

<b>1</b>		All comments contained within the related Official Plan Amendment Summary of Comments Letter are to be addressed. To this end, comments have not been repeated within both letters.			
<b>2</b>		The Official Plan Amendment is to be in full force and effect.			
<b>Town of Caledon, Planning &amp; Development Department, Heritage</b>					
#		Assigned to	Referenced Documents	Comment	Response
<b>3</b>	<b>a</b>	Earthworks	Archaeological Assessments	The proponent has submitted several archaeological assessments for applications related to 12245 Torbram Road assessing various portions of the subject lands, as well as the related Ministry of Citizenship and Multiculturalism (MCM) compliance letters.	Acknowledged.
<b>3</b>	<b>b</b>	Earthworks	Archaeological Assessments	Blocks 3, 7-9, 18 and 20, as identified in the concept plan, have not yet been fully assessed.	Latest reports identifying completion of works in Blocks 3, 7-9, 18 & 20 have been provided.
<b>3</b>	<b>c</b>	Earthworks	Archaeological Assessments	Prior to approval of the draft plan of subdivision, the development proponent shall retain an archaeologist, licensed by the Ministry of Citizenship and Multiculturalism (MCM) under the provisions of the Ontario Heritage Act (R.S.O 2005 as amended), to assess all remaining portions of the subject lands which have not yet been assessed.	Acknowledged.
<b>3</b>	<b>d</b>	Earthworks	Archaeological Assessments	Should any significant archaeological resources be encountered, the development proponent shall mitigate any adverse impacts through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of the MCM and the Town of Caledon Heritage staff prior to development approval. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists.	Acknowledged.
<b>3</b>	<b>e</b>	Earthworks	Archaeological Assessments	No demolition, construction, grading or other soil disturbances shall take place on the subject lands prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s) and the MCM compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.	Acknowledged.
<b>3</b>	<b>f</b>	Earthworks	Archaeological Assessments	Significant archaeological resources will be incorporated into the proposed development	Acknowledged.

				through either in situ preservation or interpretation where feasible or may be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing.	
4	a	GBCA	Cultural Heritage Impact Statement	As a Heritage Impact Assessment, the proponent provided the Town Heritage staff's own report on the previously submitted Notice of Intention to Demolish, which was dealt with through the Ontario Heritage Act process in the spring of 2023.	Acknowledged.
4	b	GBCA	Cultural Heritage Impact Statement	As part of a complete application, the proponent must provide a revised version of their previously submitted Heritage Impact Assessment, prepared by GBCA Architects, addressing Heritage staff's previous comments.	Acknowledged.
4	c	GBCA	Cultural Heritage Impact Statement	The proponent has received Council approval to demolish the outbuildings on the property. As such, it is no longer necessary for the CHIS to address comments related to the outbuildings, other than identifying plans for salvaged material from the barn.	Acknowledged.
4	d	GBCA	Cultural Heritage Impact Statement	Should the design of the development change, further revisions may be required to the CHIS.	Acknowledged.
5	a	GBCA	Heritage Protection Plan	<p>The required Heritage Protection Plan must be submitted prior to any approvals. As previously communicated during the PARC process, the Heritage Protection Plan must:</p> <ul style="list-style-type: none"> <li>i. Demonstrate how the cultural heritage resources on site will be protected before, during and after construction. This Plan can take the form of written documents or drawings. Regardless of its final form, it needs to be easily referenced by those responsible for grading and construction.</li> <li>ii. The Heritage Protection Plan should include a maintenance schedule to ensure that any required repairs are completed in a timely manner.</li> </ul>	Acknowledged.
6	a	GBCA & Rice Group	Maintenance	As noted on pg. 16 of the previously submitted Cultural Heritage Impact Statement (CHIS), the	Acknowledged.

				building at 12245 Torbram Road is covered by vegetation overgrowth.	
6	b	GBCA & Rice Group	Maintenance	In accordance with the structural report prepared by Ojdrovic Engineering for 12245 Torbram Road, dated July 19, 2021, part of submission one: <ul style="list-style-type: none"> <li>i. in order to allow for full assessment of and repairs to the cultural heritage resources on site, the proponent shall ensure that the bushes and vines covered the farmhouse are cleared away. Clearance of this material should occur as carefully as possible to avoid further damage to the farmhouse.</li> <li>ii. the roof of the west part of the house should be repaired as soon as possible.</li> </ul>	Acknowledged.
6	c	GBCA & Rice Group	Maintenance	Photographic evidence of maintenance and completion of immediate repairs identified in the structural report must be provided as soon as possible and as part of the next submission.	This maintenance work is currently ongoing. Report and Photographs outlining completed works will be provided as a separate submission made directly to Heritage Staff for review.
7	a	GBCA & Rice Group	Heritage Conservation Plan	Prior to Draft Plan Approval (or Site Plan Approval for the related application, whichever comes first), the proponent shall provide a comprehensive Heritage Conservation Plan (HCP), prepared by a qualified professional with expertise in heritage studies for the cultural heritage resources on the subject lands, to the satisfaction of Heritage staff at the Town of Caledon.	Acknowledged.
7	b	GBCA & Rice Group	Heritage Conservation Plan	The HCP should include: <ul style="list-style-type: none"> <li>i. an adaptive re-use strategy;</li> <li>ii. short, medium, and long-term conservation steps; and</li> <li>iii. an inspection schedule to ensure that all maintenance issues are addressed as they arise.</li> </ul>	Acknowledged.
7	c	GBCA & Rice Group	Heritage Conservation Plan	Stabilization work as identified in the report prepared by Ojdrovic Engineering for 12245 Torbram Road appended to the CHIS should be undertaken as soon as possible. See further comments under Maintenance.	Acknowledged.
7	d	GBCA & Rice Group	Heritage Conservation Plan	Prior to relocation of the building, site plan approval or draft plan approval, whichever comes first, the proponent shall provide financial securities as	Acknowledged.

				specified in the approved HCP plus an additional 30% contingency in a form satisfactory to the Director of Planning at the Town of Caledon.	
7	e	GBCA & Rice Group	Heritage Conservation Plan	Prior to release of the heritage securities, the proponent shall provide certification from a qualified professional with expertise in heritage studies, to the satisfaction of the Director of Planning, confirming that all works as outlined in the HCP have been completed.	Acknowledged.

**Town of Caledon, Engineering, Public Works & Transportation Department, Energy and Environment**

#	Assigned to	Referenced Documents	Comment	Response	
8	a	Weston Consulting	Sustainability Brief	The Town of Caledon is in the process of creating Green Development Standards (GDS) which, once approved by Council, will apply to residential, commercial and industrial developments across Caledon. Although the GDS will not be administered at this stage of the OPA, the applicant is encouraged to review the current draft GDS as well as the climate change section of Caledon's draft Official Plan and integrate climate change considerations into the development design, communicated through an updated Planning Justification Report or Sustainability Brief. These include:	An analysis of the draft GDS is enclosed. Please see Planning Response Letter prepared by Weston Consulting.
9	a	Weston Consulting		Consideration for installing low-carbon and renewable energy sources such as geo-exchange, heat pumps, rooftop solar or wind, etc. and/or a plan for how energy systems could be easily transitioned over time, including early conversations with hydro utilities to ensure sufficient electrical capacity.	Consideration for installing low-carbon and renewable energy sources and/or a plan for how energy systems could be easily transitioned over time is being given when reviewing the detailed design of each block and building. These details will be shared during the site plan application phases for each individual building.
9	b	Weston Consulting		Measures to reduce transportation-related emissions through on-site actions like electric-vehicle charging stations or other low carbon fueling infrastructure, depending on the operational needs of future owners/tenants.	Measures to reduce transportation-related emissions through on-site actions will be considered during detailed design phase depending on the operational needs of prospective tenants.
9	c	Weston Consulting		Measures to improve the resiliency of the development and surrounding community to the current and future impacts of climate change, including reducing urban heat through expanded tree canopy and cooling measures, managing stormwater on site through green infrastructure and	Measures to improve the resiliency of the development and surrounding community to the current and future impacts of climate change is will be considered during detailed design phase depending on the operational needs of prospective tenants.

other LID features like green roofs, and including backup power in the event of weather-related emergencies.

