
8	Civil Drawings	Future submissions are to include notes sheet with standard Town SPA notes, ESC Notes, and any required Region of Peel notes.	KWA TYLIN	The requested Notes have been added to the applicable Plans

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
9	Civil Drawings	Future SPA submissions are to include civil details sheet(s) with all required civil details for the development of the site plan. Details are to include, but are not limited to, the following: a. Pipe Insulation Details b. Entrance Culvert Details (if required) c. Underground storage tank details or applicable references to the documentation in the FSR. d. Orifice Pipe/Plate Details e. Weir walls within drainage structures. f. OG Unit details or applicable references to the documentation in the FSR. g. Pavement details. h. Noise barrier details	TYLIN KWA	Noted - Refer to design drawings prepared by TYLin for details of the driveway entrances and associated culverts. Noted. The requested Detail Plans have been prepared and are provided in support of the application
10	Civil Drawings	As per Town Standards, the minimum slope for a storm sewer pipe is 0.40%; however, if conditions require a slope of less than 0.40% then self-cleaning velocities must be maintained. Please confirm that self-cleaning velocities are maintained in all the pipes that are less than 0.40% slope.	KWA	The storm sewer design has been updated to demonstrate self-cleaning velocities (at full flow) of 0.75m/s. Updated calculations can be found in the storm sewer design sheet in the updated FSSWMR.
11	Civil Drawings	Provide details for all the service crossings. Some crossing separation info is not included in the civil plans. Some crossings are proposed at less than 500mm vertical clearance. Clarify regarding any concerns with reduced vertical offset and revised servicing design as required.	KWA	Drawings have been updated to provide crossing information at all locations.
12	Civil Drawings	As per Town Standards Section 4.4.3, in situations where a minimum of 1.2m cover is not provided for, the pipe must be insulated. Insulation, if required, is to be from junction to junction. Confirm all pipe insulation locations have been identified in the civil plans.	KWA	Drawings have been updated to reflect insulation where required.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
13	Ditch	Add ditch linework and grades in Creditview Road and Mayfield Road Frontages or indicate that ditching is to be removed and by whom. Mayfield Road widening drawings indicate significant ditching along the ROW fronting the subject property.	TYLIN KWA	Ditch linework and grades have been provided in the design drawings prepared by TYLin for the Creditview Road and Mayfield Road frontages. The existing ditching will be removed as part of the interim road works along Mayfield and Creditview.
14	Civil Drawings	Clearly indicate the limits of road widening and urbanization works on Creditview Road north of Mayfield Road and responsibility for completion of works.	TYLIN KWA	Creditview Road north of Mayfield Road will not be urbanized as part of this development. However, road widening work is being provided to accommodate the development. Limits of road widening are shown on the drawings by TYLin.
15	Civil Drawings	Show all required driveway culverts for the site entrances. If no culverts are proposed, grading plan is to provide sufficient detail for how drainage at the entrances is addressed.	TYLIN	All required driveway culverts for the site entrances have been shown on the design drawings. Please refer to the engineering drawings prepared by TYLin for detailed information.
16	Retaining Wall	Retaining wall with height of 1.4 to 1.6m proposed on south property line along Mayfield Road frontage a. Provide TW and BW elevations for wall in grading plan b. Town Engineering Services will require retaining wall drawings and design sheets signed and stamped by the engineer for retaining walls in excess of 1.0m in height as part of the SPA submission. Future SPA submissions are to include the retaining wall docs.	KWA	Elevations for the proposed retaining wall are indicated on the revised Grading Plan. Furthermore, the required documents for the proposed retaining walls are provided.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
17	Erosion and Sedimentation Control Plan	The ESC plan prepared by Tylin addresses the entire SPA 2024-0092 site including the proposed municipal ROW (Street G). Town standard silt fencing is proposed. Location and details for the sediment basins provided. No further comments on ESC plans. All ESC measures will be required to be installed prior to the commencement of earthworks at the subject property.	TYLIN	Noted. No further action is required at this time
18	Functional Servicing Report and Proposed Storm Servicing	Refer to redlined FSR for additional comments	KWA	Noted. A revised Functional Servicing Report to address all comments has been prepared and is provided in support of the application.
19	Functional Servicing Report and Proposed Storm Servicing	FSR does not address the servicing or stormwater management requirements for Street G. A revised FSR or separate FSR for the road design is to be provided with future SPA applications. Servicing plan prepared by KWA shows a proposed 1800x1200 conc box culvert STM sewer complete with 140mm orifice plate in the ROW. Proposed servicing design including any proposed superpipe for SWM in the ROW is subject to review by Town Engineering Services.	TYLIN	The servicing and stormwater management design for Street G will be carried out by TYLin. Please refer to the SWM report prepared by TYLin that address stormwater management needs for Street 'G'. Please note that a separate FSR has not been prepared for Street 'G' as the proposed grading and sanitary sewer follow the recommendations of FSR from KWA and the Alloa Secondary Plan FSR by Urbantech.
20	Functional Servicing Report and Proposed Storm Servicing	Sewer design sheets will be required for the proposed storm sewers on Street G (North South Collector Road).	TYLIN	Sewer design sheets have been prepared and are provided in support of the submission packages.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
21	Functional Servicing Report and Proposed Storm Servicing	CLI ECA approvals for the municipal stormwater servicing in Street G will be required. ECA approvals can be granted under the Town CLI ECA. ECA forms will be required with future SPA submissions (or under any separate application to address the road construction). All fees associated with ECA approvals will be required. ECA approvals are to be issued prior to servicing.	TYLIN	TYLin will be submitting the second engineering submission during the week of August 11th. Please note that a separate ECA application for the storm sewers will be submitted as part of this process to address the municipal stormwater servicing in Street G.
22	Functional Servicing Report and Proposed Storm Servicing	FSR to address the Alloa Secondary Plan and Tertiary Plan Local Subwatershed Study and Functional Servicing Report and how the development fits in with the overall servicing strategy for the Alloa Secondary Plan Area.	TYLIN &KWA	TYLin is following the recommendations of the Alloa secondary plan and the FSR plan prepared by KWA for Street G. The Functional Servicing and Stormwater Management Report has been updated to summarize the recommendations outlined in the noted studies. It should be noted that TYLin's design follows these recommendations, and KWA's design at site level follows suit.
23	Functional Servicing Report and Proposed Storm Servicing	Quantity control for the development is proposed to control post-development 100-year peak flows to the pre-development 100-year peak flow at a runoff coefficient of 0.25, as prescribed in the drainage area plan for the respective receiving sewers (Plan C-1-9-1, Foundation Drain Collector Drainage Plan, Block 51-1 – Phase 2, prepared by Urbantech, dated Feb 2020). Underground storage and orifice plates on the pipe sewers within the development are proposed to control the post development drainage areas to their corresponding allowable pre-development release rates. Outlets are under the jurisdiction of the Region of Peel and the City of Brampton. Advisory comment.	KWA	Acknowledged

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
24	Functional Servicing Report and Proposed Storm Servicing	The design for the 900mm HDPE culvert north of Robert Parkinson Road and Mayfield Road as proposed in the Region of Peel Mayfield Road widening civil drawings is proposed to be lowered to accommodate drainage from the site. Region of Peel to provide address the proposed revisions required to the Mayfield widening project.	KWA	Noted. No further action is required at this time.
25	Functional Servicing Report and Proposed Storm Servicing	Clarify regarding external flows and any impacts to the storm design. Grades noted on the civil grading plan on the north limit of development indicate existing grade will be generally higher than the development with flows therefore entering the site. Contour lines do not appear to follow the provided spot elevations. Confirm external drainage has been considered for the SWM calculations and internal storm sewer design for the proposed development. No internal storm sewer design sheets are provided with current submission.	TYLIN	As per KWA review of the topographic survey, the contours and drainage of the area north of the development follows an easterly direction, ultimately towards Creditview Road. A swale will be proposed along the northern limit of the property to continue to maintain this drainage such that drainage is not intercepted by the development site. The development to the north will be required to provide its own respective stormwater controls to its outfall allowance at the time of its development.
26	Functional Servicing Report and Proposed Storm Servicing	Infiltration galleries are proposed at 0.5m above the seasonably high groundwater level as noted in the Grading and Servicing Plans. Seasonably high groundwater levels are indicated in the Hydrogeologic Report. Preference for infiltration galleries to be located at a minimum of 1.0m above seasonably high groundwater. FSR to be updated to clarify that 0.5m separation is proposed and to confirm no concerns with separation less than the 1.0m preferred minimum separation.	KWA	Noted. A revised Functional Servicing Report has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
27	Noise Study	The noise study prepared by Valcoustics dated October 3, 2024, identified the following mitigation measures to control stationary noise from the subject development: a. An enclosure for the loading dock area of Retail A. b. A 2.0 m high parapet sound barrier along portions of the south and east edges of Retail A (as shown on Figures 5A and 5B) c. Three sided acoustic screens are required for the rooftop HVAC units on Retail C1. d. Each of the acoustic screens has a height same or higher than the top of the RTU. e. A 1.4 m high parapet sound barrier along the eastern edge of Retail B5 (as shown on Figures 5A and 5B). f. A 2.0 m high sound barrier around the northeast corner of the Retail B5 drive-through (as shown in Figures 5A and 5B). g. A 2.0 m high sound barrier at the northeast corner of Retail C2.	Valcoustics	A revised Noise Impact Study has been prepared and is provided in support of the application
28	Noise Study	Architectural plans do not appear to show the above noted noise mitigation measures for the buildings. Details for the noise barriers have not been provided. Plans are to be updated to provide details of the noise mitigation requirements.	Turner Fleischer	The recommended noise mitigation measures have been incorporated into the Architectural and Landscape Plans
29	Noise Study	Clauses to be included in future site plan agreements and any other development agreements to address implementation of the required mitigation measures. Certification from the acoustic consultant will be required as a condition of securities release for the subject development.	Owner	Noted. No further action is required at this time
30	Geotechnical Report	Findings and recommendations of the Geotechnical report are to be updated to address requirements for the construction of Street G to Town of Caledon municipal standards. Pavement design for the roadway is to meet or exceed the Town standard pavement construction as noted in the Town Development Standards Manual and	Gemtec	Geotechnical Report has been updated to address the construction requirements for

