

Town of Caledon  
6311 Old Church Road  
Caledon East, ON, L7C 1J6

October 30, 2023  
File 10208

Attn: Aleah Clarke, MHBC

RE: Resubmission of Draft Plan of Subdivision, Official Plan Amendment  
0 & 12245 Torbram Road  
POPA 2021-0007, 21T-21002C

Weston Consulting is the planning agent for Tullamore Industrial GP Limited, the registered owner of the lands municipally known as 0 & 12245 Torbram Road (the “subject lands”). The subject lands are generally bordered by Airport Road to the east, Torbram Road to the west and Mayfield Road to the south. We are pleased to provide this Planning Response Letter as an addendum to the Planning Justification Report (PJR) dated July 2021 and the PJR Addendum dated April 2023.

Based on the analysis contained herein, it is our opinion that the proposed development represents good planning and continues to be consistent with Provincial Policy and conform to Provincial, Regional and Municipal Plans. The findings and analysis contained in our July 2021 PJR and April 2023 PJR Addendum remain relevant and accurate and should be read in conjunction with this letter.

### Description of the Proposed Development

The proposed development has been modified in response to comments received by Regional and Town Staff and the relevant commenting agencies. The Draft Plan of Subdivision has been revised accordingly:

- Block 34, which was previously conceptualized as a public park, has been removed;
- A new Block 6 is added, which is intended as a Reserve Block for a potential future right-of-way connection to Airport Road;
- Reconfiguration of the south-eastern portion of the Draft Plan. The Stormwater Management Facility is now situated in Blocks 13 and 14 and EPA lands in Block 12;
- A 30-metre buffer has been applied to the woodlot in the north section of the Draft Plan, denoted as Block 15;
- Reconfiguration of Block 9 in order to include the Salt Creek Core Valley and Stream Corridor

The Official Plan Amendment has been updated in order to reflect the following:

- Updated legal description of the subject lands;
- All special provisions and references to the Ministerial Zoning Order (“MZO”) issued for the subject lands have been included;
- Schedules A, F, J, K, L, N, O, S, Figure 1, and Appendices I, II and III of the Caledon Official Plan are included;
- The 30-metre buffer from the woodlot on the north of the subject lands has been designated as *Environmental Protection Area*

The table below provides site statistics for the revised proposed development of the subject lands:

*Table 1: Site Plan Building/Block Statistics*

<b>Block</b>	<b>Building</b>	<b>GFA (m<sup>2</sup>)</b>	<b>Parking and Loading</b>
Block 1	Building A	± 100,702 m <sup>2</sup>	Loading Bays: 157 spaces Car Parking: 540 spaces Trailer Parking: 505 spaces
Block 2	Building I Building J	± 33,516 m <sup>2</sup> ± 9,197 m <sup>2</sup>	Building I: Loading Bays: 74 spaces Car Parking: 341 spaces Trailer Parking: 50 spaces  Building J Loading Bays: 26 spaces Car Parking: 140 spaces Trailer Parking: 17 spaces
Block 3	Building C	± 72,901 m <sup>2</sup>	Building C Loading Bays: 81 spaces Car Parking: 320 spaces Trailer Parking: 220 spaces Cab Parking: 25 spaces
Block 4	Building D	± 93,759 m <sup>2</sup>	Loading Bays: 183 spaces Car Parking: 506 spaces Trailer Parking: 148 spaces
Block 5	Building H	± 90,662 m <sup>2</sup>	Loading Bays: 100 spaces Car Parking: 450 spaces Trailer Parking: 68 spaces
Block 7	Building E	± 90,730 m <sup>2</sup>	Loading Bays: 100 spaces Car Parking: 445 spaces Trailer Parking: 277 spaces
Block 8	Building F	± 74,090 m <sup>2</sup>	Loading Bays: 170 spaces Car Parking: 425 spaces Trailer Parking: 149 spaces

In our opinion, the revised Draft Plan of Subdivision and Official Plan Amendment represent good planning and remain consistent with the Provincial Policy Statement 2020 and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Peel Region Official Plan, the Caledon Official Plan, and the draft Caledon Official Plan. The revised proposed development aligns with the Ministerial Zoning Order (MZO) that was issued for the subject lands on September 9, 2022. A detailed review of these policies is contained within the July 2021 PJR and April 2023 PJR Addendum and remain relevant and accurate. The findings and analysis in the July 2021 PJR and April 2023 PJR Addendum should be read in conjunction with this letter.

**Response to Comments**

The following section provides a response to comments received by Staff on the Official Plan Amendment and Draft Plan of Subdivision application. This includes additional policy analysis, updated figures, and details descriptions where appropriate.