**Town of Caledon, Planning & Development Department, Natural Heritage and Engineering, Public Works and Transportation Department, Development Engineering**

#	Assigned to	Referenced Documents	Comment	Response
10	GEI	CEISMP	Town staff require the applicant to update and resubmit the Comprehensive Environmental Impact Study and Management Plan & Scoped Subwatershed Study (herein referred to as the CEISMP) and supporting studies to address all provided comments. Staff reserve the opportunity to provide further comments following submission of updated studies.	GEI has updated and resubmitted the Initial CEISMP for review by the agencies. A Final CEISMP will be submitted addressing the comments from all agencies.
11	GEI	CEISMP	The Final CEISMP should build on the Initial CEISMP and must include a sufficient level of detail to support Draft Plan Approval. As such, the Initial CEISMP must be sufficiently advanced and accepted by the Town, Region and Conservation Authority to support the Secondary Plan prior to review of the Final CEISMP that will be required to support Draft Plan Approval and subsequent approvals. As well, the applicant should be aware that the Final CEISMP will need to be updated to support any site plan approval unless it can be demonstrated that the proposed draft site plan conforms to the approved Final CEISMP. The Final CEISMP should address all comments provided to the applicant to the satisfaction of the Town, Region and TRCA prior to Draft Plan Approval.	GEI acknowledges and concurs with the outlined process. The Initial CEISMP is being submitted for review, ensuring it is advanced and acceptable to support the Secondary Plan. The Final CEISMP will be drafted and submitted in the future, addressing the requirements and comments as outlined by the Town, Region, and TRCA.
12	GEI	CEISMP	The Town does not support deferring the water balance assessment to detailed design, as currently proposed. In accordance with Town's Terms of Reference for a Water Balance Assessment and TRCA requirements, this work needs to be completed as part of the Final CEISMP, prior to Draft Plan Approval. Subsequently, development of each block will be required to ensure that the water balance requirements are met prior to Site Plan approval.	The site water balance has been completed by Crozier. Feature-based water balance will be completed as part of the Final CEISMP.

**Town of Caledon, Engineering, Public Works and Transportation Department, Development Engineering**

#	Assigned to	Referenced Documents	Comment	Response	
13	GEI	CEISMP	Town staff require the applicant to update and resubmit the Comprehensive Environmental Impact Study and Management Plan & Scoped Subwatershed Study (herein referred to as the CEISMP) and supporting studies to address all provided comments. Staff reserve the opportunity to provide further comments following submission of updated studies.	GEI has updated and resubmitted the Initial CEISMP for review by the agencies. A Final CEISMP will be submitted addressing the comments from all agencies.	
14	a	Croziers	Traffic Impact Study	The applicant is to demonstrate due consideration within the 26 m right of way to accommodate utilities, street trees and low impact development required to meet CLI ECA criteria. The Functional Servicing & Stormwater Management Report (C.F. Crozier & Associates Inc, April 2023) should be revised to include preliminary ROW cross sections that accommodate all proposed functions of the road network. This requirement must be met prior to Draft Plan Approval.	FSR has been updated to include ROW cross-sections provided by the Town. The TIS also includes the preliminary ROW cross-sections.
14	b	Croziers	Traffic Impact Study	The Town's comments require the applicant to investigate the characterization of the woodlot to determine the appropriate buffer. This determination may require Street B to be realigned to avoid impact to the required buffer to the Woodlot and all plans should be updated accordingly, prior to approval of the Draft Plan. Please note that any realignment must be designed in conformance with the Town's engineering standards, respecting the physical constraint.	The woodlot buffer has been revised per GEI's review and woodlot characterization review. The northern terminus of Street B has been realigned to reflect.
14	c	Croziers	Traffic Impact Study	Town standards require that all intersection angles are between 85 and 90 degrees. Identify the angles on the draft plan for each of the intersections internal and external to the site for review and approval of the plan.	The draft plan has been revised to illustrate the intersection angles. Note Table 1.2 of Town's geometric road design standards identify 85–95-degree range for intersection angles, not the 85-90 quoted in the Town's comment.
14	d	Croziers	Traffic Impact Study	Include the radius of all horizontal curves for each road for review and approval of the plan of subdivision.	The Draft Plan has been revised to illustrate horizontal curve radii.
14	e	Croziers	Traffic Impact Study	Include a 0.3 m reserve at the northern end of Street B for review and approval of the plan.	The 0.3m reserve has been included at the northern end of Street B.
15	Toronto Inspection	Geotechnical Report	Geotechnical Report prepared by Toronto Inspection Limited. dated June 24, 2021, Is to	Requested recommendations have been included as part of the Geotechnical Report.	

			provide recommendations for construction of the stormwater management facilities, location and feasibility of low impact developments within the right of way and how LID locations will be protected during construction.	
16	Valcoustics	Noise Report	The noise report prepared by Valcoustics will be peer reviewed at the applicant's expense. The Town will require a final noise report that is stamped and signed by an engineer before sending the report for Peer Review.	Final Noise Report has been provided to initiate Peer Review.

**Town of Caledon, Engineering, Public Works and Transportation Department, Transportation Engineering**

#	Assigned to	Referenced Documents	Comment	Response
17	Croziers	Traffic Impact Study	OUTSTANDING COMMENT: An AutoTURN assessment should be provided for all new intersections, access driveways, on-site circulation and critical parking spaces.	AutoTURN assessment has been included as part of the functional intersection design associated with the Street A at Airport Road intersection and Street B at Mayfield Road intersection. Detailed AutoTURN assessment of internal intersections will be completed as part of detailed design of the internal roadways; however, preliminary AutoTURN has been included within the TIS for review. AutoTURN assessments for driveways and critical parking spaces will be undertaken as part of future site plan applications associated with each block and building.
18	Croziers & TFAI	Traffic Impact Study & Site Plan	Please revise the plans (draft plan and site plan) to include crossing provisions for cyclists at all intersections. Currently, only pedestrian crossings are identified. Please recommend an appropriate treatment in accordance with OTM Book 18.	The Draft Plan will not require updating to include cycling crossing provisions as all crossings will be contained within the proposed 26m ROWs. As part of the detailed design stage, cycling crossings and pavement marking details will be identified at internal intersections. Preliminary crossing details have been illustrated in accordance with OTM Book 18.
19	Croziers	Traffic Impact Study	Section 7: As there is no parkland being accepted by the Town, please revise the sites parking supply. Please note that if off-site parking is proposed, year-round pedestrian connectivity should be proposed. The "potential off-road trail" illustrated in the active transportation plan is insufficient information to deem the parkland as connected to the industrial site.	Noted. The parking supply statistics have been updated accordingly. The potential off-road trail has now been removed due to the removal of the parkland.

