TOWN OF CALEDON
PLANNING
RECEIVED

Aug 29, 2025

# WILDFIELD VILLAGES, CALEDON - Comment Response Matrix

## 12561 & 12735 Centreville Creek Road and 12706 & 12494 The Gore Road, Town of Caledon

**Last Updated: August 29, 2025**

| No. | Comment | Response/Notes | Consultant |
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| **Town of Caledon c/o MHBC - Lee Bull (lbull@mhbcplan.com) and Graham Richards (grichards@mhbcplan.com) - March 21, 2025** | | | |
| **Development Engineering - Drew Haines, Manager, Development Engineering (drew.haines@caledon.ca)** | | | |
| **General** | | | |
| 33 | The owner shall obtain a written permission from adjacent developments and non-participating landowners, as required, to the satisfaction of the Town, allowing temporary cul-de-sacs to be constructed on their lands. All roadways that are proposed to extend beyond the boundary of the subject site must terminate in a temporary cul-de-sac, located on a single lot or block if possible. These temporary cul-de-sacs will be maintained by the applicant to the satisfaction of the Town and Region until assumption. | Draft plan has been revised to show temporary cul-de-sacs | **Solmar** |
| 34 | The proposed clean water pipe (CWP) has been designed to accommodate an outlet for approximately 59 hectares of external pre-development drainage located north of the subject site. As this CWP will also serve as an outflow for the future MTO Pond, further investigation is required to determine how the CWP will function under ultimate conditions once the land to the north of the subject site is fully developed. | The current Highway 413 mapping no longer shows a pond in that location. The CWP figure (Figure 6) has been updated to illustrate the interim and ultimate drainage areas to the CWP. | **DSEL** |
| 35 | Further clarification is required to determine whether the proposed constructed wetland north of SWM Pond #3 can adequately compensate for the removal of the NHS identified in this area. | The wetland area proposed in the conceptual design is approximately 0.67 ha, which exceeds the 0.56 ha requirement for wetland area replication. The total areas are provided in the Wetland Relocation and Compensation Area Conceptual Design Brief in Section 3.1 Design Objectives. | **Geo Morphix** |
| 36 | Please provide cross-sectional drawings of the road ROWs where CWPs are proposed and confirm whether the Town and Region's horizontal clearance requirements for sewers can be satisfied. | Modified ROW cross-sections have been provided for all ROWs that propose the CWP (18m ROW in Figure 13, and 26m ROW in Figure 18) as well as a local sanitary sewer (18m ROW in Figure 14, 23.5m ROW in Figure 16, and 26m ROW in Figure 19). Typical spacing of 3m from storm to sanitary is provided in the modified cross-sections except for the 18m ROWs for CWP and local sanitary where 2.5m is provided due to space limitations. This spacing was approved for a similar configuration in an 18m ROW in the Argo Kennedy Limited & Newhouse FSR. | **DSEL** |
| 37 | Development Engineering acknowledges that the subject development will be constructed in two phases; however, additional servicing and grading details for the proposed phasing plan are required prior to draft approval. | For clarity, the Phase 1 limit has been added to all figures to illustrate the independence of Phase 1 (for example, continuous overland flow route within the phase, etc.). Additional detail has been added in Section 11. | **DSEL** |
| 38 | Please provide cross-sectional drawings of the hold out lot on Centerville Creek Road, south of SWM Pond #3 and confirm that retaining walls are not required in interim. | Cross section 1-1 in Drawing 9 outlines the grade transition from Street D to the non-participating property. No sloping is proposed within the non-participant to accommodate the grade tie-in, and no retaining wall will be required. | **DSEL** |

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| 39 | Please provide cross-sectional drawings of the holdout lot on Centerville Creek Road, south of SWM Pond #3, and confirm that retaining walls will not be required in the interim. | Please see the response above. | **DSEL** |
| 40 | As shown on Figure 10 of the FSR, a significant portion of the subject development, including SWM Pond #8 and part of SWM Pond #7, is located within the Highway 413 Focus Area. The Owner shall provide further clarification on the proposed development within this area, as portions of the subject development within the Highway 413 boundary may not be able to proceed at this time. | As seen in the latest Draft Plan, the portion of the Global Properties Inc. lands within the Highway 413 Focus Area have ben excluded from this submission. The Draft Plan area no longer includes SWM Pond 8 or various residential products in the focus area. These lands will proceed at a later date through their own Draft Plan application. | **DSEL/Solmar** |
| 41 | Additional development and staging details are required for the external drainage area (9.82 Ha.) located at the southwest corner of the subdivision as this area is proposed to drain toward the future SWM pond outside the subject development. | Per the FSR, southern and eastern portions of the site drain to offsite Ponds 1, 6, and 8. This drainage strategy is in line with the LSS. As detailed in the siltation plan (Drawing 11), a temporary sediment basin will be utilized for any works on site prior to the construction of the ultimate pond. Any lands directed to external SWM facilities will be on hold until the facilities are constructed or interim SWM measures are implemented. | **DSEL** |
| 42 | SWM Pond #8 is located behind residential lots and is accessible only via a servicing access block, which serves as a corridor for the storm sewer pipe, access road, and overland flow to the pond. Although the pond is adjacent to Street AV, there is no sewer/access road connection or overland flow route from Street AV. Development Engineering maintains that all municipal SWM ponds must have direct access from a municipal ROW and should not rely on servicing blocks. Furthermore, directing overland flow to a servicing block adjacent to a residential lot is prohibited due to the increased risk of flooding. Development Engineering's preference is to incorporate Lots 751 to 766 into SWM Pond #8 (Block 1592). | SWM Pond 8 is no longer proposed through this Draft Plan application. Per our discussion with Town staff on June 18, 2025, we understand the concern is to avoid maintenance vehicles having to access the pond between the houses and needing to confirm the overland conveyance of the block. For SWM Pond 7, a conveyance capacity calculation has been provided in Appendix E to demonstrate that the inlet block can convey the major system flow. Access to the pond is provided off of Street E and does not rely on access off of Street F between the houses | **DSEL** |
| 43 | There is a discrepancy between the Draft plan of Subdivision and preliminary engineering drawings. The location of Block 1594 (10m wide servicing block) shown on the draft plan of Subdivision does not match the engineering plans. | The Draft Plan and engineering drawings have been reviewed to ensure consistent servicing blocks are proposed throughout. | **DSEL/KLM** |
| 44 | According to the Transportation Impact Study by Paradigm Transportation Solutions Ltd., the development is expected to be constructed in two phases. However, the boundary line of Phase 1 shown in Figure 3.1 is incorrect as it includes a portion of the southwestern tributary area that drains externally to a future SWM pond located outside the subject development. Also it does not match the phasing plan shown on Figure 3. | Corrected in revised transportation study<br><br>The latest subdivision phasing is outlined in FSR Figure 3 and should be consistent between all consultants. | **Paradigm/DSEL** |
| 45 | The modified 18m and 22m ROW drawings provided by DSEL differ from the Town Standard and the cross-section drawings prepared by BA Group in Appendix F of the TIS. | All ROWs have been reviewed to ensure consistency with ROWs proposed through the TIS (BA Group, May 2025). All ROWs are detailed through Figures 11 - 19. | **DSEL** |
| 46 | Given the proximity between the pond inlet and outlet, Development Engineering is of the opinion that there is a risk of short circuiting in SWM Ponds #3 and #7 as there are multiple pond inlets. Short-circuiting can lead to inadequate treatment of stormwater, as water may bypass essential settling and filtration processes within the pond. This could result in higher levels of pollutants being discharged downstream, potentially impacting water quality and the surrounding environment. To mitigate this risk, pond inlets and forebays should be located as far as possible from the outlet to ensure that stormwater flows through the full treatment pathway within the pond. The owner should investigate how multiple inlets and forebays can be accommodated without compromising the CLI-ECA requirement. | The pond designs have been updated (Figures 7 & 8) and allow for a longer treatment path to avoid short circuiting. | **DSEL** |