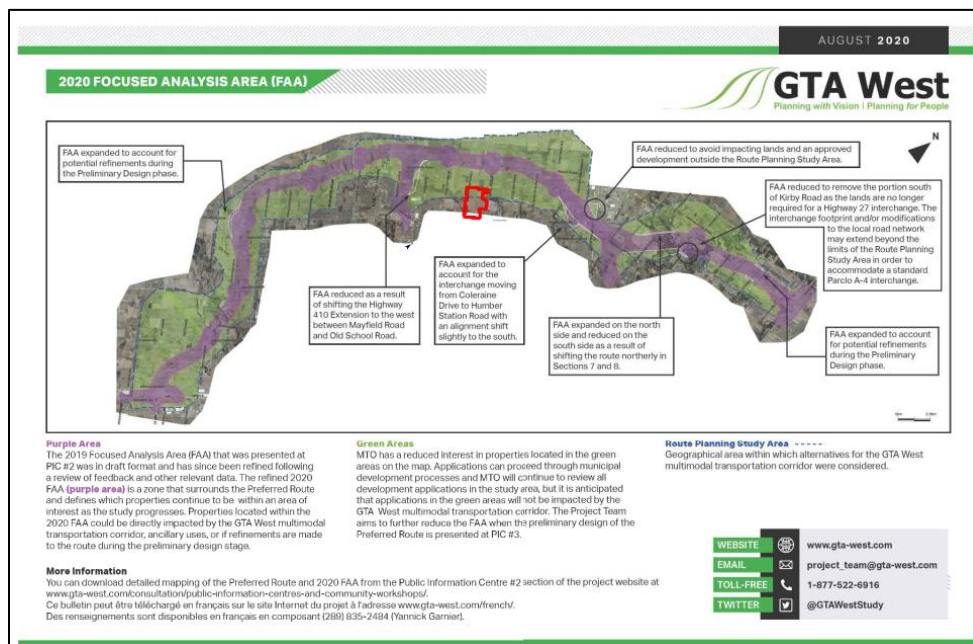
**OFFICIAL PLAN AMENDMENT COMMENTS**

OPA Comment 41a

Page 13 of the PJR discusses the GTA West Corridor, but the references to the Focused Analysis Area figures don't match the figures provided. Please ensure that future submissions include all referenced figures.

*Response to OPA Comment 41a*

The updated figure is provided below:



**Figure 1: Focused Analysis Area (FAA), Highway 413**

OPA Comment 41b

Further information is needed about how transit users will be able to access the subject lands. It is not appropriate for transit users to be walking along roadways without sidewalks. Please clarify if Brampton Transit has been consulted to determine if existing bus routes can be extended through the proposed development.

*Response to OPA Comment 41b*

Discussions took place between the Town of Caledon, Brampton Transit and the applicant on April 13, 2023 regarding the short and long-term opportunities for future bus routes to, and throughout, the subject lands. In the short-term, a bus stop at the junction of Street A and Airport Road is proposed to provide service for existing Route 30. Sidewalks on the subject lands are allocated along Street A, Street B and Street C. In the long-

term, Brampton Transit, in collaboration with the Town of Caledon, will identify routing changes or incorporate new routes as the surrounding community continues to be built out. As a result, all internal roads will have direct pedestrian connections to any future bus stops. As per the site plan, dated October 16, 2023, the bus stop locations are situated in the following locations:

**Table 2: Proposed Bus Stop Locations**

Street	Location
Street A	<ol style="list-style-type: none"> <li>1. Junction with Street B</li> <li>2. Junction with Airport Road</li> </ol>
Street B	<ol style="list-style-type: none"> <li>1. Junction of Mayfield Road and Street B</li> <li>2. East of Building I</li> <li>3. Junction with Street A</li> <li>4. Junction with Street C</li> </ol>
Street C	<ol style="list-style-type: none"> <li>1. Junction with Torbram Road</li> </ol>

OPA Comment 41c

Page 23 of the PJR notes that the heritage house is being moved to the Greenbelt portion of the property, but based on the submitted draft plan, it appears that the relocation lot is outside of the Greenbelt Plan area. Page 23 also notes that the new farmhouse location is reflected in the zoning by-law amendment schedule, but no revised zoning by-law amendment was submitted. The lands receiving the house will need to be designated and zoned appropriately to accommodate the farmhouse. The lands are designated Urban System/Designated Greenfield Area in the Region’s Official Plan. As per the Heritage comments, further discussions on the location of the relocated heritage resources are required.

*Response to OPA Comment 41c*

The Heritage Farmhouse will be relocated to Block 10 on the Draft Plan of Subdivision, which is currently designated *Prime Agricultural Area* according to Schedule A (Land Use Plan) of the Caledon Official Plan. Policy 5.1.1.4 of the Caledon Official Plan permits “a single detached swelling on an existing lot of record” subject to certain conditions. In our opinion, the relocation of the Heritage Farmhouse satisfies these conditions. The Heritage Farmhouse is being relocated from an area currently designated *Prime Agricultural Area*. Accordingly, an Official Plan Amendment is not required for this portion of the subject lands to permit the relocated Heritage Farmhouse. The enclosed Official Plan Amendment identifies this portion of the subject lands as *Prime Agricultural Area*.

OPA Comment 41d

The sound mitigation plan in the Noise Study recommends sound barriers ranging from 2.4m to 10m to meet the guideline limits. The maximum barrier wall height in the Town is 2.4m, and the rest of the required height must be accommodated through the use of a berm. The PJR references the wrong barrier heights on page 26, and these barriers are not clearly identified on the Concept Site Plan, or the landscape plan. These plans must be revised to identify sound barrier locations and design. The urban design brief must also assess the design and impacts of the proposed sound barriers.

*Response to OPA Comment 41d*

Figure 7 of the Environmental Noise Impact Study (ENIS) prepared by Valcoustics Canada Ltd., dated March 29, 2023, illustrates the recommended locations for sound barriers. The sound barrier at the southwest corner is recommended to be 4-8 m high. This is between Block 2 and the Greenbelt block. The sound barriers range

in height from 2.5 to 8.5 metres along the west side of the development near the six residential properties along Torbram Road. The recommended height for sound barriers at the northwest near the three residential properties and vacant land range 8-10 metres. Heights exceeding 2.4 metres will be accommodated by using a berm and fence on top of it. The ENIS recommends wood, concrete, masonry, and berms that can be combined for the sound barriers. The berm and noise barriers will also aid in visually screening the proposed development from the existing residential lots.