Town of Caledon, Planning & Development Department, Development Planning					
#	Assigned to	Referenced Documents	Comment	Response	
20	a	TFAI & Weston Consulting	Site Plan & Draft Plan	Parks staff are no longer requesting a park on the subject lands and are instead requesting cash in lieu. Please remove the park from the draft plan of subdivision.	The Draft Plan has been revised to remove the park block.
20	b	Croziers	Traffic Impact Study	Town staff continue to request improved east-west road connections. Please review the draft plan to provide an additional east-west connection in a location which is not environmentally constrained.	The Draft Plan has The provision of an additional east west connection (Street D) has been reviewed and is proposed between Street B and Airport Road, approximately 350m north of Street A.
20	c	TFAI & Weston Consulting	Urban Design & PJR	<p>The submitted concept plan, PJR and Urban Design Brief provide limited details regarding on-site amenity areas and services for employees working in this area. The resubmission must provide additional detail related to on-site amenities for employees through an addendum to the Planning Justification Report and/or Urban Design Brief. Detailed plans will be required at the site plan stage.</p> <ul style="list-style-type: none"> <li>i. Please consider the provision of structures to protect workers from the elements when waiting for shift changes, this should include structures which would protect employees from direct sun, wind and rain.</li> <li>ii. Please consider including outdoor workout equipment and seating areas in employee outdoor amenity areas.</li> </ul>	Details of amenity space will be provided at Site Plan Approval stage.
20	d	TFAI & Weston Consulting	Urban Design & PJR	Further information on how buffering will be utilized to transition between the adjacent low-rise residential developments and the proposed industrial buildings is needed. A sun/shadow analysis continues to be requested.	A Sun Shadow Study has been prepared and provided by Turner Fleischer Architects (TFAI).
20	e	Weston Consulting	Draft Plan	The existing use of all adjoining lands was not clearly labeled on the draft plan, please update in accordance with section 51(17)(e) of the Planning Act.	Draft Plan has been updated to clearly label existing use of all adjoining lands.
21	a	Toronto Inspection	Geotechnical Report	The Geotechnical Report does not assess the entire property and must be updated to add the additional lands which were added to the application though the approved MZO.	The Geotechnical Report has been revised to assess the entire property as outlined in the approved MZO.



21	b	GEI	Arborist Report	The arborist report does not assess the Phase 2 lands. The Phase 2 lands must be assessed prior to draft plan approval.	Acknowledged. The forthcoming submission of the Arborist Report is in progress and will be included in the CEISMP package. This report will include all of Phase 2 lands.
22	a	Croziers	Traffic Impact Study	The TIS identifies a network of multi-use pathways along the proposed collector roads, but staff need to also understand how active transportation connections will be provided to each building.	Each building and block will be required to detail active transportation connections to the collector road MUP network as part of the Site Plan applications for each block. Sidewalk connections from each building entrance to the MUP network and future potential bus stops will also be required. As the detail of each building will be illustrated during subsequent Site Plan applications, the principle of connectivity from each block to the network has been illustrated within the TIS.
22	b	Croziers	Traffic Impact Study	The TIS identifies potential bus stop locations, but confirmation that this transit service will be available is needed, and additional stops should be added to the northern half of the plan area. The TIS also recommends that bus stops be located 300-400m walking distance of the principal entrance to each building, and along Street B. Pedestrian connections from each bus stop should be identified on the future concept plan.	<p>Noted. Additional bus stop locations have been added to the northern part of the plan to support future transit service Pedestrian connections from individual buildings will also be detailed during Site Plan application for each block, as each block will be required to accommodate direct connections to the active transportation network and future bus stops. At this time, conceptual connections have been illustrated on the concept plan.</p> <p>Per previous discussion with the Town and Brampton Transit, additional coordination between the Town and Brampton Transit will be required to confirm long term transit implementation on the internal network. It is noted that extensions of existing Brampton Transit routes have been proposed as part of Block 48-2; however, it is also acknowledged that these routes may not be extended until Block 48-2 has advanced. In the interim and as discussed with Town and Brampton Transit staff, a bus layby is currently proposed at the southwest quadrant of the Street A at Airport Road intersection. This new stop will allow immediate service along the existing Route 30. Details are highlighted in the</p>

					functional intersection design. TIS has been updated to identify future potential route modifications. We understand that further discussions between the Town and Brampton transit will be required to confirm future route modifications, which will ultimately impact preferred bus stop locations, however future detail design of the internal road network will accommodate bus stops as required within the ROW. Figure 21 of the TIS has been updated to include more detail accordingly.
23	TFAI	Farmhouse Relocation & Zoning Matrix	<p>Should the heritage resources be proposed/accepted for relocation to Block 10, the existing zoning on Block 10 (proposed location for the Heritage Farmhouse) is A1. The A1 zone does permit a single detached dwelling, but the minimum lot size is 8ha. Block 10 is an undersized lot, and is not permitted unless a zoning by-law amendment is proposed to recognize the required site specific amendments to accommodate the Farmhouse. Previously, heritage and planning staff also requested that other uses such as commercial uses be considered for the dwelling, and clarification on this matter is required.</p> <p>a) A concept plan and zoning matrix for the proposed Farmhouse lot is required to confirm zoning conformity prior to a zoning by-law amendment being supported by staff.</p>		A concept plan and zoning matrix for the proposed Farmhouse lot has been provided. Zoning By-Law Amendment for Block 10 is not apart of current applications and will be considered in the future.
24	GEI	Landscape Plans	<p>On September 6, 2023, Planning staff met with residents surrounding the proposed development to discuss the development and receive feedback. Please provide a heavily landscaped berm (preferably with coniferous plantings) of 20 metres in width along Torbram Road and to the rear of the homes. Additional comments will be made through the Site Plan application process.</p>		Acknowledged. Plantings will be included as requested in the Landscape Plans.
<b>Town of Caledon, Planning &amp; Development Department, Zoning</b>					
#	Assigned to	Referenced Documents	Comment		Response
25	TFAI	Site Plan & Draft Plan	Through the proposed subdivision, 8 industrial blocks are proposed. Each block currently meets or exceeds the minimum lot frontage requirements.		Acknowledged.

Town of Caledon, Engineering, Public Works and Transportation Department, Development Engineering – CLI-ECA Comments				
#	Assigned to	Referenced Documents	Comment	Response
9	Crozier & GEI	CLI-ECA	<p>The Town of Caledon has been granted a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA). The CLI-ECA allows the Town to approve stormwater infrastructure projects that:</p> <ul style="list-style-type: none"> <li>i. are wholly located on Town owned lands; and</li> <li>ii. are designed to treat total suspended solids, grease and oils.</li> </ul> <p>The stormwater design for all publicly owned roads and publicly owned properties must conform to the CLI-ECA Stormwater Criteria presented in Table 1 in Appendix A. If runoff from an industrial/commercial property is managed on private property or is proposed to collect, store, treat, or discharge stormwater containing substances or pollutants (other than Total Suspended Solids, or oil and grease) detrimental to the environment or human health, the applicant is required to complete a direct submission to the Province for an Environmental Compliance Approval. The Town has met previously with Crozier to discuss the Town's CLI-ECA but should the applicant have any additional questions or require clarification, please contact Development Engineering.</p>	Acknowledged.
MBPD Inc. on behalf of Planning & Development Department, Urban Design				
#	Assigned to	Referenced Documents	Comment	Response
1	Rice Group & TFAI	General	Given the large size of the subject site, with multiple employment buildings and new public streets, the development should be conceived and planned as a community for people to work in.	Acknowledged.
2	Rice Group & TFAI	General	A key urban design emphasis is an employment/industrial building's relationship to the adjacent street/s, including locating loading areas away from public street frontages. Also, preferred locations for parking are to the side and	Acknowledged.