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| 47 | A sediment drying area shall be designed in accordance with TRCA's Inspection and Maintenance Guide for Stormwater Management Ponds and Constructed Wetlands and be located immediately adjacent to the maintenance access road and to the sediment forebay to facilitate ease of access for sediment removal from the forebay and sediment storage. A sediment drying area shall be provided as follows:<br>a. sized for a minimum of 10 years of sediment accumulation<br>b. sized assuming a maximum sediment height of 1.5 m and sediment slope of 10:1<br>c. located at or above the predicted 2 year water level and near the maintenance access road<br>d. setback a minimum of 3.0 m away from all property lines | The sediment drying areas have been updated accordingly. | **DSEL** |
| 51 | Adequate snow storage areas must be identified. These locations should consider traffic sight lines, both within the site and at site entrances, and should not be placed along any turnaround areas. | As discussed with the Town of Caledon on June 18, 2025, this comment was provided in general in case laneway products were proposed, and is only required for lanes. As seen in the Draft Plan, there are no laneways in the plan therefore snow storage areas do not need to be identified. | **DSEL** |
| 52 | Please include a site servicing drawing that shows the proposed storm, sanitary, and watermain designs on a single drawing to confirm there are no conflicts with the proposed services in future submissions. | As discussed with the Town of Caledon on June 18, 2025, the profiles provided in Drawings 6 - 8 satisfy this requirement, as they outline the storm and sanitary sewers in all proposed ROWs and illustrate the crossings. | **DSEL** |
| **Functional Servicing Report/SWM Report** | | | |
| 53 | Functional Servicing and Stormwater Management Report prepared by DSEL, dated January 2025, was submitted in support of this subject development. | | |
| 54 | According to Section 4.4, if the major system flow exceeds the conveyance capacity of any given road, the storm sewer will be upsized accordingly at detailed design. However, this information must be provided with supporting overland flow calculations prior to draft approval, as it would significantly impact the overall servicing design and the draft plan. For sizing of the emergency overflow route, 50% blockage is to be assumed at all road inlets and 100% blockage is to be assumed at all sag/low point inlets. This emergency overflow modeling scenario should include overflow routes/spill points. The sizing calculations of the emergency overland flow route shall be provided for review. Please note that collector roads must have at least one lane which is not inundated with overland flow. Where overland flow crosses a collector road, the depth of flow should be less than 0.10 m. | A dual drainage model is not typically required at the FSR stage and will be prepared at the detailed design stage where blockage will be reviewed. In terms of critical items that affect the Draft Plan itself, the sizing of the servicing blocks has been reviewed. For the north inlet to Pond 7, the block is able to convey the 100-5 year flow. As the minor system is sized for the 10 year event, the 100-5 year flow accounts for some blockage. Additionally, the combined capacity of the overland conveyance and minor system capacity exceeds the 100 year flow. The other two servicing blocks can convey the full 100 year flow. Calculations are included in Appendix E. The sizing of the pipes within the ROWs may be refined through detailed design and does not impact the Draft Plan itself. | **DSEL** |
| 55 | As mentioned in Section 4.5, three servicing blocks have been proposed for the subject development:<br>a. 10m wide servicing block located west of SWM Pond 8 is undersized, as noted in the FSR. The Town does not approve the use of vertical trench boxes, and consideration must be given to ensure that the zone of influence (1:1 slope) above the pipe invert is less than or matches the width of the servicing block.<br>b. A 5m wide servicing block located on Street BR will accommodate a 750mm storm sewer. The depth of this sewer exceeds the Town's Development Standards of 3.0 meters.<br>c. A 7.5m wide servicing block connecting Streets V and S will provide an easement for a 200mm SAN sewer, an 825mm STM sewer, and an overland flow route. Due to the depth of the SAN sewer and its proximity to the STM sewer, this block is considered undersized, and the use of a vertical trench for future maintenance is not supported by the Town. Additionally, the Cross Section Drawings shown on Drawing #7 indicate an approximately 3.0m wide acoustic block east of the servicing block. This acoustic block is not shown on the submitted M-plan or in the noise report. | As discussed with the Town of Caledon on June 18, 2025, the servicing blocks have been sized to ensure adequate overland flow conveyance is achieved, and that future maintenance could proceed with the use of trench boxes. Details are provided in Section 4.5 with cross-sections in Drawing 9. | **DSEL** |