#### OPA Comment 41e

Page 33 should have included analysis of section 2.12.12.2.7 of the ROP related to land use compatibility and mitigation between agricultural and non-agricultural uses.

#### *Response to OPA Comment 41e*

Policy 2.12.12.2.7 of the Peel Region Official states:

*2.12.12.2.7 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to promote land use compatibility where agricultural uses and non-agricultural uses interface, by avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts. Where mitigation is required, measures should be incorporated into the non-agricultural use, as appropriate, in accordance with provincial guidelines.*

The proposed development supports the policy objective for land use compatibility to minimize adverse impacts on surrounding lands. Technical Studies have been prepared in support of the proposed Draft Plan of Subdivision to demonstrate how the proposed development minimizes impacts on surrounding lands uses. For example, the CEISMP prepared by GEI Consultants details how the proposed development respects the Greenbelt Planning Area and the West Tributary with a 30 metre vegetated buffer to enhance and protect natural heritage features' form and function.

As discussed in the July 2021 PJR, technical studies prepared in support of the Region's Municipal Comprehensive Review (MCR) identify the surrounding lands as highly fragmented and less suited for the long-term protection of agricultural uses. Accordingly, the Regional Official Plan redesignated the area surrounding the subject lands as *Employment Area* within the *Urban System*. This land use designation is reflected on proposed Schedule B4 of the Town of Caledon draft Official Plan, which identifies the surrounding area as *New Employment Area*. The existing and proposed Employment Land designation surrounding the subject lands demonstrates the long-term vision for this area to evolve as an employment hub.

A Ministerial Zoning Order was issued for the subject lands on September 9, 2022, to rezone the subject lands *Prestige Industrial*. The MZO is consistent with relevant provincial policy related to land use compatibility. In our opinion, the proposed development supports the objectives of Policy 2.12.12.2.7 of the Peel Region Official.

#### OPA Comment 41j

The PJR notes that details related to section 3.1 of the Town's Official Plan will be provided in future submission. This information must be included in all future submissions.

#### *Response to OPA Comment 41j*

Section 3.1 of the Caledon Official Plan provides policy direction related to sustainability and the wise use of resources. The Town of Caledon Official Plan provides a number of sustainability policies to direct growth

management, economic development, ecosystem planning, cultural heritage and the protection and promotion of health and well being. These include, but are not limited to:

*3.1.2.1 To ensure that the pillars of sustainability: economic; environmental; and social/cultural are considered as a primary guiding principle for land use planning and decision-making in the Town of Caledon.*

*3.1.2.2 To ensure that new development and redevelopment promotes and integrates the principles of sustainability as detailed in this and other Sections of the Official Plan.*

*3.1.2.3 To work with Caledon residents, land and business owners, community organizations, the Region of Peel, Conservation Authorities, and other levels of government in researching, implementing and monitoring the sustainability objectives, policies and programs of this Plan.*

*3.1.3.3 Within the context of the Town of Caledon's roles and responsibilities with respect to local land use planning and development approvals, the Town shall work with Caledon residents, land and business owners, community organizations, the Region of Peel, Conservation Authorities, and other levels of government in researching, implementing and monitoring the sustainability objectives, policies and programs of this Plan, including the policies contained in Sections 3.1.3.7 to 3.1.3.13 addressing: Sustainable Development Patterns and Urban Design; Climate Change; Conservation of Water and Energy; Alternative and Renewable Energy; Air Quality; Adaptive Environmental Management; and Sustainability Indicators and Monitoring.*

*3.1.3.5 Once appropriate guidance document(s) have been developed by the Town, proponents of development and redevelopment will be required to submit a Sustainability Design Brief as part of a complete application which addresses the sustainability objectives and policies of this Plan.*

*3.1.3.7.1 Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8.*

*3.1.3.8.1 The Town shall work with the Region of Peel, development interests and other appropriate partners to identify and implement development patterns, standards and practices that reduce greenhouse gas emissions.*

*3.1.3.9.2 The Town shall encourage proponents of new development to consider energy conservation measures derived by the planning and design for the orientation of streets and buildings to maximize exposure to the sun (passive solar energy), and green design for buildings.*

*3.1.3.9.3 The Town shall encourage proponents of new development to explore innovative land use patterns, building standards, transportation systems and urban design that will significantly reduce the overall demand for energy.*

*3.1.3.9.4 Proponents of new development shall be encouraged to minimize the percentage of impervious surfaces as well as adopt Low Impact Development (LID) or similar standards so as to reduce rates of surface water flow and run-off*

*3.1.3.9.5 The Town shall promote urban design and development patterns that minimize the movement of water between watersheds and maintain predevelopment water balance to the extent practicable.*

*3.1.3.9.6 The Town shall encourage development proposals that maximize water capture and re-use (e.g., grey-water capture) and promote the use of storage facilities throughout the Town.*

*3.1.3.9.7 The Town shall promote landscaping practices that are responsive to local climate and ecological conditions, and which minimize the need for irrigation and the use of chemicals which could contaminate surface and groundwater resources.*