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		Town Standard Drawings. Civil drawings are to be updated to indicate the required pavement structure for the municipal ROW. SPA civil drawings are to clarify pavement construction for drive aisles, parking areas, and the service installation requirements.		Street G. Civil Plans have been updated as well
31	Geotechnical Report	References for the City of Markham standards are to be revised in the report to address Town of Caledon / Region of Peel requirements.	Gemtec	A revised Geotechnical Report has been prepared and is provided. The revised Report addresses all Town of Caledon and Region of Peel requirements
32	Geotechnical Report	Clauses will be included in the future site plan agreement (and any separate agreement related to Street G) to implement the requirements of the geotechnical report.	Owner	Noted. No further action is required at this time
33	Hydrogeologic Investigation	The Hydrogeologic Investigation included groundwater monitoring for the ten boreholes that were advanced on the subject property. Groundwater monitoring was completed in April, May, and June 2024. May 21, 2024, groundwater monitoring at the site ranged from -0.2 mbgs to 2.37 mbgs. Groundwater contours were developed based on the May 21, 2024, monitoring values. SWM design including infiltration galleries utilize these groundwater measurements. Advisory Comment.	Gemtec	Noted. No further action is required
34	Hydrogeologic Investigation	The temporary construction dewatering assessment in the Hydrogeologic Report indicates that dewatering may exceed 50 m3/day, and therefore an EASR from the MECP should be anticipated to be required. Obtaining an EASR or PTTW from the MECP is the sole responsibility of the developer.	Owner	Noted. No further action is required
35	Hydrogeologic Investigation	Hydrogeologic Investigation did not include assessment of permanent dewatering for the proposed development. It is understood that the proposed commercial development will be slab on grade construction for the structures and surface parking. The report should be updated to indicate the scope of the proposed development and to confirm that there will not be any permanent dewatering requirements.	Gemtec	Refer to Section 6.1.1 of the Geotechnical Report that states that weeping tile around the perimeter of the buildings is not required. In addition, Section 5.2 of the Hydrogeological Investigation states that dewater "may" be required in a temporary