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| 56 | According to Section 6.2 and Figure 10, an Infiltration System is proposed within the public right-of-way (ROW) to maintain feature-based water balance. While the Town supports the use of an Infiltration System, its preference is to shift to a centralized system within a park block for the ease of maintenance. Further discussions with the Parks department are recommended to determine whether their design can incorporate a large underground infiltration facility without compromising the overall park design. | As discussed with the Town on June 18, 2025, it is understood that Caledon's preference is for LIDs to be proposed in parks. As such, infiltration galleries are proposed within the two parks located within the Draft Plan area. The proposed infiltration galleries are illustrated in Drawing 5 with sizing calculations in Appendix H. | **DSEL** |
| 57 | The LID sizing table shown in Appendix H shows that rainfall event storage target is 7.5mm. Please confirm if this target meets the Town CLI-ECA requirement. | The LID strategy was revised given the Town's preference for LIDs to be located in parks. The updated rainfall event storage for the proposed LIDs is 2.5mm. Events in excess of the 2.5-5mm event will exceed the capacity of the trench. The proposed trenches achieve 84% of the site wide water balance target, with the remainder of the quality control volume to be provided in the ponds. Park infiltration trenches were sized to avoid encumbering the entire park. The area of the infiltration galleries in the parks can be further refined with the Town through detailed design. | **DSEL** |
| 58 | Given the extensive length of the storm sewer system, the shallow depth at its most upstream end requires the use of sump pumps on lots along Streets BM, B, BN, AU, AW, and E. Increased infiltration can elevate groundwater levels, rendering these areas susceptible to basement flooding, as they rely entirely on the proper functioning of sump pumps. Therefore, LID systems, if they are to stay within the ROW, should be proposed in areas where foundation drains can outlet to the storm sewer by gravity. | The LID strategy has been revised as noted above. Infiltration LIDs are not proposed within the sump pump areas. | **DSEL** |
| 59 | The retention target for Water Balance is 7.5mm/hr which seems to be too low. Please provide the supporting calculations that were used to determine this target. | The LID calculations have been updated based on the revised strategy. The rainfall event is based on the runoff volume from the catchment not exceeding the capacity of the trench. A lower rainfall event is proposed for the park infiltration galleries in order to avoid encumbering the entire parks with infiltration galleries. The area of the infiltration galleries in the parks can be further refined with the Town through detailed design. | **DSEL** |
| 60 | The Owner should confirm that the lots that the lots requiring sump pumps maintain a minimum clearance of 0.3 m from the HGL and USF. | As discussed with the Town on June 18, 2025: this comment should read that sump pumps will be provided wherever the minimum clearance of 0.3m is not achieved from the HGL to USF. This is noted in Section 4.3 of the FSR. | **DSEL** |
| **Region of Peel - Dylan Prowse, Intermediate Planner, Development Services - April 23, 2025 - Circulated from the Town June 3, 2025** | | | |
| **Sanitary Sewer Facilities** | | | |
| | Existing municipal sanitary sewer facilities consist of a1200mm diameter sewer on The Gore Road, north of Beamish Court and a 675mm dia sanitary sewer on McVean Drive, south of Countryside Drive. | The sanitary sewers on The Gore Road north of Beamish Court and south of Countryside Drive are both too far outside of the viewport of the sanitary figures to appear in the FSR figure set. It is ackowledged that they are existing. | **DSEL** |
| | Based on the 2025 DC Wastewater map, servicing of the subdivision lands requires construction of a 675mm dia sanitary sewer on McVean Drive, 600/525mm dia sanitary trunk sewers on Centreville Road and a 1200mm dia. trunk sewer on The Gore Road (2025). | Per the Phase 2 LSS, the entire Global Properties Inc. site is to be directed to the proposed trunk sewer on The Gore Road. | **DSEL** |
| | Functional Servicing Report showing proposed sanitary sewer servicing plans for the subdivision lands and provision for the adjacent lands is required for review and approval by the Region prior to the engineering submission. | Noted. | **DSEL** |
| | External easements and construction will be required. | Region to confirm which external easements would be required for the proposed works. | **DSEL** |

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| **Water Facilities** | | | |
| | The lands are located within Water Pressure Zone 6 supply system. | Noted. | **DSEL** |
| | Existing watermain infrastructure consist of a 200mm watermain on The Gore Road (Pressure Zone 6) and a 200mm watermain on Centreville Road (Pressure Zone 6). Based on the future detail FSR review, the Region will determine what interim (if any) upgrades to the existing water system within and around the subdivision's lands might be required to accommodate the development. All costs associated with the interim upgrades will be 100% the Developer's cost. The scope of planned watermain upgrades (if any) by the Developer will be subject to Region's further fine tuning and updates | Noted. | **DSEL** |
| | Based on the 2025 DC Water map, ultimate servicing of the subdivision lands requires construction of a 400mm dia. watermain on Centreville Road (2025), a 400mm dia. watermain on the east-west collector road (2026) and a 600mm dia watermain on The Gore Road (2026). Functional Servicing Report (FSR) showing proposed water servicing plans for the subdivision lands and provision for the adjacent lands is required for review and approval by the Region prior to the engineering submission. | Noted. The watermain servicing is illustrated in Figure 9. | **DSEL** |
| | External easements and construction will be required. | Region to confirm which external easements would be required for the proposed works. | **DSEL** |
| **Stormwater Management** | | | |
| | The Region will not accept uncontrolled flow onto the ROW of The Gore Road for areas greater than 0.1 ha. It appears that a catchment near The Gore Road entrance on Street E (0.24 ha) drains to the ROW. | As seen in Figure 5, the drainage area directed to The Gore Road has been minimized, and reduced to approximately 0.1Ha. To ensure that The Gore Road intersection can tie-in with proposed Street E, the high point cannot be shifted further east to minimize this drainage to The Gore Road. | **DSEL** |
| | Pond 7 and Pond 8 - For SWM facilities adjacent to a regional road, emergency overland flows shall not cause flooding of regional roads, please confirm. | Emergency overflows are discussed in Section 5.3.5 with calculations included in Appendix G. | **DSEL** |
| | Drawing 2 – Conceptual Storm Servicing Plan: Please confirm size of culvert crossing The Gore Road for the pond 8 outfall, our records show it is 900mm. Please also verify capacity of culverts accepting outflow from Pond 7 and Pond 8. | The culvert size is based on the topographic survey by R-PE Surveying Ltd. SWM Pond 8 has been removed from the Draft Plan and will be reviewed through a future Draft Plan. For the Pond 7 outfall, the north outlet discharges directly to the roadside ditch. The south outlet discharges to existing culvert 14 and capacity calculations are included in Appendix E. | **DSEL** |
| | Drawing 8 – Siltation Plan: show locations of any temporary sediment basins and their outlet clearly identified, with flow rate | The siltation plan (Drawing 11) is conceptual and notes the temporary sediment basins and outlet locations. Detailed sediment basin design will be provided prior to site alteration with details such as flow rates included. | **DSEL** |
| **Transportation Development** | | | |
| **Standards, Specifications, and Submission Requirements**<br>**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) | -- | **Paradigm** |

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| | Public Works Design, Specifications and Procedures Manual: Design, standards specification and procedures - Region of Peel (peelregion.ca) | -- | **Paradigm** |
| | 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) | -- | **Paradigm** |
| | Public Works CAD Submission Requirements – Development: Microsoft Word - Development Submission Requirements Manual - Nov2017.docx (brampton.ca) | -- | **Paradigm** |
| | Standard Drawings - Roads & Traffic : Roads and traffic - standards drawings - Region of Peel (peelregion.ca) | -- | **Paradigm** |
| | A Traffic Impact Study (TIS) was received; terms of reference were not submitted to the Region for review and comment prior to study commencement; | Terms of Reference have since been provided to the Region. Correspondance with the Region is shown in Appendix A of the transportation study | **Paradigm** |
| | The Region will require some additional information to be addressed in the TIS, including a signals warrant analysis as no appendix is noted for The Gore Road and Street E. The TIS states no signals warranted under phase 1, but required under full build-out, the Region would like to review the analysis. | The revised TIA includes signal warrant analyses, as discussed in §6.2 | **Paradigm** |
| | The intersection of The Gore Road and Street E may require auxiliary turn lanes, this should be addressed in the TIS, and a functional design should be submitted in the next submission that addresses the intersection design with auxiliary turn lanes and all geometrics. A truck turning template will also be required. | The intersection of The Gore Road and Street E is proposed to be signalized. The proposed layout is shown in §7.1 of the trabsportation report. | **Paradigm** |
| | The Region in theory is in support of the proposed Street E, at its current location as it does meet the Region of Peel Controlled Access By-Law. | Noted. | **Paradigm** |
| | Any proposed connection to The Gore Road must adhere to the spacing requirements set out within the Region's Road Characterization study. This portion of The Gore Road is designated as a Rural Road, which outlines a spacing requirement of 600 metres between any full movement accesses. | This portion of the The Gore Road would presumably be redesignated with the development in the Seconday Plan area. | **Paradigm** |
| | Please be advised that there is a planned Capital Project #22-4685 along the Gore Road for corridor improvements from King Street to Healy Road. The Project Manager for this project is Umair Keen (Umair.keen@peelregion.ca ) . Please reach out to the project manager to obtain additional information on the capital project including additional property requirements and infrastructure requirements. | Noted. The transportation team met with Umair Keen. | **Paradigm** |
| | MTO must be circulated for comment and approval, as a significant portion of the subject lands fall within the Preferred Route and Route Planning Study Area boundaries. | This was done. Correspondance with MTO is shown in Appendix A of the transportation report | **Paradigm** |
| | Arthur Lee (arthur.lee@peelregion.ca ) is the Regional project lead for the 413 GTA West Corridor project and will need to be consulted for comment regarding the impacts of the proposed Bram West Secondary Plan. | This was done. Correspondance with the Region is shown in Appendix A of the transportation report | **Paradigm** |
| **Property Requirements** | | | |