*3.1.3.10.3 The Town will work with proponents of new development and redevelopment projects to promote compact, mixed-use neighbourhood development patterns that incorporate and enhance opportunities for the use of alternative and renewable energy systems, where appropriate, such as passive and active solar energy, geothermal, wind power, district heating systems and new technologies as they become available and in accordance with the Green Energy Act*

*3.1.3.11.1 While working towards enhanced economic sustainability and associated land development activities, the Town shall promote residential, industrial and commercial developments that will contribute to the maintenance or improvement of air quality.*

*3.1.3.11.2 Proponents of new developments shall be encouraged to use green building guidelines and rating systems for new construction to promote the use of building materials and products that have minimal potential to radiate harmful emissions that affect air quality.*

*3.1.3.11.3 The Town shall encourage land stewardship activities, such as reforestation, naturalization of public and private lands and low maintenance landscaping that will have positive air quality benefits.*

*3.1.3.11.5 The Town shall encourage land stewardship activities, such as reforestation, naturalization of public and private lands and low maintenance landscaping that will have positive air quality benefits.*

The proposed development of the subject lands supports the objectives outlined in Policies 3.1.2.1, 3.1.2.2, and 3.1.2.3 by implementing economic and environmental sustainability measures. Details of the sustainability measures are provided in the enclosed CEISMP prepared by GEI Consultants, which outlines how natural resources on the subject lands are being preserved and protected. For example, 30 metre vegetated buffer is recommended to enhance and protect natural heritage features of the Greenbelt Planning Area's form and function. According to GEI Consultants, a total of 9.037 hectares of wetland habitat, including its 10 metre buffers, is proposed for removal to accommodate the proposed development. To compensate for the wetland removals, a combination of on-site wetland replication and cash-in-lieu is proposed. Wetland habitat will be created in the vicinity of the Lower Pond, which will be restored upon removal of the manmade berm. A Natural Heritage Design Brief and Wetland Implementation Plan will be prepared during detailed design outlining the restoration and monitoring requirements for this component of the overall development project, including proposed phasing for the removal of the manmade berms and decommissioning of the Upper and Lower Ponds.

In accordance with the Policies 3.1.3.3 and 3.1.3.5, the proposed development has consideration for the Town of Caledon draft Green Development Standards as demonstrated in the enclosed Ecovert Zero Carbon v2

"Hybrid" Design Package Summary. These standards include specific design standards related to the building envelope, structure, mechanical system, electrical and innovation requirements.

The proposed development will contribute to the Town of Caledon being a complete community in accordance with Policy 3.1.3.7.1 by providing economic development opportunities and job creation in an area of the Town identified for Employment growth. The proposed development builds on the industrial service centre of Tullamore and concentrates industrial warehouse uses in an area designated for such growth, which will support energy conservation and efficiency in accordance with Policies 3.1.3.8.1, 3.1.3.9.2, 3.1.3.9.3, and 3.1.3.10.3. Future public transit stops on the subject lands will reduce the need for private automobile use for employees and the proposed sidewalk network will contribute to active transportation use and the overall reduction of greenhouse gas emissions.

In accordance with Policies 3.1.3.9.4, 3.1.3.9.5, and 3.1.3.9.6 the Functional Servicing Report and Stormwater Management Report prepared by Crozier Engineering Ltd concludes that industrial blocks will be required to control 100-year post development peak flows to the 5-year post development flow on site, prior to discharging to the storm sewer system within Street B. Storage of water within the blocks may be in the form of rooftop ponding, surface ponding and/or underground storage. Stormwater runoff will be conveyed to the SWM facilities for quantity, quality and erosion control.

The existing Greenbelt lands on the subject lands will be preserved in accordance with 3.1.3.11.3 to ensure the protection of natural heritage features and existing fauna and flora and allow for greater permeability.

In our opinion, the proposed development conforms to Section 3.1 of the Town's Official Plan.

#### Comment 41h (OPA)

The PJR defers the analysis of section 5.5.7 of the Official Plan, but there is a concurrent DART and subdivision application proceeding, therefore an assessment of section 5.5.7 should be provided in the next submission by way of a memo or addendum to the PJR.

#### *Response to Comment 41h (OPA)*

Section 5.5.7 of the Caledon Official Plan provides General Design Policy direction including:

*5.5.7.1 To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals:*

- a) Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress;*
- b) Innovative building forms will be encouraged;*
- c) Visual and functional relationships between individual buildings will be handled in ways appropriate to their function.*
- d) The following are basic landscaping and planting guidelines:*
  - a. use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas;*
  - b. use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas; and,*



- c. *use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils;*
- e) *The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability*

*5.5.7.2 Lands with prominent visual exposure or lands adjacent to residential uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, site design, and on-site specific open space and landscaping features.*

The proposed development contains landscaping features that will be create a visual buffer between the proposed industrial use and surrounding uses, includes hybrid extended detention wetlands, restoration/tree planting area, wetland restoration area and proposed LID/Tree Planting Area. Additional details will be provided though future Site Plan applications.

#### OPA Comment 41i

If future iterations of the development propose infrastructure in lands designated EPA, analysis of section 5.7.3 of the Town's OP will be required. New infrastructure is only permitted in EPA lands in cases where an EIS or MP demonstrates that there are no reasonable alternative locations for the infrastructure.