			rear of buildings. Parking areas should be minimized along public street frontages. The Caledon Town Wide Design Guidelines recommend a double-loaded parking aisle as a maximum. In many instances the development plans do not place loading and parking areas away from the existing and future public streets.	
3	Rice Group & TFAI	Traffic-Road Patterns	Public road intersections provide opportunities for landscape and building frontages for enhanced treatment. The east-west road that connected Airport Rd. to Torbram Rd. (Street A), which was shown in the initial development plans, and which has now been removed, provided more opportunities for public frontages on this large site where buildings can be placed to address the street.	Acknowledged.
4	Rice Group & TFAI	Block 10	At key locations, such as Block 10, the applicant should consider buildings with commercial uses, which support employment, such as Retail Store, Accessory Restaurant, Financial Institutions, Business Office, Factory Outlet, Drycleaning, etc., as permitted in the Town of Caledon Zoning By-law for Prestige Industrial Zone (MP) and as indicated in the MZO.	Acknowledged. Block 10 is currently outside our current lands concerning this application. Future applications to support these uses will be considered.
5	Rice Group & TFAI	LID Measures	Given the large sizes of loading and parking areas, LID measures should be incorporated into the development in support of sustainable urbanism.	Acknowledged. Will be considered during detailed design phase.
6	Rice Group & TFAI	Traffic-Road Patterns	Building A, Block 1: The change from the previous proposal, which had an East-West Street connecting Airport Road to Torbram Road, results in a large block and a large building. Significant parking and loading areas face Torbram Road and Street B (North-South Road). While we note that the new building is in response to a specific request, alternative ways should be explored to configure the building footprint and location.	Building A located in Block 1 has a confirmed tenant and is currently undergoing its own site plan application process. Consideration has been given to its building footprint, location and interaction with Street B and the residents to the West located on Torbram Road.
7	Rice Group & TFAI	Site Plan	Building E, Block 7: The building should be located closer to either Street B or Street C. To the full extent possible, loading areas should be concentrated on to one side of the building.	Acknowledged. Tenant operation requirements and truck movements for multiple tenants have been taken into consideration on loading area locations.
8	Rice Group & TFAI	Site Plan	Building D, Block 4: The building should be located closer to Street A. To the full extent possible, loading	Acknowledged. Tenant operation requirements and truck movements for multiple tenants have

			areas should be concentrated on to the north side of the building. We recommend that the applicant consider reconfiguring the block to provide a maximum of 1 double loaded parking aisle along Airport Road.	been taken into consideration on loading area locations.
9	Rice Group & TFAI		Building H, Block 5: The building should be located closer to Street A. To the full extent possible, loading areas should be concentrated on to the south side of the building. We recommend that the applicant provide a maximum of 1 double loaded parking aisle along Airport Road.	Acknowledged. Tenant operation requirements and truck movements for multiple tenants have been taken into consideration on loading area locations.
10	Rice Group & TFAI	Heritage House	Relocated Farmhouse, Block 10: As also mentioned in comment 4 above, this block located at the intersection of Torbram Rd. and Mayfield Rd., provides opportunities for buildings with commercial uses, which support employment, and which are designed to address the public streets and to complement the relocated farmhouse.	Acknowledged. Block 10 is currently outside our current lands concerning this application. Future applications to support these uses will be considered.
11	Rice Group & TFAI	Elevations	Elevations and material selection for every building should be provided at the site plan application stage, which provide highly articulated façades particularly where visible from adjacent existing and new streets. This can include, but is not limited to dynamic massing, windows/glazing, and vertical/horizontal wall articulation. Priority locations such as public street intersections, should have enhanced building treatment as well as landscaping.	Acknowledged. Elevations will be provided during detailed design phase.
<b>MHBC on behalf of Planning &amp; Development Department, Landscape</b>				
#	Assigned to	Referenced Documents	Comment	Response
1	TFAI	Site Plan	Sidewalks and pedestrian routes are currently not identified on the plans. A sidewalk should be provided on one side of local streets and both sides of Collector streets.	Crosswalks and pedestrian routes have been included on the overall conceptual plan.
2	TFAI & GEI	Site Plan & Landscape Plans	Site entrances/gateways have not been specifically identified on the plans, but there are three entrances: at Torbram Rd., Mayfield Rd., and Airport Rd. These are considered to be accent areas and shall have decorative features and planting that will not interfere with visibility.	Noted. Plantings will be included as requested in the Landscape Plans.

3	TFAI & GEI	Site Plan & Landscape Plans	There are no landscaped amenity areas for employee use identified on the plans. These areas should connect to sidewalks/walking paths and bicycle routes, with consideration given to connecting parking areas, transit stops, and building entrances. According to Section 11.4.4 of the Town-Wide Design Guidelines, outdoor amenity areas should ideally be located adjacent to SWM Ponds, natural heritage areas, and walking trails.	Landscaped Amenity Areas for Use have been identified on the plans.	
4	TFAI & GEI	Site Plan & Landscape Plans	For all parking areas: one 5m wide landscaped peninsula shall be provided for every 20 parking stalls.	Acknowledged and included.	
5	TFAI & GEI	Site Plan & Landscape Plans	The Urban Design Brief notes that major street frontages will maintain a 9m landscaped strip for buffering; in addition to this, a 2m landscaped strip shall be provided between the parking area and the building (Not shown around Building A) (Refer to Town of Caledon's Industrial/Commercial Landscape Design Guidelines, 5.2.3.3, 2.3.1).	Acknowledged and included.	
6	TFAI & GEI	Site Plan & Landscape Plans	Where there is truck parking and loading adjacent to a major road, there shall be a 12m landscaped buffer (Refer to Town of Caledon's Industrial/Commercial Landscape Design Guidelines, 5.2.3.3).	Acknowledged and included.	
7	TFAI	Site Plan & Landscape Plans	The Tullamore Community Design Guidelines note a 12m Landscape Zone for all prestige industrial frontage along major roads. These guidelines also recommend an 8m wide Landscape Zone for all land uses along internal roads.	Acknowledged and included.	
8	GEI	Arborist and Tree Preservation Plan	The Arborist and Tree Preservation Plan considers groupings of trees as a single entity and needs to be updated to allow for trees to be counted per stem in group. Revised compensation numbers are required.	Noted. This will be corrected in future submissions of the Arborist Report.	
9	a	GEI	Arborist and Tree Preservation Plan	Recommendations for tree preservation (details of protection measures and layout showing the extent of proposed protection)	If applicable, recommendations for tree preservation will be provided in the plan.
9	b	GEI	Arborist and Tree Preservation Plan	Preserved tree care through construction (on-site arborist during work near protected trees, ensuring sharp tools are used for root cutting, structural roots are not cut unless in direct conflict, etc.)	If applicable, preservation tree care will be prescribed in the arborist report.

9	c	GEI	Arborist and Tree Preservation Plan	Any follow-up recommendations through warranty based on tree health assessments at that point	If applicable, follow up recommendations will be prescribed in the arborist report.
9	d	GEI	Arborist and Tree Preservation Plan	Addition of a note that trees for preservation require protection and if construction changes or ESC protection is not provided hoarding and on-site arborist supervision required	This will be added to the tree protection drawing set.
9	e	GEI	Arborist and Tree Preservation Plan	Addition of canopies for trees for preservation, ESC linework, and trees on neighboring property if over 10 cm DBH	This will be added to the tree protection drawing set.
9	f	GEI	Arborist and Tree Preservation Plan	Inventory information should include elevation at root flare and approximated canopy extent.	This will be added to the tree inventory table.
9	g	GEI	Arborist and Tree Preservation Plan	Trees along Property Line and within 6 m of property lines need to be illustrated and crowsize shown. If these trees are to be removed, a consent letter needs to be provided.	This will be added to the tree protection drawing set.