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| | The Region requests the gratuitous dedication of lands to meet the Region of Peel's Official Plan requirement for Regional Road 8 (The Gore Road) which has a midblock right of way of 45 metres, 22.5 metres from the centreline of the road allowance; Additional property pursuant to the Region's Official Plan will be required within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;<br>• 50.5 metres for a single left turn lane intersection configuration (25.25 metres from the centerline of The Gore Road).<br>• 54.0 metres for a double left turn lane intersection configuration (27.0 metres from the centerline of The Gore Road). | Noted. | **Paradigm/KLM** |
| | The Region will require the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of The Gore Road and Street E. | Noted. | **Paradigm/KLM** |
| | The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 8 (The Gore Road) behind the property line and daylight triangle, except at any approved access point; | Noted. | **Paradigm/KLM** |
| | 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; | Noted. | **Paradigm/KLM** |
| | A 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. | Noted. | **Paradigm/KLM** |
| **Draft Plan of Subdivision** | | | |
| - | All comments provided should be reflected on the draft plan of subdivision, Including; | Noted. | **KLM** |
| | Centreline of roadways with property dimensions reflected; | Noted. | **KLM** |
| **Engineering Requirements** | | | |
| | 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 to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual"; | Noted,this will be provided at detailed design. | **DSEL** |
| | 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; | Noted, cost estimates will be provided to the Region at detailed design. | **DSEL** |
| | 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 8 (The Gore Road); | Noted. | **DSEL** |

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| | 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); | Noted. | **DSEL** |
| | The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:<br>o Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law;<br>o Completed Notice to Commence Work ;<br>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;<br>o 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 10MB per email. | Noted, the items will be provided proir to commencement of works. | **DSEL** |
| | All costs associated with the design and construction of road and access works will be 100% paid by the Owner; | Noted. | **DSEL** |

**Toronto and Region Conservation Authority - Nick Cascone, Senior Planner, Development Planning and Permits - April 21, 2025 - Circulated from the Town June 4, 2025**

"This letter acknowledges receipt of materials submitted in support of a Draft Plan of Subdivision for the subject lands, received on February 11, 2025. A list of materials reviewed by the Toronto and Region Conservation Authority (TRCA) can be found in Appendix I.

TRCA staff have reviewed the application in accordance with the Conservation Authorities Act (CA Act) and its associated regulations, which require TRCA to provide programs and services related to the risk of natural hazards within its jurisdiction. Whether acting on behalf of the Ministry of Natural Resources (MNR) or as a public body under the Planning Act, Conservation Authorities (CAs) must help ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Planning Statement (PPS) and conform to any natural hazard policies in a provincial plan.

In addition, TRCA staff have also reviewed this application in accordance with TRCA's permitting responsibilities under Section 28.1 of the CA Act. Where development activities are proposed within a TRCA Regulated Area (i.e., river or valley, wetlands, hazardous lands, etc.), a permit is required from TRCA.

Purpose of the Application
It is our understanding that the purpose of this application is to facilitate a draft plan of subdivision containing 242 blocks, which will include single detached dwelling units, street townhouses, semi detached units, three (3) park blocks, one (1) elementary school block and stormwater management ponds. "

The Conservation Authorities Act and Ontario Regulation 41/24
Portions of the subject lands are within TRCA's Regulated Area as they are located within the Regional Storm Floodplain. Further, the lands contain and/or located adjacent to several wetland features. These areas are subject Section 28.1 of the CA Act and the Prohibited Activities, Exemptions, and Permits Regulation (Ontario Regulation 41/24). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in areas adjacent to the Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without a TRCA permit.

Based on our review, the proposed works will require several permits from TRCA. Further details regarding TRCA's permitting requirements (including fees) will be provided to the applicant at an appropriate stage in the planning process.

**Wildfield Village Secondary Plan**
The subject lands are located within the Wildfield Village Secondary Plan area. As a component of the Secondary Plan, a Local Subwatershed Study (LSS) in accordance with the policies of the Region of Peel Official Plan and Town of Caledon Official Plan is required. TRCA reviewed and provided comments on the Phase I report (Subwatershed Characterization and Integration) and initial Secondary Plan submission on December 18, 2024. Comments on the Phase II report (Analysis and Impact Assessment) were provided on March 20, 2025. At this time, TRCA's comments on the Secondary Plan and associated LSS remain unresolved.

**Zoning By-law 2024-50**

The subdivision lands (and broader Wildfield Village Secondary Plan area) are subject to Zoning By-law 2024-60, which pertains to a Town-initiated Zoning By-law Amendment (ZBA) application (Town File: RZ 2024-0005). The ZBA was advanced pursuant to Section 284.11.1 of the Municipal Act, which permits the Mayor to propose by-laws that, in the opinion of the Mayor, advance a prescribed provincial priority. TRCA staff understand that it was the opinion of the Mayor, that the ZBA helped to advance the provincial housing priority of building 1.5 million new residential units by 2031, and Caledonâ€™s Housing Pledge target of 13,000 new homes by 2031. The ZBA was passed on June 25, 2024.

Application Specific Comments

TRCA staff have completed a review of the noted application and offer detailed comments, which can be found in Appendix II of this correspondence. At this time, the technical studies received to date do not satisfy TRCA's requirements. For example, natural hazard limits have not been appropriately confirmed, nor does the proposed Stormwater Management (SWM) strategy meet the requirements of TRCA. Many of TRCA's concerns stem from issues that remain outstanding on the LSS.