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				condition for the largest Building (Building A), if the entire building is excavated at the same time and it rains. Permanent dewatering is not required for slab-on grade buildings.
36	Hydrogeologic Investigation	Hydrogeologic Report includes water balance calculations. Report indicates that mitigation of reductions to infiltration will be addressed as part of detail design in the functional servicing report. Report indicates a separation distance of 1 m is required between the bottom of an infiltration BMP and the seasonally high groundwater levels. Note that the proposed separation is 0.5m as noted in the civil plans. Hydrogeologic Report and/or FSR should be updated to provide assessment and opinion on function of the proposed infiltration BMP considering the reduced groundwater separation proposed.	Gemtec; KWA	Hydrogeological Report has been updated accordingly.
38	Environmental Site Assessments	A Phase 1 ESA and Phase 2 ESA were prepared by GEMTEC for the subject property. In addition to the GEMTEC reports noted above, Phase 1 ESA and Phase 2 ESA for the subject property were previously completed by TerraProbe in 2022. The Phase 1 ESA prepared by GEMTEC identified a total of 7 Potentially Contaminating Activities (PCAs) and 6 Areas of Potential Environmental concern (APECs) at the subject property. The Phase 1 ESA indicates that a Phase 2 ESA would be required under O.Reg. 153/04 to characterize subsurface conditions at the site.	Owner	Noted. No further action is required at this time
39	Environmental Site Assessments	The Phase 2 ESA included soil and groundwater sampling and testing to investigate the APECs identified on the subject property. The report indicates the concentration of lead on soil sample HS24-10, and the concentration of PHC F2 in soil sample HS24-15 exceeded the Table 6 RPI SCI. Additional soil samples were collected within a 2m radius of HS24-10 and HW24-15 as part of the Phase 2 ESA. The average concentration of lead for the additional samples at HS24-10, and average of the concentration of PHC F2 at the additional samples at HS24-15 are lower than the Table 6 RPI SCS. All other soil samples met the applicable Table 6 RPI SCS. All groundwater	Gemtec	There is an existing Record of Site Condition for this property. No special construction practice or remediation is required.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		samples me the Table 6 RPI SCS. Clarify any construction practices or remedial measures required to address works in the vicinity of HS24-10 and HS24-15. A Record of Site condition for the subject property based on the findings of the above noted Phase 1 ESA and Phase 2 ESA were filed on November 5, 2024.		
40	Photometrics Plan	Electrical and photometrics plans provided address lighting for the internal site plan areas only (i.e. plans do not address lighting for Street G – municipal ROW.). Town Development Engineering has no concerns with the proposed internal site plan lighting design.	Owner	Noted. No further action is required
41	Photometrics plan	Future submissions for Street G are to include electrical and photometrics plans to address the municipal street lighting for Street G. Street lighting is to be in conformance with the Town of Caledon Outdoor Streetlighting Manual.	Tylin	Street G design drawings have been submitted under a separate cover on August 18th 2025. Submission details included electrical and photometric plans to address municipal street lighting.
42	Engineering Cost Estimate	Town Engineering Services will require separate cost estimates for internal work, external works in the Creditview and Mayfield Road ROW, and for the Street G works.	KWA & TYLIN	Noted. The requested Cost Estimates have been prepared and are provided in support of this application. Cost estimate for Street G works has been submitted under separate cover by TYLin.
43	Engineering Cost Estimate	Town policy is to require engineering securities at site plan for 50% of the site works cost estimate to a maximum of $1,000,000.00. Securities for external works or municipal works are to be provided at 100% of the cost estimate with no upset limit. Final securities requirements will be provided upon review of revised SPA submissions and upon submission of documentation for Street G	Owner	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
TOWN OF CALEDON, PLANNING & DEVELOPMENT, HERITAGE Cassandra Jasinski, Heritage Planner cassandra.jasinski@caledon.ca, 905-584-2272 x 4232 February 4, 2025				
	Heritage Impact Assessment	Heritage staff provide the following comments on the above noted Heritage Impact Assessment (HIA) and require a revised HIA as part of the second submission: • Ensure references to Envision in the text also reference Andre Scheinman, as is done in the References section. • Note that Heritage staff prepared a designation report for 1500 Mayfield Road, partially based on an existing HIA completed by ASI for the Region of Peel. These materials can be provided to the proponent's heritage consultant upon request. • Section 3: Update Policy and Legislation Context based on new policy, especially the new Provincial Policy Statement (2024). • Section 5.1, pg. 32: "Soils in the area are mainly clay and clay loam," • Section 5.3, pg. 34: c. date of the house should be 1942, not 1943, as the existing house is first noted in the 1942 topographic map, as per pg. 28. • Photo 11, pg. 40: the exposed fieldstone foundation may have been the stone base of a bay window, based on its sharp angles. • Section 6, Table 2, pg. 48, criterion 1: "Since its initial construction, the residence has undergone extensive interior and exterior alterations." • Section 7, pg. 52: "Overall, the Owners plan on redeveloping the Property" • Update Section 7 and Figures 8 and 9 with most recent site plan information and concepts. • Section 8, Table 4, pg. 59: Heritage staff disagree that there are no indirect impacts to 1500 Mayfield. Without adequate design consideration for the proposed buildings at the corner of Mayfield and Creditview Road, the Home United Church will be isolated from the design of the rest of the community.	LHC	A revised Heritage Impact Assessment has been updated to reflect recommended updates.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		The area needs to be considered holistically and references drawn from the new development's surroundings, including this important landmark building. See Heritage staff's comments below identifying proposed mitigation measures		
	Architectural Drawings B4 and B5	• The cladding materials of retail buildings B4 and B5 should complement the Home United Church at 1500 Mayfield Road, especially the east elevations of these buildings. • Please provide material samples and revise notes for these two buildings to read 'final colours to be determined in consultation with Heritage staff and Urban Design staff'. • The sign at the corner of Mayfield and Creditview Road should be illuminated from the ground and not internally lit, to help reduce impact on 1500 Mayfield Road. See Urban Design comment 27 for additional requirements.	Turner Fleischer	The exterior treatment of the proposed structures has been refined. Refer to the accompanying Architectural Plans and Urban Design Brief for further detail
	Retaining Wall - Creditview	• Heritage staff agree with Urban Design comment 17 that the retaining wall along Creditview Road should be softened with landscaping, in order to mitigate impacts of the development and its design on the Home United Church across the road.	Turner Fleischer; MBTW	As further demonstrated on the accompanying Plans, a softened treatment along the Creditview Road retaining wall is contemplated. No further action is required
	Urban Design and Cultural Heritage Brief	• Revise this document to include guidance that colour and design of the buildings fronting Creditview Road near the Mayfield Road intersection should complement the Home United Church at 1500 Mayfield Road.	Turner Fleischer	A revised Urban Design Brief has been prepared and is provided in support of the application
	Archaeological Assessment	• The proponent submitted the following archaeological assessment and associated Ministry of Citizenship Compliance Letter: o "Stage 1 to 3 Archaeological Assessment 12100 Creditview Road, Part of Lot 18, Concession 4, WCR, Town of Caledon, Geographic Township of Chinguacousy, Regional Municipality of Peel", prepared by Archaeological Consultants Canada, dated May 15, 2023. • No further archaeological assessment is required for the subject lands.	ACC; Owner	The requested clause will be incorporated into the future Site Plan Agreement. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• The following will be included as part of the agreement related to the proposed development: o The Owner shall avoid and/or mitigate, to the satisfaction of the Ministry of Citizenship and Multiculturalism (MCM) and the Town, any archaeological resources that are identified through new information or documentation which may be received following the acceptance of archaeological assessment(s) by the MCM and clearance of archaeological concerns for the Owners Lands by the Town. o The Owner shall immediately stop all work on the Owners Lands and notify the Town's Heritage staff, Commissioner of Planning & Development, and the MCM in the event that deeply buried archaeological resources are found during the course of any grading or related works on the Owners Lands. Any and all work related to the discovery of deeply buried archaeological resources shall be carried out by the Owner, at their expense, to the satisfaction of the MCM and the Town's Heritage staff.		
TORONTO AND REGION CONSERVATION AUTHORITY ('TRCA') Nick Cascone, Planner nick.cascone@trca.ca, 437.880.1943 January 24, 2025				
65	Regulation Area	Please note that the northern portion of the subject lands are located within TRCA's jurisdiction and regulated area. However, the proposed development, which is located on the southern portion of the subject lands, is outside of TRCA's regulated area and within CVC's jurisdiction. As such, we defer Stormwater Management review to the CVC and Town of Caledon.	GSAI	Noted. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
CREDIT VALLEY CONSERVATION ('CVC') Dorothy DiBerto, Planner Dorothy.DiBerto@cvc.ca, 905.670.1615 x232 January 24, 2025				
66		CVC staff have reviewed this application and note that for the lands located within CVC's jurisdiction, the site is regulated by CVC, as such we defer review of SWM to the Town. Note that our PARC comments reflected the same.	GSAI	Noted. No further action is required
ENBRIDGE GAS Anonymous January 24, 2025				
67		Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.	GSAI	Noted. No further action is required
68		Please always call before you dig, see web link for additional details: https://www.enbridgegas.com/safety/digging-safety-for-contractors	GSAI	Noted. No further action is required
69		This response does not constitute a pipe locate, clearance for construction or availability of gas.	GSAI	Noted. No further action is required
70		The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.	Owner	Noted. No further action is required at this time
71		If the gas main(s) needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.	Owner	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
72		In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.	Owner	Noted. No further action is required at this time
BELL Anonymous January 24, 2025				
73	Conditions of Approval	**Bell Canada Condition(s) of Approval** a. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. b. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.	Owner	Noted. No further action is required at this time
74	Servicing	Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.	Owner	Contact will be made with Bell at the appropriate time in the future to confirm the availability of services. No further action is required at this time
75	Entrance / Service Ducts	It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.	Owner	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
76	Service	If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Owner	Noted. No further action is required at this time
TOWN OF CALEDON, PLANNING & DEVELOPMENT, ZONING David Shortt, Zoning Examiner david.shortt@caledon.ca, 905.584.2272 x 4415 January 27, 2025				
1	Zoning	Zoning notes that Holding Provisions H39A and H39B are in effect on the property.	GSAI	Noted. No further action is required at this time
2	C Zone	Zoning notes that the parent General Commercial (C) Zone requires a minimum Parking Space setback of 4.5 metres from a lot line abutting a Residential Zone or a lot containing a Residential use, and the C-687-H39A-H39B Zone requires a minimum Planting Strip width of 3.0 metres along a street line or a lot line adjacent to another zone. Currently, the Parking Space setback for the parking area surrounding Building "A" is 2.14 metres, and the Planting Strip width along the same parking area is 2.14 metres. a. At this time, Zoning staff have no concerns. However, if the parcel is to be severed in the future and the current zone boundaries are to become lot lines, the above mentioned provisions will not comply with Town of Caledon Zoning By-law 2006-50, as they will abut a property that is Residentially-zoned (RMD-686-H39A-H39B).	GSAI	Noted. No further action is required at this time
3	Lighting Fixture Setback	Zoning requests the applicant please provide the setbacks from the proposed lighting fixtures to the nearest property lines. Please note that the C-687-H39A-H39B Zone requires a minimum setback of 2.5 metres from any part of a light fixture to the nearest property line(s).	Turner Fleischer	Noted. Lighting fixtures have been appropriately situated on the lot. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
4	Delivery Space	Zoning notes that the Site Plan does not appear to include any Delivery Space calculations. Applicant to review Section 5.4 of Town of Caledon Zoning By-law 2006-50 and demonstrate compliance. Please note that a Retail use will require a minimum of 1 Delivery Space per building per lot.	Turner Fleischer	As demonstrated on the accompanying Site Plan, a shared delivery space is provided for each lot. No further action is required
5	Entrance Width	Zoning notes that two (2) of the entrances along Mayfield road are two-way entrances at 7.62 metres in width. Section 4.3.6 of Town of Caledon Zoning By-law 2006-50 requires a minimum entrance width of 9.0 metres for a two-way entrance in a Commercial Zone. Relief from the By-law is required.	Turner Fleischer; LEA	As collaboratively discussed with Town Staff, the revised Site Plan contemplates appropriately located and designed entrances across the Site. Furthermore, each proposed entrance has a minimum width of 9.0 metres.
6	Net Floor Area	Zoning requests the applicant please provide the total Net Floor Area of all buildings on site, in order to determine parking compliance. Please note that the C-687-H39A-H39B Zone requires 1 parking space for each 23m2 of net floor area, or portion thereof. a. Floor Area, Net means the aggregate of the floor area of a building above or below established grade, but excluding car parking areas within the building, stairways, elevator shafts, service/mechanical rooms and penthouses, washrooms, garbage/recycling rooms, staff locker and lunch rooms, loading areas, any space with a floor to ceiling height of less than 1.8 metres and any part of a basement that is unfinished, is used solely for storage purposes and is not accessible to the public.	Turner Fleischer	The accompanying Site Plan includes the total net floor area for all buildings. No further action is required
7	Queuing Lane	Zoning notes that the proposed Queuing Lane Spaces for the Drive Through Service Facility are 2.75 metres in width x 6.0 metres in length, whereas the By-law requires a minimum Queuing Lane Space size of 3.0 metres in width x 6.0 metres in length. Please revise or relief from the By-law is required.	Turner Fleischer; LEA	As further demonstrated on the accompanying Site Plan, the minimum queuing lane space dimensions are satisfied. No

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				further action nor zoning relief is required
	Permitted Use	<table><tr><th>C-687-H39A-H39B</th><th>Requirements</th><th>Applicant's Proposal</th></tr><tr><td>**Permitted *Uses***</td><td>*Animal Hospital* *Automotive Store* *Bakery* *Building, Mixed Use* *Business Office* *Clinic* *Convenience Store* *Day Nursery* *Department Store* *Drive-Through Service Facility* *Dry Cleaning or Laundry Outlet* *Financial Institution* *Fitness Centre* *Furniture Showroom* *Grocery Store* *Home Improvement Centre* *Merchandise Service Shop* *Motor Vehicle Gas Bar* *Motor Vehicle Service Centre* *Motor Vehicle Washing Establishment* *Outdoor Patio* *Outdoor Seasonal Garden Centre*</td><td>Retail Store Motor Vehicle Gas Bar Drive Through Service Facility ***Complies***</td></tr></table>	GSAI	Noted. No further action is required at this time
	Zone Standards	Refer to the accompanying zoning review chart	Turner Fleischer; GSAI	The zoning review chart has been reviewed. No further action is required
REGION OF PEEL, PLANNING & DEVELOPMENT Patrick Amaral, Principal Planner patrick.amaral@peelregion.ca, 905-791-7800 ext. 4093 February 10, 2025				
	General Comments	• In accordance with Bill 185, beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to water and wastewater servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end, the Region will continue to have an interest in community	All	Noted. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		building to ensure the efficient, financially sustainable, and effective delivery of infrastructure and services. • The subject application has been submitted in advance of an approved Secondary Plan (OZ-24-004C) and an approved Tertiary Plan (OZ-25001C). It's important that the materials for this site plan remain consistent with those submitted for the higher-order planning applications. Any updates or changes to the higher order applications must be properly reflected in the site plan materials.		
	Site Plan Application	• It is Regional staff's understanding that the lands subject to the site plan application make up a portion of the overall 12100 Creditview Rd property, and that the balance of the site will be subject to future development applications.	Owner; GSAI	Regional Staff's understanding is correct. No further action is required at this time
	General Comments	• As detailed in our comments below, with respect to the extension of infrastructure to support the subject development, staff provide comment and require clarification on the following:	KWA	Noted. No further action is required
	Draft FSR & SWM	• Please ensure proposed streets are consistently referenced. The draft Functional Servicing Report and Stormwater Management Report refers to the northward extension of Robert Parkinson Drive as "Street A" whereas the accompanying architectural drawings refer to said street as "Street G."	KWA	Correct streets are referenced on the accompanying submission materials. No further action is required at this time
	General Comments	• Please confirm the extent of "Street A/G" to be constructed at this time. It would appear that a cul-de-sac has been proposed at the northly roadway limit of "Street A/G". • Please clarify who and how "Street A/G" and infrastructure will be designed and constructed. The FSR references services in Street A "by TYLIN and not part of this application" and "designed by others." If there is a separate application, please provide details and supporting technical studies. • Please clarify which planning tools will be used to establish "Street A/G" and infrastructure (eg. consent, easements,etc.)	GSAI/TYLIN	• The extent of Street G to be constructed is indicated on the accompanying Plans as part of this SPA submission. A temporary cul-de-sac is proposed at the northerly limit of Street G as shown on the current plans. • Street G design plans have been prepared by TyLin