#### Region of Peel

#	Assigned to	Referenced Document	Comment	Response
1	GEI Consultants	Natural Environment	<p>Regional Official Plan (ROP) Policy 5.6.20.14.17 f) specifically sets out requirements for a detailed subwatershed study or equivalent study to be conducted prior to designating land uses and adopting secondary plans. The policy provides direction that a detailed subwatershed or equivalent study be based on terms of reference acceptable to the Region and Town.</p> <ul style="list-style-type: none"> <li>Recommended terms of reference for detailed local subwatershed studies are provided in Appendix F of the Region of Peel's Scoped Subwatershed Study Part B Report. The Region's Scoped Subwatershed Study, Part C Report, pages 65 to 73 provide guidance on the completion of detailed studies and a list of key findings and recommendations addressing water management and natural heritage system planning.</li> </ul>	The CEISMP has been updated to align with the requirements of ROP Policy 5.6.20.14.17 f) and is based on the provided Terms of Reference. Additionally, the recommendations from Appendix F of the Region of Peel's Scoped Subwatershed Study Part B Report and guidance from the Region's Scoped Subwatershed Study, Part C Report, have been incorporated into the report.
2	GEI Consultants	CEISMP	The CEISMP as currently drafted does not meet recommended study requirements as outlined in the Region's policies and recommended draft subwatershed study Terms of Reference.	The CEISMP has been revised to adhere to the study requirements outlined in the Region's policies and the recommended draft subwatershed study Terms of Reference.

			<p>Notwithstanding, Regional staff are prepared to support a two-stage submission of the CEISMP provided that area specific policy direction for the subject lands are included in the OPA/secondary plan addressing the natural environment planning objectives of the Region and Town's Official Plans. The policy direction should require finalization of the CEISMP prior to draft approval of a draft plan of subdivision application or any subsequent site plan approvals; policy direction generally setting out the matters to be addressed or finalized in the CEISMP; and direction specifying how implementation of the CEISMP recommendations regarding water management and natural system protection, restoration and enhancement will be achieved.</p> <p>Deficiencies in the second submission CEISMP have been noted by the Town and Region and should be addressed to the satisfaction of the Town, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>• Updating of Section 2.2 summarizing the Region of Peel Official Plan policies to reflect ROP policies 2.14.12, 2.14.14 and 2.14.15 addressing protection of Core Areas of the Greenlands System and 5.6.20.14.16 f) to j) addressing subwatershed study requirements and natural heritage system protection, restoration and enhancement in the 2051 New Urban Area;</li> <li>• Updating of Sections 4 and 5 characterization of the study area resources, constraints and opportunities including: <ul style="list-style-type: none"> <li>○ characterization of the physiography of the subject lands and surrounding area;</li> <li>○ characterization and assessment of the existing and future climatic conditions affecting natural systems;</li> </ul> </li> </ul>	<p>The CEISMP has been updated to reflect the specified ROP policies concerning the protection of the Greenlands System and subwatershed study requirements in the 2051 New Urban Area.</p> <ul style="list-style-type: none"> <li>○ The characterization of the physiography of the subject lands and surrounding area has been completed and updated in the report.</li> <li>○ The characterization and assessment of existing and future climatic conditions affecting natural systems</li> </ul>
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			<p>appendices. These figures should be provided for further review and consideration.</p>	
3	GEI Consultants	Additional Detailed Comments	<p>In accordance with the general comments noted above, the following confirmations are requested to be provided to the Region in accordance with the ROP:</p> <ul style="list-style-type: none"> <li>• That appropriate policy wording be included in the OPA to the satisfaction of the Region and Town to provide for the finalization and implementation of the CEISMP recommendations prior to the subsequent draft plan of subdivision and site plan approvals including addressing whether further environmental implementation reports may be needed;</li> <li>• That the CEISMP and associated studies including the FSR and SWMR have been updated based on the recommended terms of reference in the Region’s Scoped Subwatershed Study to the satisfaction of the Town and Region in consultation with the TRCA with appropriate scoping to reflect the status of the MZO;</li> <li>• That the CEISMP has been updated to the satisfaction of the Town to clearly delineate and quantify the current and proposed extent of natural cover on the subject lands and that proposed natural cover enhancements contribute to meeting or exceeding the recommended target to increase natural cover by 30%; <ul style="list-style-type: none"> <li>○ The CEISMP should delineate and provide total area calculations for all existing natural cover on the subject lands (including in the adjacent owned Greenbelt lands and Salt Creek valley); the total area of existing natural cover to be retained; and all areas proposed to be restored and enhanced to natural cover to be implemented in the restoration and enhancement plan and</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Noted. OPA policies will be prepared with Weston in consultation with the Region and Town, in consultation with GEI where and if appropriate.</li> <li>• The CEISMP by GEI has been updated to reflect the recommended terms of reference in the Region’s Scoped Subwatershed Study.</li> <li>• GEI has reviewed the current natural cover for the Initial CEISMP. In the Final CEISMP, text and a figure will be provided to delineate the provided natural cover target. <ul style="list-style-type: none"> <li>○ GEI has reviewed the current natural cover for the Initial CEISMP. In the Final CEISMP, text and a figure will be provided to delineate the provided natural cover target.</li> </ul> </li> </ul>

			<p>related planning approvals. The overall system target for the proposed development should be clearer and identify distributed enhancement opportunities across the NHS to support the development of a robust and sustainable system and contribute toward achieving or exceeding the 30% target established in the Scoped Subwatershed Study.</p> <ul style="list-style-type: none"> <li>• That the limit of the proposed EPA Block 9 in the proposed draft plan of subdivision and OPA has been reviewed and revised to protect the Salt Creek Core Valley and Stream Corridor with appropriate development limits in accordance with the Region of Peel Official Plan to the satisfaction of the Region, Town and TRCA; and <ul style="list-style-type: none"> <li>○ While recognizing the MZO has established permitted uses for the subject lands, it is recommended the Applicant, Town, and TRCA review the westerly limits of the proposed EPA Block 9 and consider extending the boundary to include the Salt Creek Valley and Stream Corridor to the full extent of the valley landform (i.e. to the long-term stable top of slope or physical top of slope with appropriate buffer). This valley corridor should be protected to the full limit of the valley landform in accordance with the Region of Peel and Town of Caledon Official Plans. The Salt Creek Valley is deemed to be significant and is designated as Core Areas of the Greenlands System in the Region of Peel Official Plan.</li> </ul> </li> <li>• That the proposed draft plan of subdivision has been revised to remove the parkland dedication Block 34 within the Greenbelt Natural Heritage System.</li> </ul>	<ul style="list-style-type: none"> <li>• The limit of the proposed EPA Block 9 has used the Crest of Slope plus 10m as a conservative limit of development. GEI is conducting Geotechnical studies to determine the LTSTOS. This linework will be presented in the Final CEISMP for agency review.</li> <li>○ The limit of the proposed EPA Block 9 has used the Crest of Slope plus 10m as a conservative limit of development. GEI is conducting Geotechnical studies to determine the LTSTOS. This linework will be presented in the Final CEISMP for agency review.</li> <li>• Parkland dedication in Block 34 has been removed.</li> </ul>
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4	Rice Group	General Comments	Please be advised that the Region of Peel's Development Charges Collections By-law requires that Development Charges (DCs) for all hard services now be collected prior to the execution of the subdivision agreement.	Acknowledged.
5	Croziers	General Comments- Development Engineering: Water Facilities	<p>The lands are located within Water Pressure Zone 6 supply system. Existing infrastructure consist of a 300mm and 750mm dia. watermain on Mayfield Road, 300mm dia. watermain on Airport Road and 200mm dia. watermain on Torbram Road. The 2036 Budget includes 400mm watermain on Airport Road, Torbram Road and future east-west road. The Region has no concerns with water servicing.</p> <ul style="list-style-type: none"> <li>• Notwithstanding, a Functional Servicing Report (FSR) showing proposed water servicing plans and phasing for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.</li> <li>• External easements and construction will be required.</li> </ul>	Acknowledged.
6	Croziers	General Comments- Development Engineering: Sanitary Sewer Facilities	<p>Municipal sanitary sewer facilities consist of 750mm dia. sanitary sewer on Airport Road. The 2035 Budget includes 600mm sanitary sewer along future north-south road. The Region has no objection to the sanitary plan proposing servicing blocks 1, 4 and 5 by the 750mm sanitary sewer along Airport Road. The remaining blocks, 2, 3, 7 and 8, cannot proceed at this time until the downstream 600mm sewer south of Mayfield Road is constructed. The Region has no concerns with sanitary sewer servicing.</p> <ul style="list-style-type: none"> <li>• Notwithstanding, a Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans and phasing for the</li> </ul>	Acknowledged.