TRCA Review Fees

The applicant is advised that TRCA's review fees for this application remain outstanding. As noted within our February 19, 2025 email, this application is subject to a $362,795 review fee. Provided below is a breakdown of the review fee, in accordance with our November 10, 2022 fee schedule:

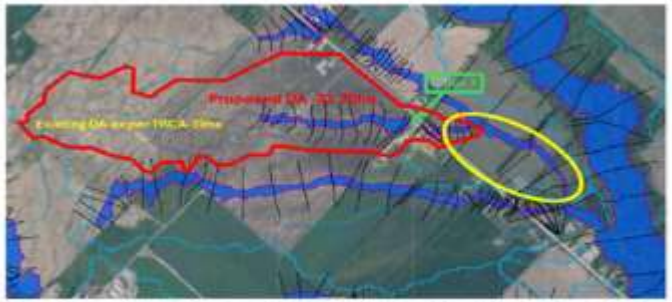
**Recommendation**

As currently submitted, the technical studies received to-date do not fully satisfy TRCA's requirements in support of the Draft Plan of Subdivision. Based on the comments provided in Appendix II, final recommendations are premature until they are addressed to the satisfaction of TRCA staff.

It is noted that as work progresses on the related Secondary Plan/LSS additional comments pertaining to these applications may arise.

We trust these comments are of assistance. Should you have any questions, please contact me at nick.cascone@trca.ca.

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| 1 | Once the limit of TRCA regulated features, natural hazards and setback have been confirmed through the related LSS, the draft plan of subdivision must be revised as necessary to remove those areas from development blocks. TRCA regulated features, hazards and setbacks must be placed within separate blocks and protected from development. | Acknowledged - refer to Figure 6 in EIS report. | **GEI** |

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| 2 | As shown in Table 1, the existing drainage area calculated in the LSS, FSR and TRCA's drainage delineation exhibits only minor variations. While such discrepancies are expected, the FSR states that runoff from a proposed 72.22 ha area will be discharged to SWM pond 7. This represents an almost twofold increase (96%) compared to the existing drainage area of 36.88 ha (Table 2).<br>It is our understanding that the potential impact of this configuration on existing flood hazards downstream out Outlet 7 (Figure 1) has not been fully assessed. This increase in drainage area would result in downstream watercourses receiving more than double the existing peak flows, significantly increasing both the erosive power of the altered flow and the flood hazard.<br>To mitigate these impacts, the applicant is asked to revise the proposed drainage pattern to prevent significant drainage diversions.<br><br>| Outlet | Wildfield Village Secondary Plan (Caledon Local Subwatershed Study Phase 2 Report) (SCS Consulting Group Ltd & GEI Consultants Inc.) | Functional Servicing & Stormwater Management Report (David Schaeffer Engineering Ltd.) | TRCA Drainage Delineation (LiDAR-Based) |<br>|---|---|---|---|<br>| Outlet 7 | 35.80 ha | 36.88 ha | 35.45 ha |<br>**Table 1:** Existing Drainage Area of the catchment that drains to Outlet 7 in hectares.<br><br>| Source | Existing Drainage Area to Outlet 7 (ha) | Proposed Drainage Area to Outlet 7 (ha) | Percentage Change |<br>|---|---|---|---|<br>| *Wildfield Village Secondary Plan (Caledon Local Subwatershed Study Phase 2 Report) (SCS Consulting Group Ltd & GEI Consultants Inc.)* | 35.80 | 39.45 | 10% |<br>| *Functional Servicing & Stormwater Management Report (David Schaeffer Engineering Ltd.)* | 36.88 | 72.22 | 96% |<br>**Table 2:** Proposed Drainage Area to Outlet 7 as Presented in the Subwatershed Study and Draft Plan of Subdivision. | While the post-development area was previously larger, the pond outflow rates were set based on the pre-development area so that downstream peak flows were not increased. As noted above, the SWM Pond 7 outflows are split between two outlets (Culverts 15 & 14) to maintain pre-development flows.<br><br>The design has been updated. Please see Section 5 for further details. | **DSEL** |
| | <br>**Figure 1:** Downstream Properties (Highlighted in Yellow) Affected by Drainage Diversion to Outlet 7. | | **DSEL** |
| 3 | The applicant is asked to provide the digital copy of the hydrology model that was used for sizing SWM pond 3, 6 and 7. | Modelling files have been included in Appendix G. | **DSEL** |
| 4 | Section 4.2 of the FSR notes that consolidating ponds 1 and 2 could be a viable option, as suggested in the Phase 2 LSS. While it is recommended that a significant drainage diversion is avoided, if no alternative options exist, a comprehensive assessment must be conducted. This assessment should thoroughly evaluate potential changes to flow rates, erosion risks, and overall hydrologic impacts to ensure that downstream effects are minimized. | Noted. Consolidating the ponds does not results in a drainage diversion. SWM Ponds 1 & 2 would both convey flows to Culverts 5&6 north of Mayfield Road. Pond 1 would be located in the vicinity of the existing culverts, while Pond 2 would be located further north and discharge to the roadside ditch which would convey flows south to Culverts 5&6. | **GEI/DSEL** |

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| 5 | Section 5.1 of the FSR has identified a 48-hour drawdown time for the 25 mm event as the sole erosion control criterion. However, TRCA requires both extended detention, as outlined in the report, and volume control through the onsite retention of 5 mm of runoff from the total impervious surface. The retained runoff can be infiltrated, evaoptranspired, or reused as greywater.<br><br>While the applicant has proposed an infiltration trench and infiltration gallery to address the infiltration deficit, they must demonstrate that the captured runoff meets the volume control target for erosion control. If the target is not met, additional Low Impact Development (LID) measures must be explored. The applicant tis asked to submit supporting calculations to confirm compliance. | As discussed in Section 6.4 of the FSR, the volume equivalent of 5mm of runnoff for the subject lands can generally be achieved through the proposed park infiltration galleries and rear yard infiltration trenches. | **GEI/DSEL** |
| 6 | Appendix F (Erosion Assessment) of the FSR presents the erosion assessment conducted for the site. The results of the pre- to post-development erosion exceedance analysis indicates that the extended detention of runoff generated from 25 mm of rain over 48 hours is an appropriate criterion for erosion control. | Monitoring for the purposes of model calibration is ongoing, with insufficient data at the time of this report to accurately calibrate the model. Attempts at calibrating the model will continue. The continuous modeling files have been included in Appendix G. | **GEI/DSEL** |
| 7 | Section 5.0 of the FSR should be updated to include information relating to the Feature Based Water Balance, in accordance with TRCA's SWM Criteria document and the LSS. | This is discussed in Section 4.6 of the FSR. The Phase 2 LSS identifies that a feature based water balance is required for Wetland 10_11. This wetland is located downstream and on an external property. The mitigation strategy will be determined through the Phase 3 LSS. Refer to Section 5.1.2 in EIS for feature based water balance assessment for Wetland 10 and Wetland 11 | **GEI/DSEL** |
| 8 | The submitted materials depict the removal of several TRCA mapped watercourses. The applicant is asked to refer to our comments on the Phase I and Phase II LSS reports, wherein staff requested that a watercourse assessment of these features be conducted. This assessment is a critical step in determining appropriate management recommendations for the features and their associated hazards. | Mapped HDF management recommendations are shown on Figure 6 in EIS. Only one HDF has Mitigation recommendations (H1S1), and is proposed to be piped and CA1 to be located at downstgream end. Remaining HDF have No Management recommendations. | **GEI** |
| 11 | As groundwater monitoring data and additional investigations recommended by the consultant become available, it is essential to identify areas where infiltration measures can be successfully implemented. The applicant is asked to provide a map outlining these areas along with details of the proposed LID measures. | Please see **Drawing 5** in the FSR for a comparison of trench depth to groundwater table as well as the proposed LID details. | **DSEL** |
| **Town of Caledon - Transportation Engineering Public Works and Transportation Department - Emma Howlett, Transportation Coordinator and Kavleen Younan, Transportation Engineer - June 5, 2025 - Circulated from the Town June 6, 2025** | | | |
| Transportation Engineering Staff have reviewed the submitted materials and offer the following comments: | | | |
| **Key Comments** | | | |
| 1 | The Secondary Plan Application needs to be sufficiently advanced for Transportation Engineering Staff to review and comment on the Draft Plan of Subdivision Transportation Study. Please note that Town Transportation Engineering Staff recommend awaiting approval of the Transportation Studies supporting the Secondary Plan (and Tertiary Plan if submitted) before proceeding with the transportation study for the subject development. Be aware that collector roadways are subject to a multidisciplinary review; staff have provided comments based on the current information available; however, be advised that comments could change. | The Secondary Plan has now been approved | **Paradigm** |
| 2 | Any comments differed from the Secondary Plan (and Tertiary Plan if submitted) must be addressed through the Draft Plan of Subdivision. For efficiency direct internal coordination is recommended. | Noted | **Paradigm** |