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				and submitted to the Town/Region under separate cover. Construction of Street G will be completed by others. • As stated above, lands required to construct Street G will be provided via the Committee approved consent application. No further action is required
	General Comments	• To ensure consistency and coordination between applications within the Alloa Secondary Plan area, the Region with its consultants are available to meet with the applicant and their consultants to discuss any technical matters.	Owner; GSAI	Noted. No further action is required
	General Comments	• Updated PINS may be required at the request of the Region.	Owner	Noted. No further action is required
	Servicing Connections	Staff have review the FSR portion of the Functional Servicing and Stormwater Management Report, prepared by KWA Site Development Consulting Inc., dated October 2024, and provide the following comments: • The flows proposed through the subject FSR are consistent with the Alloa Phase 1 Tertiary Plan FSR, prepared by Urbantech, dated September 2024. • The FSR states that the watermain & sanitary sewer that will be constructed in Street A/G will be done "by others." As this infrastructure is required to service the proposed development, the engineering submission for the proposed extension will be required.	KWA TYLIN	Noted. A revised Functional Servicing Report has been prepared and is provided in support of the application. See notes above regarding the engineering submission of Street G.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• Servicing will require move information on the engineering works in order to provide more fulsome comments/conditions. • Revisions are required to provide additional information regarding the construction of the proposed Street A/G and related infrastructure.		
	Stormwater Management	• The submitted drainage plan is consistent with what is proposed in the Alloa Secondary Plan. • Due to the road widening on Mayfield Road the design for the outlet connection to the culvert crossing at Mayfield and Creditview will need to be coordinated with the capital projects team. Further review and coordination will be required. • Please include all external catchment areas in the drainage plan with runoff coefficients and flow directions for minor and major flows. If flows from external areas are contributing to this site's outlets, please update flow and storage calculations to include them. • With respect to DWG No. F2.2 – Post Development Drainage Plan, the ROW (Street A) between Block C and Block A & B was not included and is to be completed by consultant TYLin. Please include the stormwater design for this road from TYLin and confirm that the overland flow for the 100-yr storm from this road will not impact Mayfield Road. The typical allowable flow spreads are detailed in Section 5.7.1 – Major System - Allowable Flow Spread on Regional Roads in the Region's Stormwater Design Criteria (available at: https://peelregion.ca/sites/default/files/2024-08/stormwater-design-criteria-201906.pdf).	TYLIN KWA	Noted. A revised Drainage Plan has been prepared and is provided in support of the application. Coordination with the Capital Projects team will be done as needed. All external catchment areas have been included in the drainage plan prepared by TYLin as part of their engineering submission, with runoff coefficients and flow directions for both minor and major flows clearly shown. TYLin has prepared a stormwater management report that addresses the stormwater design for the ROW (Street G) between Block C and Blocks A & B which has been submitted under separate cover.
	Traffic comments	• All property requirements and intersection works will need to be completed to the Region's satisfaction.	LEA	Noted. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• Please review the Public Works Design, Specifications & Procedures Manuals, and the Region of Peel's Standard Drawings which can be found at the following links. • Digital copies can be provided upon request. • Linear Infrastructure – Site Plan Process: Public Works Design, Specifications& Procedures Manual - Linear Infrastructure - Site Plan Process – Revised November 2009 (peelregion.ca) • Public Works Design, Specifications and Procedures Manual: Design, standards specification and procedures - Region of Peel (peelregion.ca) • Public Works Design, Specifications and Procedures Manual – Linear Infrastructure: Public Works - Design, Specifications & Procedures Manual - Linear Infrastructure - CAD Submission Requirements - Capital Works – June 2015 (peelregion.ca) • Public Works CAD Submission Requirements – Development: Microsoft Word - Development Submission Requirements Manual - Nov2017.docx (brampton.ca) • Standard Drawings - Roads & Traffic: Roads and traffic – standards drawings - Region of Peel (peelregion.ca)		
	Access/Study Requirements	• A satisfactory Traffic Impact Study (TIS) will be required • Staff note that the terms of reference was not submitted for review and approval prior to study commencement • Staff have reviewed the Transportation Impact Study, prepared by LEA Consulting Ltd., dated October 2024, and offer the following comments: • The Region acknowledges that three accesses are being proposed off Mayfield Road. The Region is not in support of all three of these accesses, as they do not meet Region of Peel spacing requirements as noted below. In theory, the Region will support two accesses to the site. • All accesses onto regional roads shall be in accordance with the Regional Standard based on the Controlled Access By-Law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road	LEA	A revised Traffic Impact Study has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Road is classified as an Industrial Connector which calls for 450m spacing from full moves to full moves access; 100m spacing from full moves to right-in/right-out access; and 100m spacing from right-in/right out to right-in/right out access. • Site access 1 will not be supported, as the Region does not support side by side accesses. • In theory, the Region will support the full moves access across from Robert Parkinson Drive being the fourth leg of the intersection (Street A/G). The Developer is to ensure correct alignment with Robert Parkinson Drive. Auxiliary turn lanes will be required. The TIS should be updated to speak to dual left turn lanes (west bound lane) at the intersection, as well as the level of service with and without dual lefts. Future analysis and synchronization with dual lefts for our review should be submitted. • In theory, the Region will support a restricted right-in/right-out access, noted as south access 3 in the TIS. This access is to be spaced a minimum 100m from both 'Street A/G' and Creditview Road. This access is to be physically restricted by a centre median. The centre median shall extend 45 metres on either side of the access. The restriction of this access will be in consultation with the Capital Project PM. • Both accesses will be required to be equipped with auxiliary turn lanes for all approved turning movements. • A functional design shall be submitted in the next submission for the site accesses, with required auxiliary turn lanes including all geometrics, TAC storage, and taper lengths. • The TIS should include a west bound right turn lane at Robert Parkinson Road. This shall be included in the synchro analysis. • The synchro analysis should follow the Region of Peel synchro guidelines. • Peak hour factor to be 1.0 not 0.97, 100% of traffic needs to be accounted for.		

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• Trip distribution needs to be adjusted to account for site access 1 not being • supported. • Trip distribution assignment needs to be reevaluated for behavior patterns. The number of vehicles turning onto Creditview from Mayfield Road to then turn into the site access is not feasible. Drivers will not make two left turns when unnecessary. They will not by-pass signals to make two left turns either. • Please confirm that Regional EA was reviewed in conjunction with the TIS and traffic counts. There should be a summary or wording in the TIS that speaks to this. • Signalized intersections within the Region are not 'stand-alone' intersections, and are a part of a larger network. Traffic signal timing modifications are not acceptable unless the entire network is modified. For this reason, the Region does not support any analysis where traffic signal timing is modified. The analysis should use the existing traffic signal timings, without modifications. And the analysis should determine what road network improvements are necessary based on existing traffic signal timings. Traffic signal modification is not a means to mitigate service levels/ delays at one intersection as it impacts the entire network.		
	Site Plan	• All comments provided should be reflected on the site plan, including; o Centerline of roadways with property dimensions reflected. o Additional Pedestrian infrastructure may be required along the frontage of the site, to facilitate the development and surrounding secondary plan, including future transit stops etc. o Spacing of access locations to be shown on the site plan, along with auxiliary turn lanes and centre medians.	LEA/Turner Fleischer	A revised Site Plan has been prepared and is provided in support of the application
	Policy Requirements	• Peel's Long Range Transportation Plan (2019) indicates a 6 – lane road for Mayfield Road within the proposed Alloa Secondary development limit.	LEA/Turner Fleischer	Noted. The proposed alignment and configuration of Mayfield Road is reflected in the