#### *Response to OPA Comment 41i*

Section 5.7.3 of the Caledon Official Plan provides policy direction for the development of infrastructure in lands designated Environmental Protection Area (EPA). According to policy 5.7.3.1.2 of the Caledon Official Plan, permitted uses in EPA lands shall be limited to residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure. Further, Policy 5.7.3.1 states,

*New public and private infrastructure will not be permitted in EPA, with the exception of essential infrastructure which may be permitted subject to approval requirements of the Town and other relevant agencies. In such circumstances, an EIS and MP shall be prepared which demonstrates that all reasonable alternatives to locating the proposed infrastructure outside of EPA have been explored, that the Town's ecosystem principle, goal, objectives, policies and performance measures have been adhered to, to the greatest extent possible, and to recommend appropriate mitigation, restoration and management measures.*

As per the Functional Servicing Report and Stormwater Management Report prepared by Croziers Engineering, two stormwater management facilities are proposed in the form of wetlands in order to provide quantity, quality and erosion controls during a 2 year and 100 year storm event. The two stormwater management ponds are labelled as Blocks 13 and 14, as per the Draft Plan of Subdivision. As per the report, it concludes that stormwater quality control criteria are satisfied by the SWM facilities design and that the permanent pool component of the proposed wetlands will provide Level 1 Enhanced Protection for the entire site.

As per policy 5.7.3.2.3 of the Caledon Official Plan, expansions of uses can be permitted granted it is demonstrated through an EIS or MP that the proposal will protect the EPA form, function and integrity. Technical studies, including a Comprehensive Environmental Impact Study and Management Plan (CEISMP) has been prepared by GEI Consultants, are enclosed to support the location of the stormwater management ponds

within the subject lands. The proposed SWM ponds are to be designed in accordance with the Guidance for Development Activities in Redside Dace Protected Habitat Version 1.2W. The portion of the subject lands identified as EPA will be used to promote, protect and enhance natural features. Details are provided in the enclosed FSR/SWM report and CEISMP report. In our opinion, the proposed development conforms to the relative policies of Section 5.7.3 of the Caledon Official Plan, including the following policies:

#### OPA Comment 41k

In accordance with section 4.1.8 of the Official Plan, more detail is required related to how the development will constitute a complete community and provide transportation choice.

#### *Response to OPA Comment 41k*

Section 4.1.8 of the Caledon Official Plan provides policy direction for the development of complete communities. The Town of Caledon seeks to plan complete communities through the development of a range and mix of employment and housing types and diverse mix of land uses. The objectives of the Caledon Official Plan include:

*4.1.8.2.1 To plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs.*

*4.1.8.2.2 To protect and promote human health through community planning and design.*

The proposed development contributes to this objective as it will provide significant employment opportunities in an area of the Town designated *Employment Lands*. The subject lands are well served by local and regional roads and can be accessed by public transit as discussed in this Letter. The proposed development as been designed to protect and preserve natural features and will contribute to the Town's overall complete community policies:

*4.1.8.3.1 Community plans and Secondary Plans will contain policies to ensure that Caledon's settlement areas are planned in such a way to contribute to the development of Caledon as a complete community, are well-designed and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan*

*4.1.8.3.2 Caledon will participate jointly with the Region of Peel and area municipalities in the preparation of an assessment tool for evaluating the public health impacts of development proposals.*

*4.1.8.3.3 Caledon will work jointly with the Region of Peel and area municipalities to raise awareness of public health issues related to planning.*

In accordance with policy 4.1.8.3.1, the subject lands are located adjacent to the Tullamore Settlement Area and within the Town's urban boundary. The proposed development will provide employment opportunities and is accessible by local and regional transit. The proposed development will contribute to a range of jobs and provides goods and services in the Town of Caledon to support the Tullamore Area emerging as a industrial/commercial centre within the Town of Caledon.

#### OPA Comment 41I

Section 5.6 should include analysis of the following sections of the Official Plan:

- i. Policies of section 5.7 of the Official Plan will continue to apply to the Greenbelt Plan lands which should remain in the EPA designation. No development should be proposed in this area.
- ii. Page 54 notes that the TIS recommends further discussions with transit providers to identify and protect future routes. Further information related to these discussions is required and the bus stops should be provided for on the concept plan.
- iii. Section 5.9.5.9 is not discussed in the PJR, Active transportation needs to be assessed on the subject lands. At the site plan stage, bicycle parking should be provided in accordance with the recommendations of Section 10 of the Transportation Impact Study. The recommended bicycle parking rates are in accordance with the Peel Region Healthy Study framework, being 0.06 units per 100 sq.m. for occupants and 0.1 for 100 sq.m. for visitors.
- iv. 5.10.7 (including 5.10.7.2.6 and 5.10.7.2.7) and 7.8 (including 7.8.1.3.3, 7.8.2, 7.8.4.2, 7.8.5.4, 7.8.5.5, 7.8.7, 7.8.8, 7.8.9) should be assessed as the subject lands are being added to the Tullamore Industrial/Commercial Centre.
- v. The PJR notes that EPA is proposed for the Greenbelt Plan area, but the proposed Official Plan amendment identifies the lands as Rural, please correct the Official Plan amendment text and schedule. If the designation of the Greenbelt lands is proposed to be amended, this analysis needs to be provided in the PJR or an addendum. This analysis should include but is not limited to section 7.13 and section 5.7 of the Official Plan.