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| 3 | Concerns with the applicability of trip generation rates could lead to changes. | No further comments on the trip generation rates were recived. The rates used in accordance with industry standards and those used in the | **Paradigm** |
| 4 | Items in the staff's response to the Terms of Reference remain outstanding. | Noted; these have been addressed | **Paradigm** |
| 5 | The phasing of the area in terms of interim horizon years has not been completed. Additionally missing is the phasing related to infrastructure improvements (i.e., Greater Toronto Area (GTA) West Corridor and subdivision specific items). | Additional information on phasing and timing of road network imrovements has been included in the transportation report. A conservative approach has been used (e.g., assuming Centreville Road remains unwidened) | **Paradigm** |
| 6 | Interim active transportation connection(s) to the broader boundary road network should be provided in addition to local trailways.<br>Town of Caledon Staff differ to the Region of Peel for comments on Roadways under their Jurisdiction. | Figure 7.4 in transportation report shows active transportation connections to external roads. | **Paradigm** |
| 7 | There are concerns regarding the maneuverability of snowplows. Dead ends contradict the Town's Development Standards Manual (DSM). In this case, Transportation Staff recommend obtaining direction from Development Engineering prior to completing location specific AutoTURN analysis and design. | Swept path analysis for snow ploughs has been included in §7.3 of transportation report. | **KLM/Paradigm** |
| 8 | Ideally the proposed roadways are revised to meet the Town's DSM. If roadways are unable to meet the Town's DSM due to site-specific constraints, the proposed designs must be reviewed from a safety perspective, including sight lines and potential conflicts. Staff recommend scheduling a meeting to discuss requirements prior to submission. | Noted. | **KLM/Paradigm** |
| 9 | Sight triangles at the southern side of the intersection of Street D and Centerville Creek Road is missing. The sight triangle currently shown is provided under a non-participating landowner. Should this proposal choose to proceed as is in advance of property acquisition the applicant will have to propose interim measures to the satisfaction of Town Transportation Engineering Staff. | Noted. | **KLM/Paradigm** |
| 10 | As per the meeting with the Commissioner, the Town requires a comprehensive phasing plan including interim improvements, horizon years, infrastructure, etc. | Additional information on phasing and timing of road network imrovements has been included in the transportation report. A conservative approach has been used (e.g., assuming Centreville Road remains unwidened) | **Paradigm** |
| 11 | Comments on the Secondary Plan Transportation Study applicable to the Draft Plan Study (due to it being heavily referenced) are highlighted in the attached document. | Noted. | **Paradigm** |
| 12 | Provide a map of recommended traffic calming locations and features. | Awaiting staff input on Town policy for suitable traffic calming features and placement | **Paradigm** |
| 13 | Please note the Town of Caledon is completing an Environmental Assessments (EAs) for Centerville Creek Road, and a potential east-west collector that may affect the site. The study recommendations of these EAs should be protected for in the current proposal. | Noted. | **Paradigm** |
| 14 | Please note that the Town of Caledon has retained HDR to complete a Multi-Modal Transportation Master Plan (MMTMP) update to review the need for continuous east-west collector roadways (for additional connectivity) within the study area. The limits of this assessment are Hurontario Street to the west, Coleraine Drive to the east, Old School Road / Highway 413 to the north, and Mayfield Road to the south. The Plan is to have regard for the findings of this process with respect to east-west collector roads. | Noted. Per discussions with staff, the propsoed road network allows for connections continuous east-west collector roads. | **Paradigm** |

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| 15 | Multiple items in the Terms of Reference (TOR) remain outstanding. For future applications with the Town, ideally, all items requested in the TOR response should be completed. Where this is not possible, discussions should occur to proactively facilitate and document any mutually agreeable alternatives Missing items requested in the TOR response include:<br>• Confirm there is sufficient sight distance and corner clearance on proposed roadways and intersections (omit roads which have already been reviewed in other studies). Propose mitigation measures or design alternatives as required. Clarification: The horizontal sight distance of road geometry which does not meet the DSM is of highest concern at the moment. Additionally, it should be ensured that there is sufficient corner clearance of driveways from arterial roadways. Differing these items to detailed design is done so at the developers own risk, revisions could be required.<br>• Review Safety and Maneuverability of the interim conditions circled in red (in the TOR response) with consideration of the planned phasing of the surrounding lands. Suggest mitigation measures or design alternatives as required.<br>• Include AutoTURN analysis, specifically fire trucks and snowplows turning on the elbow bends. Note that on-street parking layouts may change pending this analysis. Differing this item to detailed design is done so at the developers own risk, revisions could be required.<br>• Propose Traffic Calming Measures as required<br>• Section 1: include the below intersections in the Study area:<br>o The Gore Road at Mayfield Road<br>o Centerville Creek Road at Mayfield Road<br>o The Gore Road at Healy Road<br>o Centerville Creek Road at Healy Road | AutoTURN analysis of the areas of concern has been provided in §7.3 of the transportation report. Awaiting staff input on Town policy for suitable traffic calming features and placement. The intersections requested have been added to the Study Area. | **Paradigm** |
| 16 | Project Summary: Town Transportation Impact Study guidelines require the study to include the seal of the author. | Corrected. | **Paradigm** |
| 17 | Section 1: Include all agency responses to the Terms of Reference (TOR) in the appendix. Responses from the Region, MTO, and Town are missing. Note which agencies were circulated. | Agency responses are now included. Appendix A of the transportation study. Chapter 1 notes which agencies were circulated. | **Paradigm** |
| 18 | Section 2: The review of existing conditions of the proposed study intersections proposed in the TOR by the consultant was not completed. | Corrected. | **Paradigm** |
| 19 | Section 2.1: The Town's Traffic By-Law states that the speed limit on Centerville Creek Road is 60 km/hr, updated in summer/fall 2024. If a site visit was completed, kindly advise staff of the date to assist in confirming signage was installed by the contractor. | Noted. | **Paradigm** |
| 20 | Section 2.3.1 Walking:<br>20.1. Town's Multi Modal Transportation Master Plan (MMTMP) [Appendix F] illustrates two side Multi Use Paths for a 4-lane urban arterial street. Please anticipate these facilities will be implemented where feasible in rural to urban conversions of this type of roadway. | Transportation report includes this in §2.3 | **Paradigm** |
| 21 | Section 2.3.2: The Town's MMTMP proposes physically separated cycling facilities along Centerville Creek Road in the study area. | Transportation report includes this in §2.3 | **Paradigm** |

