

Agency Comments

Prepared: January 23, 2026
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Proposed Official Plan Amendment Application to Establish Mount Hope West Secondary Plan
 SGL Planning & Design Inc. on behalf of United Holdings Inc.
 File Number: POPA 2025-0004

The following is a summary of agency comments received regarding the above-noted Official Plan Amendment application. All comments have been addressed through the proposed policy framework in the Secondary Plan. Additional comments received from both internal departments and external agencies will be addressed through subsequent Planning Act Applications (i.e. Draft Plan of Subdivision, Draft Plan of Condominium and/or Site Plan Applications).

Dufferin Peel Catholic District School Board

Comments	Staff Response
Based on the approximate number of residential units and projected student yields, DPCDSB will have sufficient accommodation to service the new secondary plan area. DPCDSB does not require the reservation of any school sites.	Acknowledged.

Peel District School Board

Comments	Staff Response
Peel District School Board requires the following conditions to be placed in the Draft Plan of Subdivision conditions: - Prior to final approval, the Town of Caledon shall be advised by the School Board(s) that satisfactory	Acknowledged. Conditions to be included as conditions of approval for the Draft Plan of Subdivision application.

<p>arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.</p>	
<ul style="list-style-type: none">- The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:<ul style="list-style-type: none">a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."	
<ul style="list-style-type: none">- PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective	

<p>purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.</p>	
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Region of Peel

Comments (summarized)	Staff Response
<p>Proposed Phasing of the Secondary Plan is to be coordinated and staged with the Region's Capital Water and Wastewater Master Plan. A community-wide DSSP is required and is to be aligned and coordinated in accordance with a servicing solution satisfactory to the Region.</p>	<p>Acknowledged.</p>
<p>Region notes that the Functional Servicing Report is to be revised to include the proposed interim & ultimate servicing strategy for review and approval.</p>	<p>Acknowledged.</p> <p>Policies in the Secondary Plan require that the approval of the Local Subwatershed Study, Comprehensive Servicing and Stormwater Study, and site-specific Functional Servicing Report's are required before the approval of the first draft plan of subdivision/condominium and/or site plan approval.</p>
<p>Sanitary Sewer Facilities</p> <p>Existing municipal sanitary sewer facilities consist of a 250mm PVC on Mount Hope Rd, south of Columbia Way</p>	<p>Acknowledged.</p> <p>Policies in the Secondary Plan require the approval of the Community-wide Development Staging and Sequencing</p>

<p>and a 300mm PVC on Westchester Blvd, south of Columbia Way.</p> <p>The servicing proposes to discharge sanitary sewers from the development north into the future sanitary sewers.</p> <p>The following sanitary sewers are required to service the development, with the proposed construction for approx. 2027:</p> <ul style="list-style-type: none"> - 375mm dia sanitary sewer on Mount Hope Road. - 600mm dia/525mm dia sanitary sewer on Emil Kolb Parkway. - Humber Station Sewage Pumping Station with the anticipated construction in 2027. <p>External easements and construction may be required.</p>	<p>Plan by the Region of Peel before the approval of the first draft plan of subdivision/condominium and/or site plan approval.</p>
<p>Water Facilities</p> <p>Existing municipal water infrastructure consists of pressure Zone 6, 300mm dia PVC watermain on Columbia Way and Mount Hope Rd, south of Columbia Way.</p> <p>There are several projects planned in this area to service future growth in the Bolton North Hill area and to create a new pressure zone 7:</p> <ul style="list-style-type: none"> - A 400mm watermain on Mount Hope Rd from Columbia Way to future extension of Emil Kolb Parkway, project. - A 400mm watermain on Columbia Way from Hwy 50 to Mount Hope Road, project. 	

<ul style="list-style-type: none"> - A 400mm watermain on Emil Kolb Parkway from Hwy 50 to Mount Hope Road, project. - A new Castlederg Elevated Tank west of Hwy 50, north of Emil Kolb Parkway (construction 2030). <p>External easements and construction may be required.</p>	
<p>The Region has no objections to the proposed Official Plan Amendment as it related to the Healthy Development Framework (HDF).</p>	<p>Acknowledged.</p>
<p>Stormwater Management</p> <p>No impacts to Regional roads.</p>	<p>Acknowledged.</p>
<p>Transportation Development</p> <p>No impacts to Regional roads.</p>	<p>Acknowledged.</p>
<p>Hydrogeological Study</p> <p>Regional staff have reviewed the preliminary hydrogeological assessment. Through a future submission of the DPS, the report must be amended to include the following components:</p> <ul style="list-style-type: none"> - Door to Door Well Survey and Contingency Plan - Short and Long Term Dewatering / Depressurization Volume and Zone of Influence Calculations - Dewatering Discharge Plan 	<p>Acknowledged. To be addressed through the Draft Plan of Subdivision approval.</p>

<p>Revisions to the Waste Management Plan in accordance with the specifications detailed in Section 2.0 and 3.0 of the Waste Collection Design Standards Manual are required prior to draft approval.</p>	<p>Acknowledged.</p>
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Toronto Region and Conservation Authority