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				accompanying Plans. No further action is required
	Draft Plan	• The Region requires a draft plan satisfactory to the Region of Peel that reflects the following property requirements: o As the entire frontage of this site is within 245m of an intersection, midblock requirements do not apply. Gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 14 (Mayfield Road) as follows: ▪ Mayfield Road has a right-of-way of 55.5 metres, 27.75 metres from the centreline of the road allowance, within 245 metres of an intersection. ▪ Mayfield Road has a right-of-way of 59 metres, 29.5 metres from the centreline of the road allowance, within 245 metres of the intersection for dual left turn lanes if warranted. o If warranted, additional property as per the Official Plan requirement will be required, to protect for the provision of but not limited to: utilities, sidewalks, o Gratuitous dedication of a 15x15 metre daylight triangle at the intersection of Mayfield Road & Creditview Road. o Gratuitous dedication of a 15 x 15 metre signals easement at the intersection of Mayfield Road & Street A/G. o Gratuitous dedication of a 0.3 metre reserve along the frontage of Regional Road 14 (Mayfield Road) behind the property line and daylight triangle, except at any approved access point. • The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way.	Surveyor	A draft Reference Plan, identifying the dedication lands, has been prepared and is provided in support of the application. This Plan will be registered to satisfy conditions of the Severance application.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• The draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant		
	Landscaping	• Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits.	Turner Fleischer	Noted. The accompanying Plans do not contemplate encroachments into the Region's easements or Right-of-Way limits
	Encroachments	• Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.	Owner	No cranes will be required during construction.
	Photometric Drawings	• Should any light standards or signals, including, hydro poles, sidewalks or MUPs be constructed, relocated or removed along the Region of Peel's right-of way, photometric drawings will be required to be submitted for review and approval. This is to ensure that the proposed streetlight/signals construction, relocation and or removals comply with our current standards (RP-8-21). Please reach out to our Signals Team for review and approval. Please contact Rebecca Caughey - (Rebecca.caughey@peelregion.ca) Supervisors of Traffic Signals and Streetlighting	Electrical	Noted. Revised Photometric Plans have been prepared and are provided in support of the application
	Engineering Submission	• A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance with the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";	TYLIN	Noted. A detailed engineering submission for road and access works will be provided at the appropriate time in the future
	Cost Estimate	• The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way	Owner	Noted. The requested Cost Estimate has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
	Engineering Fee Payment	• Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 14 (Mayfield Road);	Owner	Noted. Securities will be provided at the appropriate time
	Engineering Comments	• A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum $1,724.41); • The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way: o Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law; o Completed Notice to Commence Work ; o Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with $5 million minimum from the Contractor; • Please note that any proposed construction within the Region of Peel's right of way is pending PUCC approval (minimum six-week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email and cannot exceed 0MB per email. • All costs associated with the design and construction of road and access works will be 100% paid by the Owner;	Owner	Noted. No further action is required at this time
	Capital Projects	• Please be advised that there are capital projects in the vicinity of this site. Please reach out to the project managers, with copy to the Regional Planner on file, to obtain additional information on the capital projects and detailed designs. • Capital Project #22-190: Alloa Reservoir and Pumping Station at 1278 Mayfield Road. The Project Managers are Darrin Dodds (darrin.dodds@peelregion.ca) and William Turner (william.turner@peelregion.ca).	Owner	Noted. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• This is an active capital project to construct feedermains from Mayfield to the Alloa Reservoir and Pumping Station which is currently at the early stages of design. • Additional land dedication requirements may apply once the design is finalized • Capital Project #15-4070: On-going Mayfield Rd from Chinguacousy Rd to Mississauga Rd. The Project Manager for this project is Shahid Quraishi (shahid.quraishi@peelregion.ca). o This is an active capital project to construct for the interim 5 lanes widening and improvement. The project is currently at 100% design and is scheduled to commence construction in 2026 following ongoing utility relocations in 2024 through 2025. • The latest Property Impact Plan, dated April 2019 has been included with this comment letter. • The latest Mayfield Road design (DGN and PDF) will be shared with the applicant directly • Detailed comments on this capital project are summarized below. • Please note that the ultimate 6-lane condition for this potion of Mayfield Rd will required a future capital project. Additional land dedication requirements may apply. • There is also an ongoing Mayfield Capital Project #17-4030 from Mississauga Rd to Winston Churchill scheduled for construction in 2026 • Applicant's site and grading plan shall demonstrate compliance with expected ultimate roadway improvement grades along ROW property line per the roadway ESR as reasonably amended in subsequent detailed design plans. • Any proposed grading within the Mayfield Rd ROW will require appropriate Regional Permit(s) and the advance time and space separation approval of any existing permit holders performing works in support of the capital roadway project.		

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
	Capital	The capital project group has reviewed the latest submission and offers the following comments:	KWA	Noted. No further action is required
	Drainage	Drainage: • Please provide final cross sections along Mayfield Rd to confirm grading and drainage contributing areas and final construction in relation to interim conditions • Development shows connections to future culvert crossings C12 and C13 which may not be constructed at the time when the development Proceeds. • SAN sewers seem too close to the crossing C12 and may need to be relocated. Please confirm the minimum vertical and horizontal utility clearances are met. • Functional Servicing and Stormwater Management Report mentions that the proposed upstream invert for crossing C12 (900mm DIA. HDPE culvert) is too high and they need subsequent discussions with the Region to accommodate connection form the subject site. • As per our current design the upstream invert of crossing C12 is 262.247 • As per our records, the existing 900mm STM along Robert Parkingson Drive has a SE INV of 260.740 • As shown on the redlined drawing 173653 the lowest allowable upstream elevation for crossing C12 is 261.164 to maintain the proposed capacity • The proposed crossing C12 is shown as 900mm DIA. HDPE pipe @ 1.0% slope on RVA plan and profile drawings • The proposed crossing C12 is shown as 900mm DIA. HDPE pipe @ 0.66% slope on Functional Servicing and Stormwater Management Report • Proposed MH upstream of crossing C12 needs to be upsized to 1500mm DIA. to accommodate the proposed 900mm HDPE pipe • Note that lowering of the crossing C12 would be in conflict with the gas main that was relocated to the north side of Mayfield Road (see attached).	TYLIN	• Cross Sections along Mayfield Road have been prepared and are provided in support of the engineering application by TyLin. • The storm connections on Street G and Creditview will be constructed as part of the development, under a separate application. Please refer to the engineering drawings prepared by TYLin. • For all other servicing design details, please refer to the engineering submission prepared by TYLin.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• The proposed crossing C13 is shown as 750mm DIA. HDPE pipe @ 1.4% slope on RVA plan and profile drawings • The proposed crossing C13 is shown as 750mm DIA. HDPE pipe @ 0.5% slope on Functional Servicing and Stormwater Management Report. • Crossing C13 upstream invert works with the proposed development outfall Elevations		
	Access	• The Design does not show a dedicated right turn lanes for the development accesses. As per Region's STD 5.1.6, dedicated right turn lanes need to be provided. • The access at station 5+370 on Mayfield Road does not meet the typical spacing requirement and distance to the lot line as per the TAC Figure No. 8.5.6. Please revise the access design accordingly. • Fire hydrants are in conflict with proposed development accesses. • Please provide plan and profile drawings of the accesses, showing how they will be connected to the Region's proposed road. • Coordination is required with the hydro entities within the corridor (Along Mayfield and along Creditview). Development access at Robert Parkinson will require adjustment of the proposed hydro pole(s) on Mayfield Road. Development accesses on Creditview Road are in conflict with the proposed hydro poles.	LEA	A revised Traffic Impact Study has been prepared and is provided in support of the application
	Grading	• The grading connecting to the proposed road of the access at station 15+892 on Creditview Road is higher than the requirement specified in TAC (Reference: Figure 8.9.4) • Please provide cross sections/ typical section along the frontage of Mayfield and Creditview Road showing interim, and final conditions after the Region constructed the road.	TYLIN	The access at station 15+892 on Creditview Road has been revised as per TAC reference figure 8.9.4. Refer to second Engineering submission by TyLin. Cross-sections along the frontage of Mayfield and Creditview Road showing interim condition has been provided as

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
				part of Engineering submission prepared by TYLin on April 20th, second submission will be made in the week of August 11th. Please note that RVA is preparing the design drawings for the ultimate condition and they will provide the cross-section reflecting the ultimate conditions.
	Servicing	• The development design needs to show the storm sewer outlet for the existing condition as the development may precede the Mayfield Road improvement. • The Servicing Plan provided does not show the proposed gas service connections. Please provide the gas service connection locations if applicable. • Drawings for proposed Sanitary/ Watermain crossings on Mayfield Road at Robert Parkinson Drive should be provided for our review.	TYLIN	The design of storm sewer is prepared by TYLin as part of their engineering submission accounting for the interim Mayfield improvements. Proposed gas connection will not be provided in the servicing drawing. Please note it is part of the Composite Utility Plan and will be submitted along with the TYLin engineering package. Design drawings for the proposed sanitary/ watermain crossing on Mayfield was prepared by TYLin and submitted on April 20th as part of first engineering submission.