#### *Response to OPA Comment 41I*

- i. The Official Plan Amendment designates the Greenbelt portion of the subject lands EPA. No development is proposed in this area.
- ii. As outlined in the response to Comment 41b, discussions took place between the Town of Caledon, Brampton Transit and the applicant on April 13, 2023 regarding short and long-term opportunities for future bus routes to, and throughout, the subject lands.
- iii. In accordance with Section 5.9.5.9 of the Caledon Official Plan, the proposed development will have regard to future bicycle and pedestrian facilities for the proposed development, as recommended by Crozier Engineering in the revised TIS. The number of bicycle parking spaces will be allocated at the site plan stage. Notably, sidewalk access will be present throughout the subject lands along all internal collector roads, as seen on the Site Plan prepared by Turner-Fleischer Architects to support enhanced movement of pedestrians and cyclists throughout the subject lands. Please also refer to the Traffic Impact Study prepared by Crozier Engineers. The proposed development conforms to the policies of Section 5.9.5.9 of the Caledon Official Plan.
- iv. Please see below for full analysis.
- v. Official Plan Amendment has been revised to designate this portion of the subject lands as EPA.

The Subject Lands will compliment the Industrial/Commercial centres policies and Tullamore Secondary Plan policies of the Caledon Official Plan. The Industrial/Commercial Centres plays a complementary role to other settlements throughout the Town of Caledon and provide a supportive function to the Rural Services Centres for industrial and commercial development. The following policies apply to the proposed development of the subject lands:

*5.10.7.2.2 Tullamore and Victoria will serve primarily as industrial centres and will also function, to a lesser extent, as highway commercial centres in accordance with the policies and related uses in Section 5.4.5 and 5.5. In accordance with the direction provided in Policy 5.4.5.4, a wider range of retail and service commercial uses are permitted up to a maximum gross floor area of 24,500 square metres on the lands located at the northeast corner of Airport Road and Mayfield Road and legally described as Part of*

*Lot 1 Concession 1 (Albion), Town of Caledon, Regional Municipality of Peel, as shown on Schedule “N”, Tullamore Land Use Area Plan.*

*5.10.7.2.6 Industrial and commercial development of lands adjacent to any residential uses in Sandhill, Tullamore and Victoria shall be developed in a manner to minimize any land use conflict utilizing such provisions as buffering, landscaping, berming and appropriate site design in accordance with the provisions of Section 5.4.9 and 5.5.7.*

*5.10.7.2.7 Joint access will be encouraged for lands within Sandhill, Tullamore and Victoria in order to limit conflicts with the planned function of arterial roads*

The proposed development contemplates Prestige Industrial uses, which will complement existing land uses within the Tullamore Secondary Plan. Connection to the existing Secondary Plan area from the subject lands will be accessed via Airport Road, on the eastern portion of the proposed development, and the internal road network. In our opinion, the proposed development conforms with the relevant policies 5.10.7.2.2, 5.10.7.2.6 and 5.10.7.2.7.

## 7.8 Tullamore Secondary Plan

The subject lands are situated adjacent to the Secondary Plan area and subject to the policies of the Tullamore Secondary Plan. The basis of the Tullamore Secondary Plan area is to provide a small scale supportive function to the Rural Service Centres for industrial and commercial development and will serve primarily as an industrial centre and high commercial centre. The following policies apply to the proposed development of the subject lands:

*7.8.1.3.3 Land use compatibility with lands in the City of Brampton and adjacent residential uses is maximized.*

*7.8.2 In general, the Tullamore Industrial/Commercial Secondary Plan promotes high quality industrial and commercial development in a comprehensive manner through the provision of appropriate policies respecting land use, environment, municipal servicing, transportation and community design. Although some complementary highway commercial development is anticipated in this Plan, including a wider range of retail uses located at the gateway location of Airport Road and Mayfield Road, it is not intended that this development shall compete with the retail uses planned for Caledon East.*

*Specific goals for the Tullamore Industrial Commercial centre include:*

- a) To provide for a mix of high quality industrial and highway commercial uses that would contribute to the Town's employment and commercial/industrial assessment base;*
- b) To provide for logical and orderly development on full urban services;*
- c) To ensure land use compatibility with adjacent uses both in the Town of Caledon and within the City of Brampton to the south;*
- d) To ensure a high standard of community design is provided particularly on the frontages of Mayfield and Airport Roads;*
- e) To recognize and protect significant environment features and functions within and adjacent to the secondary plan area, and, where possible, restore and enhance the environment.*

*7.8.4.2 In order to address visual impacts, aesthetics and compatibility of uses, development adjacent to Mayfield and Airport Roads shall, in addition to conforming to the General Design policies of Sections 5.4.9 and 5.5.7 and the Community Design Guidelines referenced in Section 7.8.4.1, be guided by the following general site design principles:*

- a) *Truck parking and truck storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays shall be oriented away from Mayfield and Airport Roads, unless fully screened by a solid wall or building;*
- b) *High quality building façades are encouraged and building elevation drawings may be required as part of the development approvals process. This shall include screening/enclosure of rooftop mechanical units, and limiting the height of buildings;*
- c) *Signage shall be coordinated and integrated into the landscaped areas, specific restrictions may be placed on signage in order to reduce visual impacts;*
- d) *Larger minimum lot sizes and wider frontages shall be required*

*The implementing Zoning By-law shall include specific provisions with respect to those design principles.*

*7.8.5.2 Development shall only be permitted on full municipal services including sanitary and storm sewers, municipal roads, municipal water, hydro and other utilities.*

*7.8.5.4.1 Development on lands designated Prestige Industrial on Schedule N shall be permitted in accordance with Section 5.5.4.*