			<p>development and provision for the adjacent land, if any, is required for review and approval by the Region prior to the engineering submission</p> <ul style="list-style-type: none"> <li>• External easements and construction will be required.</li> </ul>	
7	Croziers	General Comments- Development Engineering: Storm Water Management	<p>The proposed subdivision is adjacent to regional Airport Road and Mayfield Road. We have no objections to the drainage towards existing culvert on Mayfield Road. However, there is a proposed temporary pond 9 under the ESC plan, with drainage towards Airport Rd. The emergency overflow from this pond is 2.24 cm.</p> <ul style="list-style-type: none"> <li>• Please provide with next revised FSR: <ul style="list-style-type: none"> <li>○ control of up to 100 Y flows.</li> <li>○ assess capacity within the ditch fronting pond 9, that there is no overflow onto Airport Rd from Pond 9. Please share the results of the ditch analysis.</li> </ul> </li> </ul>	Acknowledged. This pond has been removed from the ESC Plans.
8	Croziers	General Comments- Development Engineering: Regional Roads	<p>The proposed development abuts Mayfield Road (Regional Road #14) and Airport Road (Regional Road # 7). Region of Peel will not permit any changes to grading within Regional Roads ROW along the frontage of proposed development unless approved by the Region. No lots or blocks shall have direct access to Regional Roads. Any future access shall be in accordance with The Region Access Control By-law. Under no circumstance should the flow of storm water be diverted along the Regional right of way (by pipe or channel) without the prior written consent of the Region. The Owner is advised that the Region has recently undertaken design for road improvements along Mayfield Road and Airport Road. It is recommended the Owner, or his consultant contact the Project Manager Olek Garbos (<a href="mailto:olek.garbos@peelregion.ca">olek.garbos@peelregion.ca</a>) of the Region to clarify specific road improvement requirements prior to preparation of detailed engineering plans and/or reports.</p>	Acknowledged.

9	Croziers	General Comments-Traffic Development	<p>Provided the Draft Plan of subdivision proceeds ahead of any site plan, prior to registration of the subdivision, all property requirements and intersection works will need to be completed to the Region's Satisfaction. Should the Site Plan for Phase 1 proceed ahead of the subdivision being registered, all property requirements and intersection works will need to be completed prior to Site Plan approval.</p> <ul style="list-style-type: none"> <li>Any proposed access/roadway connections are to align with the road network of the approved Secondary Plan 48-2 as it appears to be shown and proposed. Finer details will be addressed in forthcoming submissions.</li> <li>The Region notes that no additional accesses will be supported off of Airport Road or Mayfield Road outside of the approved Secondary Plan, the Region is not in support of the access to the Park Lands as shown on the plan.</li> </ul>	<p>Acknowledged. The parkland has been removed from the draft plan.</p>
10	Croziers	General Comments-Traffic Development: Traffic Impact Study	<p>The Region is in receipt of a TIS for 21T-21002C; the Region offers the following comments to be addressed and TIS updated. Should the Phase 1 Site Plan proceed ahead the registration of the associated subdivision, the following will need to be addressed will need to be addressed in an updated TIS prior to Site Plan approval of Phase 1:</p> <ul style="list-style-type: none"> <li>The new intersection of Airport Road and Street 'A' should include a southbound right turn lane, eastbound right turn lane; all turning movements should be captured with auxiliary turn lanes.</li> <li>The new intersection of Mayfield Road and Street 'B' should include a west and eastbound right turn lane, a westbound left turn lane; all turning movements should be captured with auxiliary turn lanes.</li> <li>The Region requires a Traffic Signals Warrant Assessment for future Mayfield Road at Street 'B'.</li> </ul>	<p>Road and Street 'A' will include a southbound right turn lane. Negligible eastbound through volumes are anticipated as this leads to private development. Therefore the eastbound through/right lane is expected to operate as a de facto right turn lane. On this basis an additional auxiliary eastbound right turn lane would be considered redundant given the limited through volumes expected.</p> <p>The intersection of Mayfield Road and Street B will include a westbound right turn lane as part of the detailed design. An eastbound right turn lane would be provided (as recommended in the Block 48-2 TIS), but constructed when Block 48-2 proceeds.</p> <p>Negligible southbound through volumes are also anticipated as this leads to a smaller residential subdivision within Block 48-2. Therefore the southbound through/right lane</p>

			<ul style="list-style-type: none"> <li>• The Region requires the intersection geometrics meet TAC minimum requirements.</li> <li>• The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for both new intersections, Airport Road &amp; Street 'A' and Mayfield Road and Street 'B.' The Region also requires a truck turning template in that package for review and comment.</li> </ul>	<p>is expected to operate as a de facto right turn lane, and operations at this intersection are satisfactory. On this basis an additional auxiliary southbound right turn lane would be redundant.</p> <p>The Traffic Signals Warrants at all intersections are included.</p> <p>Functional Designs are also included as part of the TIS resubmission.</p>
11	Croziers & Mauro Group	General Comments-Traffic Development: Property Requirements	<ul style="list-style-type: none"> <li>• The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 14 (Mayfield Road) which has a mid block right-of-way of 50 metres, 25.0 metres from the centreline of the road allowance, within 245 metres of intersections additional property as per the Official Plan requirement will be required, 55.5 metres, for a single left turn lane intersection configuration (27.75 metres) from the centreline of Mayfield Road, to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;</li> <li>• The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 7 (Airport Road) which has a mid block right-of-way of 45 metres, 22.25 metres from the centreline of the road allowance, within 245 metres of intersections additional property as per the Official Plan requirement will be required, 50.5 metres, for a single left turn lane intersection configuration (25.25 metres) from the centreline of Airport Road, to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;</li> </ul>	<p>Acknowledged.</p>



			<ul style="list-style-type: none"> <li>• The Region will require the gratuitous dedication of two 15x15 metre daylight triangles at the intersections of both Airport Road &amp; Street 'A' and Mayfield Road &amp; Street 'B'.</li> <li>• The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 7 (Airport Road) &amp; Regional Road 14 (Mayfield Road) behind the property line and daylight triangles, except at any approved access point;</li> <li>• 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;</li> <li>• 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.</li> </ul>	
12	Croziers	General Comments-Traffic Development: Landscaping/Encroachments	<ul style="list-style-type: none"> <li>• Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits.</li> <li>• Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.</li> </ul>	Acknowledged.
13	Croziers	General Comments-Traffic Development: Engineering Requirements	<ul style="list-style-type: none"> <li>• 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</li> </ul>	Acknowledged.