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| 22 | Section 3 and Section 5.2: Units stated in the report are unclear when compared to those in the Draft Plan. Include the definition of the Draft Plan's Dual-Purpose units in the report and how these units are counted from a transportation perspective. Revise further as this materially impacts the report recommendations. | Corrected. | **Paradigm** |
| 23 | Section 3: Regarding the proposed Phase 1 area, concerns are as follows:<br>23.1. Transportation Engineering staff are concerned with the maneuverability of snowplows for the interim conditions of Street B and Street AQ. Staff recommend reviewing the Town's DSM and scheduling a discussion with Engineering Staff.<br>23.2. Confirm the number of accesses is acceptable with the Town's Fire Department. | 23.1: Swept path analysis for snow ploughs has been included in §7.3 of transportation report.<br>23.2: Pending | **Paradigm** |
| 24 | Section 4.1: A Pedestrian and Cyclist Circulation Plan should be submitted as its own separate document so all invested agencies can provide comments. Preliminary comments are as follows:<br>24.1. Town strongly prefers to have local trails around stormwater ponds.<br>24.2. Locate mid-block AT connections/mews along centrally in blocks that are longer than 200 m and connect to sidewalks, trails, or pathways on either end, as needed. Locations of concern include but are not limited to those highlighted in the attached markup and outlined below:<br>• Street BT, BT, and BU between Street BS and Street B<br>• Street AB between Street AE and Street B<br>24.3. Preliminary review indicates one side sidewalk may be sufficient in some extremely low volume contexts where through traffic is not expected for pedestrians or vehicles. For example, the cul-de-sac of Street BB only serves 6 houses. Transportation Staff recommend scheduling a discussion prior to the first formal detailed design submission.<br>24.4. As is feasible revise the proposal locations so access is provided on local roadways rather than collector roads. Where eliminating driveway conflicts from both sides is not feasible focus on consistently eliminating conflicts from one side of the roadway. Locations of concern include but are not limited to those highlighted in the attached markup and outlined below:<br>• Southern side of Street B Centerville Creek Road to Street BG<br>• Western Side Street B from Street D to Street AK<br>• Eastern side of Street A from Street B to Street BR & Street Y to Street D<br>• Street E (Majority of the length) | 24.1: Shown in Figure 7.4 of transportation report<br>24.2: Discussed in §7.4 of report<br>24.3: As discussed in §7.4 of report, Town's Active Transportation Master Plan requires sidewalks on both sides within 800m of a school of park. This covers whole subdivision area<br>24.4 This has been addressed in the revised site plan. | **Paradigm** |

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| | Consider the following options:<br>• Where units' fronts both a local road and a collector road driveway access will be provided on the local roadway.<br><br><br>• Propose condos with access to/from local roads or one combined access on collector roads (Petch and Pattullo Mayfield West 2)<br>• Proposing a Townhouse block with access to / from the local road similair to the South side of Street B from Street BN to Street BO<br><br> | This has been addressed in the revised site plan. | **Paradigm** |
| 25 | Section 4.2 Transit Service: As requested in the TOR, propose Transit stop locations as required in addition to an interim route through extension of an existing route in Caledon or Brampton. Provide additional details for the transit requirements for the community. Note that Brampton Transit is anticipated to be the transit provider for the Town of Caledon in the short to medium term. Transit plan should include specifics on the existing or new bus routes that are proposed to service the community. The final locations for bus stops is subject to Brampton Staff review. Plan to demonstrate how transit stops are provided within 400m walking distance for the entire community. | Transportation report includes this in §7.5 | **Paradigm** |
| 26 | Section 5: Forecast Traffic Volumes: As requested in the TOR,update the proposed horizon years. The current scope of work proposes to utilize the same horizon years as the 'Wildfield Village Transportation Study' prepared by BA Group as part of a Secondary Plan-level study. At the Draft Plan of Subdivision stage, more detailed and tailored horizon years should be reviewed to accurately reflect and account for any potential improvements that may be required. Further, if the proposed development is to be completed in phases detailed improvements should be provided for each phase. | Horizon years are based on best estimates at time of analysis. Use of longer-term horizon years provides a conservative analysis as background traffic volumes are higher. | **Paradigm** |
| 27 | Section 5.1: Regarding the background traffic volumes:<br>27.1. Update according to the proposed interim horizon year, as this will change background developments, growth rates, background traffic, etc.<br>27.2. Please state the growth of 230% from 2024 to 2051 as an annual growth rate and compare it to the industry standard of 2% per year. | Transportation report has been revised accordingly. | **Paradigm** |
| 28 | Section 5.2: The comment above in Section 3 on units applies. Review the definitions for Institute of Transportation Engineers (ITE) Land Use Code (LUC) 215, ITE LUC 220, and the Draft Plan's Dual-Purpose. Ensure the most applicable LUC has been selected and include the verbiage in the report. | Transportation report has been revised accordingly to align LUCs with street townhouses (rowhouses) rather than stacked townhouses. | **Paradigm** |