*7.8.5.4.3 Notwithstanding Section 5.5.3.1.1 commercial uses shall not be permitted in Prestige Industrial designations.*

*7.8.5.4.6 Prestige Industrial uses, which may have noise, dust, vibration or other environmental impacts, may be required to conduct appropriate studies in order to address compatibility of land uses and mitigation of impacts.*

*7.8.7.3 All new development shall provide a 15-metre ecological/visual landscaped buffer adjacent to lands designated Agriculture and Environmental Policy Area, in accordance with the Council adopted Tullamore Community Design Guidelines.*

*7.8.8.2 It is the intent of this Secondary Plan to encourage the retention and conservation of heritage resources of architectural and/or historical merit and promote the integration of these resources into the new development proposals.*

*7.8.9.2 New development shall only be serviced by full municipal roads and temporary access will not be permitted*

*7.8.9.5 Where roads are proposed to intersect with Regional roads, the transportation system shall also have regard to Regional requirements and standards.*

The proposed development will contribute to the existing Tullamore rural centre and complement the proposed Highway 413 extension. The proposed development will be fully serviced by municipal servicing. Buffers are provided to existing woodlots on the proposed subject lands. Additionally, the heritage resources will be preserved on the subject lands in accordance with policy 7.8.8.2 and will be situated on within Block 10 of the proposed Draft Plan of Subdivision. The enclosed Official Plan Amendment seeks to amend specific policies within the Tullamore Secondary Plan Area in order for the proposed development to align with the Ministerial Zoning Order.

#### OPA Comment 41m

The Town does not support the proposed park location.

*Response to OPA Comment 41m*

The park has been removed from the Draft Plan of Subdivision and the Official Plan Amendment.

OPA Comment 41n

Section 5 of the Town's Draft Official Plan relates to climate change. This section of the Draft Official Plan should be considered and incorporated into the updates to the site's design. The PJR notes that further details of the sustainable development principles for the proposed development will be provided in future submissions, but some of these details may need to be incorporated into the Official Plan Amendment, and/or Draft Plan of Subdivision. Deferring these issues to future submissions could slow down the approvals for the development. The applicant is encouraged to provide these details in their resubmission.

*Response to OPA Comment 41n*

Section 5.1 of the Town of Caledon Draft Official Plan relates to Climate change objectives and policies for the Town of Caledon including.

*5.1.c support climate change adaptation by preparing for the impacts of climate change that pose a threat buildings, infrastructure, natural systems, safety, and the wellbeing of Caledon's residents and economy;*

*5.1.e ensure a holistic approach to climate action that considers social equity and responsibility in addressing the risks and sharing the costs and benefits of actions throughout the municipality considering differing access to services, household incomes, economic opportunities, and infrastructure investment.*

*5.1.1 To support built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:*

- a) support the creation of compact, transit-supportive, and complete communities;*
- b) plan for a mix of land uses to provide convenient access, and reduced travel times, between housing, employment and shopping areas, and community amenities and services;*
- c) plan to meet or exceed the minimum intensification and density targets set by the Province, the Region of Peel Official Plan and this Plan; and,*
- d) plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.*

*5.2 Pathway to Low-Carbon Communities*

*5.2.2 To support energy conservation and conversion, the Town will:*

- b) maximize opportunities for the implementation of renewable energy systems and alternative energy systems on a site-specific or district-wide basis;*

*5.2.3 To enhance carbon storage and sequestration, the Town will:*

- a) establish landscaping requirements and promote tree planting to improve air quality and provide shade;*
- b) increase the carbon sequestration potential of parks through tree planting and urban agriculture;*
- c) protect agricultural lands within the Rural System, which provide long-term carbon storage benefits; and,*
- d) protect, restore and enhance natural features and areas.*

### 5.3 Pathway to Climate Resilient Communities

#### 5.3.1 To enhance the adaptive capacity of infrastructure, the Town will

- d) *promote development patterns that conserve, integrate and enhance natural heritage system and water resource system features, areas, and functions;*
- f) *integrate green infrastructure and low impact development such as green roofs, and permeable surfaces into the design of infrastructure, where possible.*

#### 5.3.2 To increase biodiversity, the Town will:

- a) *Protect, restore and enhance existing natural features and areas;*
- b) *Require native and climate adaptive plant species to be included in landscape plans for municipal parks and open spaces;*
- c) *Encourage native and climate adaptive plant species to be included in landscape plans for development subject to site plan approval.*

The proposed development will have regard towards climate change mitigation. The proposed development is situated within a newly designated *Urban Area*, that aims to concentrate built form in a compact form. In accordance with policy 5.1.1.1, private automobile usage will be reduced by leveraging existing public transit services to and throughout the site. The proposed development contributes to a mix of uses in the Town of Caledon by providing employment type opportunities within the municipality. In accordance with policies 5.2.2 and 5.2.3, the proposed development supports climate change mitigation efforts and sustainability measures. Details of these measures are outlined in the Ecovert Zero Carbon v2 “Hybrid” Design Package Summary, which outlines a number of building initiatives that will help the proposed development achieve a zero-carbon design. These features include specific design standards related to the building envelope, building structure, mechanical systems and electrical systems. In accordance with policy 5.3.1 and 5.3.2, the proposed development will preserve the Greenbelt lands and Environmental Protection Areas to preserve existing fauna and flora species. In our opinion, the proposed development conforms to the policies contained in Section 5 of the Caledon Official Plan.