			<p>Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual"</p> <ul style="list-style-type: none"><li>• 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;</li><li>• 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 7 (Airport Road) and Regional Road 14 (Mayfield Road);</li><li>• 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);</li><li>• The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:<ul style="list-style-type: none"><li>○ Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law;</li><li>○ Completed Notice to Commence Work ;</li><li>○ Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;</li><li>○ Please note that any proposed construction within the Region of Peel's right of way is pending PUC approval (minimum six week process). Please note that PUC 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.</li></ul></li></ul>	
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14	Rice Group & Mauro Group	General Comments-Real Estate	<ul style="list-style-type: none"> <li>The following land rights are required from these properties for the future widening and reconstruction of Airport Road: <ul style="list-style-type: none"> <li>Permanent HONI Easement over Part 1 on draft reference plan 22-3009-Ref 1 <ul style="list-style-type: none"> <li>fee simple lands road widening designated as Parts 1, 2, 3 and 5 on Reference Plan 43R-40636</li> <li>A temporary Working easement for a term of 2 years commencing on 14 written notice over Part 4 on Reference Plan 43R-40636.</li> </ul> </li> </ul> </li> </ul>	Acknowledged. A Draft Reference Plan will be provided to reflect these requirements.
15	Rice Group	General Comments-Development Charges	<ul style="list-style-type: none"> <li>The Owner acknowledges that the lands are subject to the current Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law.</li> </ul>	Acknowledged.
16	Rice Group & Croziers	General Comments-Capital Budget	<ul style="list-style-type: none"> <li>Servicing of this Plan will require construction of 600mm dia. sanitary sewer and 400mm watermains which is the financial responsibility of the Region of Peel as per Development Charges By-law and Policy F40-6. Should the Owner wish to proceed with the works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Owner shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval.</li> </ul>	Acknowledged.

17	Toronto Inspection	General Comments-Phase 1 & 2 Environmental Site Assessment (ESA)	<p>Regional staff will require the environmental Site Assessment report to be revised to address the following comments:</p> <ul style="list-style-type: none"> <li>• In comparison to the Draft Plan of subdivision, it appears that there is a large section of the north west portion of the site that has not been included in the ESA's (Block 7, 8, 3 &amp; 9 among others).</li> <li>• Based on the current Draft Plan of Subdivision, Block 20 and 21 have been indicated as the road widening portions and the land dedicated to the Region of Peel <ul style="list-style-type: none"> <li>○ These locations appear to be in proximity to the waste generators and spills areas that in our opinion haven't been addressed through Phase Two ESA soil and groundwater sampling.</li> </ul> </li> <li>• The Phase One ESA was done according to the CSA Standard and not to O.Reg 153/04. O.Reg 153/04 is preferred by the Region. <ul style="list-style-type: none"> <li>○ The limitations with this format are that the prescribed potentially contaminating activities (PCAs) contributing to areas of potential environmental concern (APECs) are not specifically stated and some items may have not been addressed through the Phase Two sampling.</li> </ul> </li> <li>• Figure 3- Off Site Potential Environmental Concerns (Phase One ESA-PDF page 38) of the Phase One ESA indicates a Waste Generator of Halogenated Solvents (likely is Aecon Materials Engineering) present at Airport Road and Perdue Court. <ul style="list-style-type: none"> <li>○ No boreholes/ monitoring wells were installed in the vicinity of this area of potential environmental concern and have not addressed the potential for onsite contamination in this area.</li> </ul> </li> <li>• The ERIS report (Phase One ESA-PDF page 156 &amp; 157) indicates a Waste Generator (ERIS Map Key 35), at 12203 Airport Road, within the 250 meter site radius that generates petroleum distillates, solvents, waste oils and lubricants</li> </ul>	<p>Acknowledged. All General Comments will be addressed in subsequent ESA submissions.</p>
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			<p>among other things (likely is Ryder Logistics and Transport/ Legacy Supply Chain Services). ○ No boreholes/ monitoring wells were installed in the vicinity of this area of potential environmental concern and have not addressed the potential for onsite contamination in this area.</p> <ul style="list-style-type: none"> <li>• Additionally, there were Spills (ERIS map key 5) on Airport Road in the vicinity of 12203 Airport Road that could have impacted soil on the conveyance land.</li> </ul>	
18	TFAI & GEI Consultants	General Comments- Public Health	<p>For consideration of the concept plan and future design stage, please see the comments below:</p> <ul style="list-style-type: none"> <li>• Consideration should be given to including sidewalks on both sides of the street which are a minimum of 1.8m in width. If it is not possible to meet this width, we encourage widths to be a minimum 1.5m.</li> <li>• Public outdoor areas such as pedestrian walkways should include pedestrian scaled lighting, shading and benches.</li> <li>• Please consider a variety of street trees that are hardy, resilient and low maintenance, planted at equal intervals adjacent to the streets.</li> </ul>	<p>Consideration to these items related to public health will be provided at the detailed design phase, FINAL CEISMP and the landscape plans.</p>
19	Toronto Inspection	General Comments- Hydrogeological Review	<ul style="list-style-type: none"> <li>• Previous comments provided on November 23, 2021, have not been addressed and the Report has not been updated.</li> <li>• The report is missing important information necessary to properly assess potential impacts to sources of water within the 500 meters area and must be provided before the development application is approved. The information below is necessary: <ul style="list-style-type: none"> <li>○ Door-to-Door Survey and monitoring plan including properties that allow monitoring of their private wells.</li> <li>○ Contingency Plan for any well interference complaints</li> </ul> </li> </ul>	<p>The report has been updated to reflect comments provided on November 2021 along with Monitoring Plan, Contingency Plan and Dewatering Calculations.</p>

			<ul style="list-style-type: none"> <li>○ Dewatering calculations for the short and long term and a dewatering management plan may the dewatering values be greater than 50,000 L/day. The spill prevention response plan also needs to be provided.</li> </ul>	
20	Rice Group	General Comments- Waste Management	<ul style="list-style-type: none"> <li>● The subject property is not within the vicinity of a landfill site.</li> <li>● For commercial and industrial sites, waste collection will be required through a private waste hauler.</li> </ul>	Acknowledged.

Toronto and Region Conservation Authority				
#	Assigned to	Referenced Document	Comment	Response
1	GEI Consultants	Natural Environment	<p>The plan proposes to relocate the existing heritage home to the proposed Block #10 at the corner of Torbram and Mayfield Roads. We also note that a park is now proposed in Block 34, which is within the Greenbelt Plan area. We wish to note that the existing and stable top of slope limits associated with these blocks have not been confirmed by TRCA staff.</p> <p>With consideration that Block 10 and 34 are not subject to the MZO, to be consistent with the PPS and TRCA's regulatory policies, the development blocks must be located outside of the erosion hazard associated with the valley corridors. The LTSTOS identified in the slope stability report prepared by GEI and an adjacent setback of 10 metres can be used to reconfigure the northern limit of the proposed Block 10 to be consistent with the PPS. Similarly, Block 34 will need to exclude the erosion hazard. The limits of Block 34 will need to be confirmed with TRCA staff and verified as stable by the proponent's geotechnical engineering consultant to then form the basis of a revision to the Block limits.</p>	<p>Parkland dedication in Block 34 has been removed.</p> <p>Block 34 (Park) has been removed from the plan. The northern limit of Block 10 has included the LTSTOS plus a 10m setback.</p>
2	Crozier's	Grading Plan	Please illustrate the various constraint limits on the preliminary grading plan and ensure that grading is	Constraints limits have been added to the grading plan.