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
	Sidewalk Connections	• Through capital project 15-4070, pedestrian infrastructure and AT facilities are not proposed. However, the applicant is to confirm if any sidewalk connections from this development to the Mayfield Road/ Creditview Road will be provided by the developers through this application.	Turner Fleischer	As demonstrated on the accompanying Site Plan, pedestrian connections to the Mayfield Road and Creditview Road frontages are to be provided. No further action is required
	Traffic	• Future east bound left turn/ dual left turn at Mayfield Road and Robert Parkinson Drive are to be confirmed by traffic study. • Future east bound left turn/ dual left turn at Mayfield Road and Robert Parkinson Drive may result in the need for additional property. • Future Traffic signal at Mayfield Road and Robert Parkinson Drive is to be confirmed by traffic study.	LEA	A revised Traffic Impact Study has been prepared and is provided in support of the application
	ESA	• Staff have reviewed the Phase 1 Environmental Site Assessment, prepared by GEMTEC Consulting Engineers and Scientists Limited, dated May 16, 2024; and the Phase 2 Environmental Site Assessment prepared by GEMTEC Consulting Engineers and Scientists Limited, dated Aug 9, 2024, and have no concerns with the environmental condition of these development lands.	GEMTEC	Noted. No further action needed.
	Hydrogeological Report	Regional Staff have reviewed the Hydrogeological Investigation Report, prepared by GEMTEC Consulting Engineers and Scientists Limited, dated September 30, 2024, and provide the following comments: • With respect to MOE Water Well Record Review: o The report has not included information on door-to-door surveys. The applicant is to update the report to include proof of contact.	GEMTEC	Hydrogeological Investigation has been updated to include information about why door-to-door surveys are not required.
	EASR	• With respect to Base Line Monitoring: o For short term dewatering, an Environmental Activity and Sector Registry (EASR) is required.	GEMTEC	Noted. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		○ Discharge to the municipal sewer would require a permit to discharge from the local authority and discharge to watercourse would require a discharge plan to be submitted to the conservation authority.		
	Healthy Development Assessment	• Staff have reviewed the Healthy Development Assessment (HAD) against the Region's current ICI HDA, and offer the following comments: ○ Consider including on-site common outdoor amenity and social gathering spaces on site. These should include; appropriate green space or natural open space, adequate amount of seating, covered all-weather seating, mixed-used space and street furniture, weather protection and shade along pedestrian pathways and waste baskets. Exposure to natural environments can have a positive impact on the overall mental health and wellbeing of residents. Please include green infrastructure in non-traditional spaces. ○ Ensure pathways throughout the development are designed to be safe, direct and universally accessible from functional building entries to off-site pedestrian networks and priority destinations. ○ As indicated in the HDA, we look forward to reviewing the detailed plans for dedicated car shar parking spots. ○ For traffic calming throughout the site, consider dropped curbs (i.e. a curb upstand at least 25mm high), or tactile paving surfaces if the footway is even with the road.	GSAI	A revised Healthy Development Assessment has been prepared and is provided in support of the application
	Green Development Standards	• Staff have reviewed the Town's Green Development Standards and advise of the following: ○ 1.4 – The tool has reached a silver threshold on the Street Connectivity, and Efficient Parking metrics. The Streetscape Characteristics is not applicable for a small-scale development. Therefore, it satisfies this GDS requirement. There are a couple metrics which will require further clarification to confirm they will be met at the future detailed design (dedicated shared parking), but this will not bring the score lower than a silver threshold.	GSAI	Noted. No further revisions are necessary. Additionally, we highlight that given Bill 17 has received Royal Assent, further action to satisfy green development standards that would require technologies that exceed minimum Ontario

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		○ 1.6- As confirmed, the intent of this section is for residential uses, so it wouldn't apply to commercial use.		Building Code requirements is not required
	Waste Collection	• This site is not within the vicinity of a landfill.	Owner	Noted. No further action is required.
	Waste Collection	• As the proposal is to only development Commercial uses, waste collection will be required through a private waste hauler.	Owner	Noted. No further action is required.
	Service Connections	• The applicant shall verify the location of the existing service connections to the subject site and the contractor is shall locate all existing utilities in the field. Requests for underground locates can be made at https://www.ontarioonecall.ca/portal/ • The Region of Peel has recently released a web application used for locating water, wastewater, transportation and other regional asset across Mississauga, Brampton, and Caledon as well as viewing as-built drawings. It is called EPAL - External Peel Asset Locator and is now available for external contractors and consultants. If you do not have an existing account, provide us with your name, name of your agency/company and your email address and we will request access on your behalf. Once access has been requested, instructions will be provided in the welcome email. Please contact Iwona Frandsen at Iwona.frandsen@peelregion.ca , to request access. • If you require assistance in addition to the information found in EPAL, please contact Records at PWServiceRequests@peelregion.ca • A satisfactory Servicing submission and 1st Submission fee as per the latest fee bylaw is required prior to the Site Plan application being approved; • Municipal addresses, confirmed by the Local Municipality, are required prior to issuance of the Region of Peel's Site Servicing Connection approval. The approved addresses are entered into the Region's system and included on the receipt once the final payment has been made.	KWA	Noted. No further action is required at this time
	Site Plan Approval	• Site plan approval is required prior to Region of Peel site servicing connection approval.	KWA	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
	Fire Protection Approval	• Fire Protection approval from the local municipality is required prior to Region of Peel Site Servicing connection approval. It is the applicant's responsibility to provide the Region with the Building Division's final approved drawing.	Turner Fleischer	Noted. No further action is required at this time
	Servicing and Grading Plan	• All Servicing and Grading drawings shall reflect the Local Municipality's road widening requirements, If applicable.	KWA	Noted. The accompanying Civil Plans reflect the ultimate Right-of-Way limits for adjacent roads. No further action is required
	LEED	• Please indicate if the Developer will be pursuing LEED certification	Owner	Developer will not be pursuing LEED certification.
	Servicing Connection	• Please contact Servicing Connection at siteplanservicing@peelregion.ca for the process to submit an Electronic Fund Transfer for your servicing application fees.	KWA	Noted. A Servicing Connection application will be made at the appropriate time in the future
	Servicing	• All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at https://www.peelregion.ca/publicworks/design-standards/#procedures. • Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws https://www.peelregion.ca/council/bylaws/archive.asp • Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval. • Please refer to our Standard Drawings on-line to determine which standards are applicable to your project. The most current standard drawings are found on-line at https://www.peelregion.ca/public-works/design-standards/#drawings • For location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at PWServiceRequests@peelregion.ca	KWA	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found on-line at https://www.peelregion.ca/public-works/designstandards/pdf/site-plan-process2009.pdf • If you have questions regarding the Site Servicing Application Submission Requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email siteplanservicing@peelregion.ca • Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards • All Servicing and Grading drawings shall reflect the Region's and Local Municipality's road widening requirements. • The Site Servicing drawings have been received and they will be assigned for review. Detailed engineering comments will be sent directly to the consultant		
TOWN OF CALEDON, PUBLIC WORKS & TRANSPORTATION DEPARTMENT, TRANSPORTATION ENGINEERING Emma Howlett, Coordinator Transportation Department Emma.howlett@caledon.ca May 7, 2025				
	General Comments	• Town Transportation Engineering staff recommend awaiting approval of the Transportation Studies supporting the Secondary, and Tertiary before proceeding with the site plan application for the subject development. The Subject Development is within the Alloa Secondary Plan Area and part of the Phase 1 Tertiary plan area. The Alloa Secondary Plan and the Phase 1 Tertiary Plan are currently under review through POPA 2024-0004. No approvals under the secondary plan or OPA have been granted as of the date of this letter. If the applicant chooses to proceed, the following comments apply, however please note that	LEA	A revised Traffic Impact Study, addressing these comments, has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		comments may change pending the approval and findings of the transportation studies supporting the afore mentioned applications. • Creditview Road is currently a two-lane rural roadway with existing heavy vehicle restrictions. The proposed development is expected to increase passenger vehicle, heavy vehicle, and pedestrian traffic in advance of planned urbanization and road widening. This raises safety, technical, and maneuverability concerns for all road users, including pedestrians, cyclists, and motorists. • Ideally, necessary road improvements should be incorporated as part of the proposed development. In support of the development application, truck restrictions should be reviewed beyond the northern limit of the development lands. The updated transportation study should include this review. Uncertainty with proposed heavy vehicle delivery routes is created by the following: o The heavy vehicle percentage in the capacity analysis was assumed to be 0 for all movements, this should be revised based off of exiting data and the planned delivery routes. o Currently, the submitted AutoTURN analysis shows large vehicles turning both north and south on Creditview Road, despite existing heavy vehicle restrictions. o Accesses illustrated in the site plan to support all movements (even RIRO accesses support full moves). Accesses need to be designed to accommodate or prevent certain movements for specific vehicles as recommended by the applicable studies and roadway restrictions • Clarification is requested regarding the extent of road improvements proposed for Creditview Road as part of the Mayfield Road widening project—specifically whether these works will include upgrades to the pavement structure sufficient to support truck traffic and accommodate the removal of truck restrictions. As noted in the comments provided by		

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		Development Engineering Staff, Town reserves the right to request that a pavement assessment be completed for Creditview Road in support of Site Plan Application SPA 2024-0092. The developer may be required to implement the recommendations of this assessment to ensure the road infrastructure is adequate to support the proposed development. • Road network comments for the broader Alloa Secondary Plan area have been provided by various agencies through POPA 2024-0004. Any outstanding issues related to the road network at the Secondary Plan Level must be resolved prior to the approval of any subsequent development applications. • The proposed road, Street A/G, should be revised to follow the Town's Development Standards Manual (DSM), Multi Modal Transportation Plan (MMTMP), and Active Transportation Master Plan (ATMP). These documents include cycling facility provisions, and requirements for turn around facilities at dead-end roads. • There is an underestimation of the trip generation. Comments highlight that units were miscounted, and the trip generation rates could be unconservative compared to rates for the anticipated use (could be short 1000+ two-way trips overall). This may also impact the recommended traffic controls. • Town of Caledon staff differ to the Region of Peel with regard to roadways under their Jurisdiction.		
1.	Technical Comments – Site Plan	There needs to be consistent naming or labeling of new roads across all planning documents—including the Site Plan, Secondary Plan, and any future Draft Plans. For example, the road labeled "Street A" in the Site Plan is referred to as "Street G" in other documents.	Turner Fleisher Architects; KWA; MBTW	As demonstrated on the accompanying Plans, the road is labelled Street G until an approved street name is received. No further action is required