<p>Comments (summarized)</p>	<p>Staff Response</p>
<p>It is noted that the proposed and revised floodlines are depicted on separate drawings. The applicant is asked to plot both floodlines on a single plan to clearly illustrate the changes in the extent of the floodplain under different land use conditions.</p>	<p>Town staff have worked with TRCA staff to address outstanding technical comments, through Secondary Plan policies that require additional technical studies and reports prior to the approval of the first draft plan of subdivision/condominium and/or site plan approval.</p>
<p>It is noted that the Fluvial Geomorphology Analysis relies on a single-event model to assess erosion risk for the identified sensitive reaches (THRF-1 and THRF-2) associated with the proposed development. For evaluating erosion potential in sensitive reaches, a continuous hydrology model should be applied rather than a single-event storm approach. Continuous simulation is necessary to capture the full range of flows that exceed erosion thresholds, including frequent, moderate events that are the primary drivers of channel adjustment over time. This approach also enables the quantification of cumulative exceedance metrics such as time of exceedance, effective volume, and effective work, which reflect both the duration and magnitude of erosive forces. In contrast, single-event analysis is limited to peak flow comparisons and does not account for frequency, duration, or cumulative impacts of flow exceedances. As such, single-event modelling cannot adequately characterize long-term geomorphic risks or</p>	

evaluate the effectiveness of stormwater management controls in mitigating erosion, as outlined in TRCA's Stormwater Management Criteria document.

Furthermore, continuous hydrology models must be properly calibrated and validated using observed flow data. Once calibrated, the model should be run with historical long-term conditions using the same dataset. If significant deviations are observed between the existing and proposed conditions, alternative mitigation scenarios should be evaluated, and the most effective measures should be recommended to achieve the erosion control protection target. As such, the applicant is asked to revise the Fluvial Geomorphology Analysis accordingly.

It is noted that the 2-100 year storm event target release rates for the East Pond and West Pond have been established using the Humber River Sub-Basin 10 equations. The applicant is asked to confirm that positive drainage is provided from both ponds to the receiving watercourse or other intended receiving features.

While modelling results suggest limited impacts from the subject lands alone, the assessment also acknowledges that the Bolton North Hill Landowners Group development will significantly increase flows along the Main Humber Tributary A. TRCA's stormwater management criteria emphasize the importance of addressing cumulative impacts from multiple developments within a sub-watershed. Evaluating sites independently without incorporating regional control requirements can underestimate long-term risks to downstream systems. To ensure consistency with the calibrated Humber River watershed model and TRCA's regional storm management

objectives, regional controls should be applied to both the East and West Ponds. This will provide a consistent level of protection against cumulative hydrologic impacts, maintain alignment with TRCA's watershed-based approach, and safeguard downstream channel stability and flood conveyance under future built-out conditions. As it was demonstrated, there is an increase in peak flows downstream of the subject site due to the proposed development. As such, the applicant must ensure that this increase is eliminated by providing regional controls

Please note that TRCA's regional control target requires post-development regional peak flows controlled to pre-development regional peak flows. This target is intended to ensure that no adverse impacts occur to downstream properties. The applicant has indicated that the East Pond proposed regional controls with release rates established based on the capacity of the existing culvert under Mount Hope Road. The applicant is asked to confirm, using hydraulic modelling, that these release rates will not result in increased regional storm peak flows to downstream properties. If an increase is identified, the applicant must investigate and proposed measures to mitigate regional peak flow impacts downstream.

The Floodplain Delineation and Channel Realignment Design Report, completed by Schaeffers Consulting Engineers in June 2025, indicates that hydrological flows were first established to develop a preliminary channel design. A summary of catchment flows is presented in Table 4-6, with the Regional flow reported as 2.89 m³/s. It is our understanding that the proposed realigned channel is intended to accommodate the regulatory flow (i.e., the greater of the uncontrolled 100-year flow or the Regional

storm flow). The applicant is asked to confirm whether the listed flow represents the regulatory flow. If it does not, please establish the regulatory flow and resize the proposed realigned channel accordingly using the revised uncontrolled regulatory flow.

According to the grading plan and SWM pond drawings, the proposed grading shown for the site surrounding the SWM ponds, including the proposed channel realignment, are not consistent. For example, there is a grade difference of almost 2 metres in some locations, between drawings. The drawings should be revised to show the correct grading and should be consistent.

At the south end of the proposed channel realignment, it is unclear how grading will tie into existing grades and the slope on the east side (see image below). The drawing should be updated to show further information on how proposed grades will match existing grades.

The proposed slope gradient of the channel realignment side slopes are not shown on the grading plans or any other drawing. It should be confirmed that the side slopes are 3H:1V or gentler. In addition, slope gradients should be labelled on the drawings. If the proposed slopes are steeper than 3H:1V, the grading should be reviewed by a geotechnical engineer to confirm that they will be stable over the long-term, especially considering the access road for the West Pond is located at the top of slope at one location.

<p>The applicant is asked to confirm that the emergency spillway for the West Pond has been appropriately designed to provide enough protection from erosion and instability of the nearby channel slope.</p>	
<p>The LSS report indicates that clean water can be directed to newly constructed wetlands. However, a concept has not been provided. The applicant is asked to provide confirmation and a concept for the source water for all constructed wetlands.</p>	
<p>Section 14.1.2 of the LSS should be revised to note that Erosion and Sediment Control (ESC) inspections should be completed by a qualified CAN-CISEC.</p>	
<p>The SWM outlets should be revised to conform to Appendix E2 of TRCA's Stormwater Management Criteria document.</p>	