			not proposed within natural hazards and their corresponding setbacks.	
3	GEI Consultants & Croziers	Floodplain Analysis	The proposed floodplain conditions mapping should be included in the hydraulic assessment and the proposed floodplain limit shown on all corresponding plans.	Note, post-development floodplain for the West Humber will be contained within the stormwater management blocks. Post-development floodplain for Salt Creek will be provided.
4	GEI Consultants	CEISMP	Please ensure that the colours in the legend match the colour of the constraint limits on the map Figure 11 in the CEISMP.	The colors in the legend of Figure 11 in the CEISMP have been reviewed and revised to ensure they match the color of the constraint limits on the map.
5	GEI Consultants	Slope Stability Report	Slope Stability Report by GEI (February 18, 2022): The slope stability report and assessment for the determination of the Long-term Stable Top of Slope (LTSTOS) is acceptable. This addresses the previous geotechnical comment for the first submission.	In February of 2022 GEI completed a Slope Stability Report for the East and West Tributaries, from which the Long Term Stable Top of Slope was found to be acceptable. This report has been summarized in Section 4.5.1.6 and can be found in its entirety within Appendix C.
6	Croziers	Stormwater Management	<p>Section 5.6 discusses quantity control within the proposed subdivision blocks. Please note TRCA staff provided the following comment on the Block 1 Site Plan Application #DART 2023- 0010 with respect to quantity control within the block. This comment pertains to the remaining blocks in the proposed subdivision.</p> <p>DART 2023-0010 comment - It is noted that the runoff from the subject site will be partly controlled on-site before being discharged into two proposed SWM ponds downstream from the site. However, the onsite control measures are not sufficient to achieve the Humber Unit flow rates. We understand that the outflows from the downstream SWM ponds will be managed to meet the Humber Unit Flow rates. The FSR has used XPSWMM to determine the size of the onsite storage facilities. We understand that the XPSWMM model considers the storage provided in the entire storm sewer system to reduce the peak flows. However, please note that TRCA does not support accounting for storm sewer pipe storages in controlling peak flows.</p>	A note indicating that TRCA does not support accounting for storm sewer pipe storage in controlling peak flows for the Blocks has been added in Section 5.7 of the updated report.

			<p>Therefore, please do not consider storage provided in the storm sewer pipe system and instead resize the designated underground storage, roof storage, and surface storage to achieve the target flows.</p> <p>The quantity control within blocks is represented in the model for sizing the proposed SWM ponds. As such, it is important that the above-noted comment is addressed so that the proposed SWM ponds are sized appropriately.</p>	
7	Croziers	Stormwater Management	<p>As the site was not within the approved Settlement Area in the Regional or Town Official Plans at the time the Humber Hydrology was updated, the proposed development must provide regional control. Please resize the proposed SWM ponds so that they provide regional peak flow control.</p>	<p>The updated design provides Regional control for the Site (post-development to pre-development peak). Refer to Section 5.9 of the updated report for more details.</p>
8	Croziers	Stormwater Management	<p>TRCA's erosion control criterion for the site is to detain runoff generated from 25mm of rainfall for 48hr and onsite retention of 5mm of runoff generated from the total impervious area and this runoff can be either infiltrated or evapotranspiration. It is noted that the proposed SWM ponds are sufficiently sized to provide an extended detention that can satisfy this section of the erosion control criteria. However, the report indicates the applicant identified the required infiltration volume for each block to address the water balance criteria and the estimated infiltration needs range from 4.2mm to 5.2mm. These may satisfy the infiltration need but the erosion control criteria requires that the applicant retain 5mm of runoff from the impervious section of the site. Please revise the infiltration requirements to reflect the erosion control criteria which is onsite retention of 5mm of runoff.</p>	<p>Noted; the SWM report has been updated to indicate 5 mm retention as a minimum. Refer to Section 5.11 and Figure X of the updated report for more details.</p>
9	Croziers	Stormwater Management	<p>The submitted report shows that each block will provide a measure to address the water balance target at the detailed design stage. However, at this stage, it is important to identify potential locations of these proposed measures and a preliminary calculation in sizing the proposed measures. Please</p>	<p>Figure X has been prepared to identify potential LID locations, including preliminary calculations and assumptions.</p>



			identify potential locations of proposed LID measures along with preliminary supporting calculations.	
10	GEI Consultants & Croziers	Watercourses	Based on the LiDAR elevation data, Reach 4 (Campbell's TribA) should be connected to the main watercourse at a further downstream location. Please see the figure below.	The HEC-RAS model has been updated accordingly.
11	GEI Consultants & Croziers	Watercourses	Downstream reach Lengths should be set to zero at the first cross section of all the reaches as the length is already counted using the junction length parameter. Therefore, please correct those length parameters at all the newly added reaches.	The reach lengths have been reviewed and updated accordingly.
12	Croziers	Stormwater Management	Based on the Humber Hydrology model, the regional peak flow at the Mayfield Rd Culvert is 20.85 CMS. However, in the existing condition HEC-RAS model, 16.51 CMS has been applied instead of applying 20.83 cms downstream of the Mayfield Rd Culvert. Please revise the model to reflect the flows in line with the Humber Hydrology model flows.	Noted, the flows in the existing conditions HEC-RAS model have been reviewed and updated as needed to ensure consistency with the Humber Hydrology model flows.
13	Croziers	Stormwater Management	Table 10 shows that uncontrolled 100 year and regional storms peak flows generated from the site draining into the East Tributary are 30.715cms and 25.622 CMS respectively. However, the capacity of Mayfield Road culvert must be evaluated using these two uncontrolled peak flows.	Noted, both the Regional and 100-year storm events through the culvert have been modeled, and results are provided in the updated report.
14	GEI Consultants & Croziers	Watercourses	It is noted that using the existing condition "Regional with Berms HEC-RAS model", the total volume within the subject property is found to be 211, 920 m3 (please see figure 1), whereas using the existing condition "Regional No Berms HEC-RAS model", the total volume within the subject property is found to be 24780 m3 (please see figure 2). Longitudinal profiles of the two scenarios are shown in Figure 3 below. It is noted that these analyses used existing peak flows. Please revise the model using the future regulatory flow and identify the volume required to compensate for the removal of the watercourse.	The flood storage has been revised to accommodate the volume from the analysis using the future regulatory flow.
15	Toronto Inspection	Geotechnical & Stability Assessment of Berms	Stormwater Management Facility & Environmental Area protection Sections: Drawing C103A by Crozier: Section B-B: The earthworks for this section	Geotechnical Recommendations for the berm have been included as part of the geotechnical report.

			create a berm of 4-5 m high with a water head difference of no less than 3.5 m. This berm needs a geotechnical design and stability review to the level appropriate for dams. Please conduct the geotechnical and stability assessment to provide the geotechnical recommendations for the berm.	
16	GEI Consultants	Berms	16. If the existing pond/dam embankment remains in place (either partly or fully), it may not have been built at the time with appropriate engineered material to act as a berm. Therefore, any grading design to incorporate the existing embankment into the proposed berms will need further assessments to evaluate the suitability of the remaining portion of the existing embankment and how those sections can be improved or entirely replaced. Please evaluate the feasibility of such integration and conduct all necessary assessments to demonstrate that there will not be some vulnerability to the risk of future hazard to this site due to the existing embankment.	The two manmade berms will be removed to improve fish passage and reduce thermal load of the East Tributary.
17	Toronto Inspection	Hydrogeological Report	Table 4-2 and Table 4-3 of the hydrogeology report indicate groundwater measurement from different monitoring wells on June 14, 2021, twice but with different values. It is our understanding the last measurement in the tables is from June 22, 2021. Please correct.	The hydrogeology report has been revised to indicate the correct groundwater measurement values and dates.
18	Toronto Inspection	Hydrogeological Report	The hydrogeology report should examine proposed mitigative measures for maintenance of the site water budget and confirm that the measures are adequate to maintain the budget.	The hydrogeology report has been revised to examine proposed mitigative measures for maintenance of the site water budget and confirm that the measures are adequate to maintain the budget.