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
2.		The proposed lane layout of Street A/G is inconsistent with that of the Transportation Study supporting the Tertiary Plan and the TIS for the Site Plan Application. Please update to ensure consistency	LEA	The proposed layout of Street G has been updated to ensure consistency with the Council approved Tertiary Plan materials
3.		Additional control measures at the proposed RIRO access off of Creditview Road are required (i.e., median extension, or a pork chop island) to prevent vehicles from turning left. Recommendations to be included in the following submissions. A functional design shall be submitted in the next submission for the site access.	LEA	Noted. Control measures are outlined in the accompanying TIS
4.		Truck Access for Retail Buildings C1/C2 to be updated to meet Town Standards.	LEA	Noted. Proposed truck accesses have been designed in accordance with Town Standards
5.		Consideration should be given for the presence of a Transit stop within the proposed development along Street A/G. Note that additional comments may be provided by Brampton Transit. Town Transportation Staff will circulate Transit stop locations with Brampton Transit after they are proposed.	Turner Fleischer; LEA	As stated above, it is our opinion that a transit stop is not warranted. Should transit be supported in the future, a transit stop can be reconsidered
6.		Propose a protected pedestrian connection from Building A to/from Street A/G. Consider a pedestrian connection to Creditview Road.	Turner Fleischer; MBTW	The requested pedestrian connection is provided. Refer to the accompanying Site Plan for further detail
7.		D2 - Site furnishing Details: Please note staff preference is for the bike rack design to be in accordance with the recommendations within OTM Book 18 (ex. post & ring).	MBTW	Noted. Revised site furnishing details are provided
8.		Add a note that additional signage and pavement markings are to be installed as per the PMSP prepared by LEA Transportation Engineers.	Turner Fleischer	The requested note has been added
9.		Site access along Town Roads must meet TAC recommendations for clear throat lengths (Table 8.9.3 (2017 version)). Please update as required.	LEA	Noted. The revised TIS indicates updated references
10.	Technical Comments –	Compare the proposed queuing spaces to the Town's Zoning By-law requirements for Drive-Thru facilities	LEA	As stated above, a revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
	Transportation Impact Study			
11.		Cover Letter: The TIS must be stamped by a licensed Professional Transportation Engineer in Ontario (P.Eng.) in addition to being dated and signed.	LEA	The cover letter has been revised
12.		Existing Road network and Figure 2-1 – Existing Lane Configuration: The speed limit on Creditview Road is now 60 km /hr.	LEA	A revised TIS has been prepared and is provided in support of the application
13.		Future Background Conditions: a. The proposed horizon years originally established in the outdated 2021 TOR are insufficient considering the updated context, revise to follow Region of Peel TIS guidelines or industry best practices. b. Confirm background developments, and growth rates on Brampton Roads are accepted by the City of Brampton.	LEA	A revised TIS has been prepared and is provided in support of the application
14.		Background Developments: Additional background developments are required as significant development applications have been submitted since submitting the TOR in 2021. Developments to include are as follows: Mayfield West 2 Stage 3; and Alloa Secondary Plan Phase 1 and 2. a. Note: Caledon is developing rapidly, for future applications with the town please reference the Town's Current Development Application Page for updates. b. Mayfield West 2: For Stage 1: Add consideration for the fact some of Stage 1 is constructed. Secondly, the Mayfield West 2 2018 TIS accounts for the majority of trips generated by Mayfield West 2 Stages 1 and 2 (It is noted that some items (community center and transit hub are not included in the 2018 TIS.). This is seen by items listed in the 2018 TIS Trip Generation (i.e. the High School, high density residential, and Business Park are from Phase 1).	LEA	A revised TIS has been prepared and is provided in support of the application
15.		Corridor Growth Rates and Section 3.4 - Future Background Volumes: Right turning movements to/from Creditview Road were grown while left turning movements were not, this impacts the estimated through volumes for Creditview Road. The definition	LEA	A revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		of 'key turning movements' should be justified to the satisfaction of Town Staff or propose an alternative approach.		
16.		Section 4.2 – Trip Generation (and Table 1-1 – Site Statistics): While the report states there are 12 fueling positions, transportation staff count 24 fueling positions and 12 pumps on the site plan. While revising, confirm the latest Gross Floor Area (GFA) is referenced. Ensure the Institute of Transportation Engineers (ITE) Land Use Code (LUC) referenced is applicable and conservative. Revise as required based on the following: a. Retail A: The Trip Generation rates associated with Retail A should be calculated using rates more applicable to the proposed use. Discussions indicate Retailer A will be a Costco, thus have a major supermarket component. Publicly available Transportation Studies online indicate that trip generation characteristics for Costco are both unique and busier that the referenced Shopping Centre LUC. Ideally survey data of Costco's in Ontario would be referenced, at a minimum a review should be made of the most applicable ITE LUC to the anticipated use. b. Retail B5: This building has a proposed Drive-Thru, not typical for the referenced Shopping Centre LUC. c. Retail Building C 1/C2: Covered cart areas are proposed similar to a grocery store. Please confirm with if a tenant with a specific use is anticipated at this time. d. Remaining Buildings: Compare the uses stated in the 'Mayfield and Creditview GDS Amenity Map' and the proposed Zoning By-Law matrix; to the ITE LUC referenced. Where specific tenants are anticipated, ensure their use falls under the referenced LUC. e. Additional ITE Pass-By Trip Data is available as part of their 11th Edition ITE Trip Generation Manual (TGM) Appendices. This includes Saturday pass-by rates for gas stations and updated pass-by rates specific to the GFA of the Shopping Centre. Ideally the report would be updated referencing these rates.	LEA	A revised TIS has been prepared and is provided in support of the application
17.		Section 4.3 - Trip Distribution and Assignment: a. Justify why no gas station pass-by trips were assigned to Creditview Road or revise as required.	LEA	A revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		b. TTS data is filtered for market/shopping use; however, daycare, entertainment, and work trips are permitted uses within the proposed development. Justify or revise if materially impacts the conclusions of the report. c. No primary trips have been assigned to/from the north on town roads, review and revise to include consideration for: • Currently there are no grocery stores in Caledon west of Highway 10. • The impacts of Alloa Phase 1 & 2 and Mayfield West 2 Stages 1 to 3 on trip distribution. Note: Mayfield West 2 was not constructed at the time of the 2016 TTS data survey, currently phases 1- 2 are partially constructed. o Brampton TTS data was used, naturally the majority of trips were to/from Brampton. Firstly, location and comparability should be clearly communicated, consider using a figure. Secondly, ensure consideration is given for how the location in Caledon rather than Brampton will impact the destinations and origins of trips. • The impacts of a major destination retail such as Costco should be reviewed in detail.		
18.		Section 6 Intersection Capacity Analysis and Appendix F - H: a. Reconsider the recommendations for AWSC at Street G as the intersection is 120 m from Mayfield Road. If this is to be accepted, include the justification in the report for staff to review. • Consider alternative applicable pedestrian crossing measures that align with the ultimate anticipated traffic volumes. • After the construction of Alloa what are the anticipated operations (LOS, capacity, and queueing) of the proposed accesses along Street A/G? b. Table 6- 9: Confirm if queues and LOS is switched in the first few rows. c. Consistently report queues in meters, unsignalized intersections have been transcribed in vehicles.	LEA	A revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		d. Confirm if signals, TWLT, left turn, right turn, or slip lanes recommended to limit conflicts at the proposed assesses on Creditview Road or Street A/G. e. The heavy vehicle percent was input as 0 on all approaches at all intersections. Ensure the impacts of heavy vehicles were included in the report. f. Sim Traffic analysis of the queues is required to alleviate limitations of synchro queue modeling. Of further concern are cases where the reported queues are forecasted to exceed storage capacity. Propose mitigation measures or alterative designs as required. (Locations include backing up past proposed access's on Creditview Road)		
19.		Section 8 - Parking and Loading Review: a. Items in the Zoning Bylaw matrix not addressed: The lack of justification on the elimination of the limitation on the amount of parking spaces which can be taken up by temporary outdoor structures. b. Section 8.1 - Parking Review: • No use was specified in the Parking Justification Section. Parking was calculated based on the zoning by-law requirement for retail use 1 space per 20 m2 for a use for all buildings including the building with a drive through. However, the Zoning matrix states the current exception is for 1 space per 23 m2. Ensure that the current requirements are referenced (ideally documents would be consistent) and confirm that the drive-thru is permitted under the exception parking rate. • A surplus of parking is proposed to the east of Street A/G while a deficit is proposed to the west. Update the verbiage in the report to ensure that impacts of Street A/G as a future collector roadway are considered in justifying the parking deficit. • To entertain sharing parking across a roadway, pedestrian crossing treatments and intersection controls should be recommended considering ultimate roadway conditions. Note: This item is subject to multi-disciplinary review. Therefore, transportation staff recommend clearly communicating this proposal in all applicable materials (site plan etc..) and scheduling a discussion with relevant staff	LEA	A revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
20.		Section 8.2 - Loading Review: a. Loading space north of retail C4 infringes upon the pedestrian crossing. b. Confirm if the proposed use for any of the buildings is a supermarket (or permitted alternative with different requirements to that of retail). Revise delivery and loading space calculations as required accordingly. c. Buildings B3-B5 propose to share 1 delivery space rather than providing the required 3 spaces. The justification provided fails to consider that most buildings are further subdivided into units (increasing the number of parties for coordination) and the distances which the shared delivery spaces will be located from buildings. Review and revise as required to include. Note: This item is subject to multidisciplinary review. Therefore, transportation staff recommend clearly communicating this proposal in all applicable materials (site plan etc..) and scheduling a discussion with relevant staff.	LEA	A revised TIS has been prepared and is provided in support of the application
21.		Section 8.3 Bicycle Parking: a. See ATMP Section 5.4.6 for recommendations on bicycle parking rates for commercial uses. If feasible, increase the bicycle parking supply to meet AMTP recommendations and reference rates. b. Where feasible, relocate bicycle parking closer to anticipated points of entry. Specifically Retail A, C1 and C2	LEA	A revised TIS has been prepared and is provided in support of the application
22.		Section 10 - Functional Design and Access Review and Appendix J: a. Vehicles must be able to enter/exit the proposed development without infringing upon oncoming traffic. Propose alternative designs as required. b. Confirm if both right and left turns are feasible where fire routes intersect. c. Include consideration for the design speed above the posted speed limit. Note the posted speed limit on Creditview Road has been updated. d. Functional design review to include review of the access geometry specifically, throat lengths, widths, curb radii. Compare the proposed metrics to Town and industry standards, where required revise the designs to align	LEA	A revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
23.		Pavement Markings and Signage Plan: a. As per Accessibility for Ontario's with Disabilities Act Section 80.34 specifies that Type A (3.4 m) spaces should be accompanies with signage that indicates the parking space is 'van accessible'. Add tabs as required to achieve compliance. b. Submit the PMSP as a separate standalone pdf file for ease of use. c. Consider the applicability of a 'No Parking Fire Route' signs at the following locations: • On the norther side of the accesses along Creditview Road. • For traffic entering Retail A via Street G • Where spacing is to long (westbound traffic just south of the gas bar to Street A/G) d. Confirm if Retail C requires 'No Parking Loading Zone' signage. This location is inconsistent with the site plan & other area's e. Elaborate on the purpose of the no entry except trucks sign at the north-eastern corner of Street A/G, remove if the proposed sign is an error	LEA	A revised TIS has been prepared and is provided in support of the application
TOWN OF CALEDON, COMMUNITY SERVICES, FIRE & EMERGENCY SERVICES, FIRE Anthony Staniscia, Chief Fire Prevention Officer Anthony.staniscia@caledon.ca, 905.584.2272 x 4347 May 20, 2025				
1.	Fire Access Route	Fire Access Route shall meet Ontario Building Code 3.2.5.4, 3.2.5.5, 3.2.5.6, and 3.2.5.7	Turner Fleischer	A revised fire access route is provided. Refer to the accompanying Plans for further detail
2.	Fire Access Route Signs	Fire Access Route signs shall meet Caledon By-Law 2015-058	Turner Fleischer	Noted. Updated fire access route signs are to be provided