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| 29 | Section 5.3: The Secondary Plan trip distribution is acceptable for the ultimate horizon. However, a unique distribution would be applicable for Phase 1 and the interim horizon years, as much of the 2051 SABE will not be built. Consider the impacts of the lack of the GTA West Corridor. | Phase 1 trip distribution has revised to reflect existingtraffic volumes. Transportation report §4.3 has details. | **Paradigm** |
| 30 | Section 6: High level comments provided below in advance of addressing the above comments:<br>30.1. As per the Town's TIS guidelines roundabouts are preferable to signals.<br>30.2. Review of mitigation measures should include consideration for early signalization based on forecasted poor LOS and a review of the safety considerations of the intersection. Interim pedestrian connectivity by signals (and alternative measures) should also be explored.<br>30.3. Generally, queues should not exceed the proposed storage length, provide discussion, mitigation measures and alternative analysis as required to ensure this is addressed.<br>30.4. Interim and ultimate turning lanes (left and right) to / from arterial and collector roadways should be explored from volume, safety, and maneuverability perspectives.<br>30.5. Include a figure of interim and ultimate lane layouts. (For intersections with exclusive single lane (LTR combined) approaches make a note that nothing was illustrated).<br>30.6. For turning lengths in addition to storage lengths, recommend deceleration and taper lengths. | 30.1: Signals have not been proposed for any internal intersections<br>30.2: In Phase 1, Centeville Creek Road & Street E does not meet the signal warrant.<br>30.3: Modelling results/analysis include expected queue lengths and comparison with available queueing space<br>30.4 / 30.5: Intersection configuration is discussed in the transportation report §7.1<br>30.6: No reason to depart from TAC / Town / Region standards for intersection design | **Paradigm** |
| 31 | Section 8.1: As requested in the TOR, ensure that all traffic controls are recommended for all new intersections.<br>• A diagram should be provided.<br>• Ensure the application of stop control does not contradict OTM recommendations as is feasible. Specifically of concern based on the current proposal is ensuring sufficient spacing of stop control on local-to-local intersections.<br>• Where reasonable apply stop control (considering point above on following OTM spacing recommendations) to:<br>• limit longer continuous block lengths such as Street AU, AQ, and AR.<br>• protect pedestrian crossings along anticipated desire paths to major destination such as parks, schools, and trails. | Potential signalizations are discussed in the transportation report §6.2. Intersection configuration is discussed in §7.1, including two-stop control orientation. | **Paradigm** |
| 32 | Section 8.2: Regarding on-street parking:<br>32.1. Can a vehicle park on-street in between Townhouses? (Similar to Doris Pawley Crescent)<br>32.2. Consider if more parking is possible on the southern most portion of Street S.<br>32.3. As is feasible, increase the on-street parking supply by swapping townhouse blocks from locations with limited on street parking, to locations proposing parking restrictions and single detached homes. The Following locations were also highlighted in the attached markup<br>32.3.1. No on-street parking: Streets AZ, AY, AX, BD, BE, AI, G, C, and J<br>32.3.2. Parking restrictions in front of single detached homes:<br>• North side of Streets BR, BT, BU, AX, AW, AC, W, and K<br>• Western side of AS, AU, At, AP, and BQ<br>• Easter Side Street N<br>• Southern site Streets S, T, V<br>• Note it should be investigated if dual purpose units provide more on street parking than Townhomes. If so, locations should be swapped as is feasible to increase the on-street parking supply. | On-street parking is discussed in §7.2. Townhouses do not have space for on-street parking between driveways. The semi-detached lots come in two sizes; the wider permit more on-street parking. In general, on-street parking is only permitted on one side.<br>All the figures for on-street parking §7.2 are estimates only, as they depend on detailed design details that are nort available. The off-street parking will be in accordance with Town zoning requirements. | **Paradigm** |

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| 33 | Appendix C: Synchro<br>33.1. Lost time adjustment factors were applied without adequate studies to establish the validity and necessity. Revise, preferably remove.<br>33.2. The applicability of permitted left turning movements is to be determined at detailed design. Confirm in comment response that should this prove not feasible; operations will be acceptable with protected left turns.<br>33.3. No pedestrian calls were assumed. Is this a reasonable assumption if this proves false would it majorly impact the report? | 33.1: Synchro default values have been used<br>33.2: Widening of the The Gore Road in line with the Region's standards for left-turn lanes has been accomdated in site design. Potential widening of Centreville Creek Road has accomodated in line with Town input. No signalization of internal intersections is proposed, rendering this issue moot.<br>33.3: Signal phasings include sufficient time for pedesrians to cross, so would not change with a pedestrian call. Consequently, pedestrians will not majorly impact the findings of the report | **Paradigm** |
| 34 | Appendix D: As requested in the TOR, estimate the total number of parking spaces, including driveway, garage, and on-street parking spaces. Compare values to the Town's DSM. Include values in the on-street parking plan. Recommend parking restrictions as required to facilitate sight lines and maneuverability. | Parking supply is discussed in §7.2. | **Paradigm** |
| 35 | Appendix F - Cross sections from the Secondary Plan Transportation Study: The Secondary Plan Transportations Study is still under review therefore is subject to change. The cross section for the Draft Plan's proposed 16.0-meter local roads is missing. Further, cross sections in the transportation study differ from the urban design brief. Consistency is required. | Appendix F has been updated to the cross-sections shown in the latest version of the Secondary Plan tarnsportation study. | **Paradigm** |
| | Within this Subdivision Street B will be 26.0 m ROW, Transportation and the developer have yet to agree on a lesser ROW for other collectors (22.0 m proposed Transportation has concerns). | Widths of streets has been agreed with the Town and is reflected in the site design | **Paradigm/KLM** |
| | Regarding the proposed 22.0 m ROW collector roads:<br>oAt the intersections, identify any additional land required to accommodate turn lanes, pedestrian and cycling transitions, and transit.<br>oFor the cross-section, as indicated in our Official Plan Comments, further discussion is required.<br>oCurrently proposed interim mitigation measures, including but not limited to the turn lanes along Centerville Creek Road, are insufficient. | 22m ROW collector roads are not being used in the proposed design | **Paradigm/KLM** |
| | See POPA 2024-0010 Transportation comments dated June 17th for further ROW related concerns.<br>Clarification specific to this proposal:<br>oStreet E must support transit to facilitate interim phase 1 transit implementation.<br>oTurn Lanes are recommended on the westbound movements of Appendix E of the Wildfield Village Town of Caledon Transportation Impact Study (Paradigm, Jan. 2025.)<br>oFollowing the Official Plan and the Multi-Modal Transportation Master Plan separated cycling facilities should be recommended.<br>oShould the developer choose to proceed with the 22.0 m ROW they do so at their own risk. Redlines could be required to obtain clearances. | o As discussed in §7.5, Street E can accomodate transit<br>o As shown in Appendix F, the proposed cross-sections include space for left-turn lanes at the relevant intersections without widening the ROW<br>o As discussed in §7.4, seperated cycling faiclites are provided on collector roads<br>o 22m ROW collector roads are not being used in the proposed design | **Paradigm/KLM** |
| | Clarification on review of Turning Lanes: In advance of the Town Led EA improvements, in addition to the turning lanes assumed in Appendix E of the Wildfield Village Town of Caledon Transportation Impact Study (Paradigm, Jan. 2025.) turn lanes are required on Arterial Roads for southbound left and northbound right movements. | For Centreville Creek Road, southbound left-turn lanes are provided for signalized intersection. In Phase 1, the TWSC intersection with Street E does not meet the warrant for a southound left-turn lane (see §6.3.1). Northbound right-turn movements are not sufficiently high volume to justufy right-turn lanes (see §6.3.2) | **Paradigm/KLM** |
| | See OPA comments for an update on one-side sidewalks. | As discussed in §7.4 of report, Town's Active Transportation Master Plan requires sidewalks on both sides within 8 | **Paradigm/KLM** |
| | Obtain a copy of the comments for the POPA 2nd submission, address differed comments (if any) as they apply to the current proposal to the satisfaction of Town Transportation Engineering staff. | Noted. | **Paradigm/KLM** |
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