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
3.	Gas Pumps	Gas pumps will require review and approval from TSSA. Has an application been made to TSSA?	Owner	Noted. Approval from the TSSA will be obtained at the appropriate time
4.	Hydrant	Hydrant distances from FDC where building is sprinklered or to face of non-sprinklered buildings shall be 45m and 90m respectively	Turner Fleischer	Noted. The applicable hydrant distances are accommodated
5.	Fire Flows	Fire-flow of hydrants and hydrant standards shall meet Region of Peel requirements	KWA	Noted. No further action is required at this time
REGION OF PEEL, PLANNING & DEVELOPMENT SERVICES – TRANSPORTATION Patrick Amaral, Principal Planner patrick.amaral@peelregion.ca, 905.791.7800 x 4093 June 13, 2025				
	General Comments	• The Region understands that this is the interim design, an ultimate design will also be required to be submitted. • All turn lanes should meet min TAC standards for design speed, regardless of interim or ultimate design. • Posted speeds potentially change across this corridor and in front of this site, this should be considered for all accesses and auxiliary geometrics. • Right-in/right-out access should be physically restricted by a centre median. (this is for ultimate design) • Widening should be on both sides of Mayfield Road. (will review constraints) – and discuss with Capital Team. • Any left turn lanes should be straddled over the centreline of roadway. – same as above. • Westerly access to be determined in terms of configuration etc. • Intersection should incorporate all turn movements. No shared lanes.	LEA	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		• Consideration for pedestrian infrastructure needs to be reviewed at the early stages. • Urban cross section should be per Region of Peel Standard drawing 5-1-2. Paved shoulder and granular shoulder. Paved shoulder width should be reviewed with Capital team – should be same as Capital Project proposed – up to 2.0m paved shoulder may be required. • Existing lanes should be shown, including lane width etc		
	Transportation Assessment	• The Region will review and send comments under a separate cover	LEA	Noted. No further action is required at this time
	Removals	• The Region will not comment on the removal's drawings at this time	KWA	Noted. No further action is required at this time
	Mayfield at Creditview	• Turn lanes should meet min. TAC standards for design speed. This is not currently shown. • Pedestrian infrastructure should be considered, with ped crossings. • Alignment of the intersection is off – consult with Capital Team. • Splash pad required behind curb.	LEA	A revised design has been prepared. Refer to the accompanying Civil Plans and TIS for further detail
	Mayfield at Street A	• Turn lanes should meet min. TAC standards for design speed. This is not currently shown. • Pedestrian infrastructure should be considered, with ped crossings. • South side of intersection will be required to be brought up to AODA standard in terms of pedestrian infrastructure and crossings. • Splash pad required behind curb.	LEA	A revised design has been prepared. Refer to the accompanying Civil Plans and TIS for further detail
	Pavement Marking and Signage	• The Region will not comment on the pavement marking and signage drawings at this time.	LEA	Noted. No further action is required at this time
	Grading Comments	• Region will comment under next submission	KWA	Noted. No further action is required at this time

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
	Stormwater comments	• Major flows from the ROW of Street A flow to Mayfield Rd. Major flow onto Mayfield Row must not cause any flooding impact and must meet the Region's standard for flow spread. Please see section 5.7 in the Region's Public Works Stormwater Design Criteria and Procedural Manual, available online: https://peelregion.ca/sites/default/files/2024-08/clieca-swm-criteria.pdf and demonstrate this criteria is met.	KWA	Please refer to SWM Memo from TYLin presenting calculations for the existing Mayfield Road overland capacity and the un-controlled flows from Street 'G'. As illustrated in the SWM memo, the additional flows from Street 'G' will not cause any adverse flooding on Mayfield Road.
	Capital comments	• Capital comments have been sent under separate cover	All	Noted. The applicable comments have been reviewed and are responded to above. No further action is required
	Study comments	*Study Comments – to reiterate past asks – these were not considered in the new TIS update* • The Region is in receipt of a Traffic Impact Study (TIS) - the Region offers the following comments in addition to our Site Plan TIS comments. • The Region acknowledges that three accesses are being proposed off Mayfield Road, the Region is not in support of all three of these accesses, as they do not meet Region of Peel spacing requirements as noted below; the Region in theory will support two accesses to the site. • All accesses onto regional roads shall be in accordance with the Regional Standard based on the Controlled Access By-Law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Road is classified as an Industrial Connector which calls for 450m spacing from full moves to full	LEA	A revised TIS has been prepared and is provided in support of the application

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		moves access; 100m spacing from full moves to right-in/right-out access; and 100m spacing from right-in/right out to right-in/right-out access. • The Region in theory will support the full moves access across from Robert Parkinson Drive being the fourth leg of the intersection (Street G), the Developer is to ensure correct alignment with Robert Parkinson Drive, auxiliary turn lanes will be required, the TIS should be updated to speak to dual left turn lanes (WBL) at the intersection and the LOS with and without dual lefts. – future analysis, synchro with dual lefts for our review should be submitted. • The Region in theory will support a restricted right-in/right-out access, noted as south access 3 in the TIS, this access is to be spaced a minimum 100m from both 'Street G' and Creditview Road, this access is to be physically restricted by a centre median, the centre median shall extend 45 metres on either side of the access. The restriction of this access will be in consultation with the Capital Project PM. • Both accesses will be required to be equipped with auxiliary turn lanes for all approved turning movements. • A functional design shall be submitted in the next submission for the site accesses, with required auxiliary turn lanes including all geometrics, and TAC storage and taper lengths. • The TIS should include a west bound right turn lane at Robert Parkinson Road – this shall be included in the synchro analysis. • The synchro analysis should follow the Region of Peel synchro guidelines. • Peak hour factor to be 1.0 not 0.97, 100% of traffic needs to be accounted for. • Trip distribution needs to be adjusted to account for site access 1 not being supported. • Trip distribution assignment needs to be reevaluated for behaviour patterns – number of vehicles turning onto Creditview from Mayfield Road to then		

NO.	TOPIC	COMMENT	CONSULTANT	RESPONSE
		turn into site access is not feasible. People will not make two left turns when not necessary; people will not by-pass signals to make two left turns either. • Trip distribution assignment with percentages to be included for our review as well, not just numbers. Please show updated trip distribution with percentages as well. • Please confirm that Regional EA was reviewed in conjunction with the TIS and traffic counts – should be summary or wording in the TIS that speaks to this. • Signalized intersections within the Region are not 'stand-alone' intersections, and are a part of a larger network, traffic signal timing modifications are not acceptable unless the entire network is modified. For this reason, the Region does not support any analysis where traffic signal timing is modified. The analysis should use the existing traffic signal timings, without modifications. And the analysis should determine what road network improvements are necessary based on existing traffic signal timings. Traffic signal modification is not a means to mitigate service-levels/delays at one intersection as it impacts the entire network. • Signals warrant analysis is required for Street A intersection.		