#### OPA Comment 42a

The legal description in the draft Official Plan Amendment and draft Zoning By-law Amendment should read as follows:

- i. Part of Lot 17 to 20, Concession 6 EHS (Chinguacousy); Road Allowance between Lots 17 and 18, Concession 6 EHS (Chinguacousy).

#### *Response to Comment 42a*

This comment relates to the Official Plan Amendment, which has been updated accordingly as part of the resubmission.

#### OPA Comment 42b

The Official Plan Amendment should be amending Section 7.8 Tullamore Secondary Plan and the relevant Schedules and Figures of the Official Plan, to expand the Secondary Plan to include these lands. Please revise the proposed Official Plan Amendment accordingly.

#### *Response to Comment 42b*

Section 7.8 of the Caledon Official Plan has been included as part of the OPA.

#### OPA Comment 42c

In the text of the Official Plan Amendment (OPA), one section should be added to the Official Plan to capture all proposed special provisions and referencing the issued MZO instead of amending various sections of the Official Plan separately. For example the following special provisions should be noted:

- i. Notwithstanding Section 5.5.3.10, for the lands identified as Prestige Industrial on Schedule 'A' attached hereto, commercial use shall be permitted adjacent to a provincial or arterial road.

Notwithstanding Section 5.5.4.1, for the lands identified as Prestige Industrial on Schedule 'A' attached hereto, the following uses shall be permitted:

1. Cold Storage Warehouses;
2. Accessory open storage areas;
3. Accessory outside display or sales areas; and
4. Retail stores in accordance with section 5.5.3.9

#### *Response to Comment 42c*

This comment relates to the Official Plan Amendment, which has been updated accordingly as part of the resubmission.

#### OPA Comment 42d

The Official Plan amendment should be consistent with the approved MZO. The industrial land use designation should be Prestige Industrial and the Greenbelt lands should be designated as Environmental Policy Area. The Peel Region Official Plan continues to identify the Greenbelt Lands as Natural Heritage System.

- i. The MP zoned area of the subject lands should be designated Prestige Industrial with site-specific provisions as outlined above.
- ii. The Greenbelt Plan and Region of Peel Official Plan identify a portion of the subject lands as Protected Countryside, Natural Heritage System – these lands are not appropriate to be redesignated as Rural and no justification for this change was provided in the PJR. The lands are to be designated Environmental Policy Area.
- iii. The corner of Torbram Road and Mayfield Road should be redesignated in conformance with the Region of Peel Official Plan which designates the lands as part of the Urban System, Designated Greenfield Area, but not employment. A designation does not appear to be proposed at this time. Should the above noted lands be proposed as the new location for the Heritage Farmhouse, and as such, the Draft Plan of Subdivision will not be approved until the lands proposed to accommodate the relocated Heritage Farmhouse are designated appropriately. If the lands are proposed to be redesignated, justification for the new land use designation should be provided in the PJR.



The park designation should be removed, cash in lieu is requested instead.

*Response to Comment 42d*

The Official Plan Amendment has been updated accordingly to redesignate the entirety of the subject lands as *Prestige Industrial*. Additionally, the Greenbelt portion of lands have been designated as *Environmental Protection Area*. The corner of Torbram Road and Mayfield Road (identified as Block 10 on the Draft Plan of Subdivision) is not part of this Official Plan Amendment. The existing Land Use Designation for this portion of the subject lands is *Prime Agricultural Area* and the enclosed Official Plan Amendment maintains the underlying designation.

OPA Comment 42e

The Official Plan Amendment will need to amend Schedules A, F, J, K, L, N, O, S and Figure 1 and Appendices I, II and III. All schedules which identify the current Tullamore Industrial/Commercial Centre need to be amended to reflect the new settlement area boundaries.

*Response to OPA Comment 42e*

The schedules have been amended. Please see the revised Official Plan Amendment for the updated Schedules.

OPA Comment 42f

The Settlement area boundary needs to be amended and identified on the proposed Official Plan Amendment Schedules to align with the approved MZO and Region of Peel Official Plan (ROP).

*Response to OPA Comment 42f*

The Official Plan Amendment has been revised accordingly.

OPA Comment 42g

Please refer to the Town's Terms of Reference documents for Official Plan Amendments, specifically the Draft Official Plan Amendment Guide and the Draft Official Plan Amendment Template, for guidance on the preparation of the Official Plan Amendment document.

- i. The Official Plan Amendment Template is attached and should be used for future resubmissions
- ii. The Official Plan Amendment must include wording to identify that this amendment is for a site-specific policy
- iii. Various revisions to the Official Plan Amendment are required to reflect the terms of reference of documents and to reflect comments provided in this letter

Please see attached the Official Plan Amendment Template and Official Plan Amendment Guide.

*Response to OPA Comment 42g*

The Official Plan Amendment has been revised accordingly.

OPA Comment 42h

The 30m buffer from the woodlot to the north is to be designated as EPA

*Response to OPA Comment 42h*

The Official Plan Amendment has been updated accordingly.

OPA Comment 42i

Please revise the proposed Official Plan Amendment to incorporate and address comments from other agencies and departments as contained within this letter.

*Response to OPA Comment 42i*

The Official Plan Amendment has been updated accordingly.

**DRAFT PLAN OF SUBDIVISION COMMENTS**

DPS Comment 8a

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:

*Response to DPS Comment 8a*

An analysis of the Green Development Standards is contained within this PJR letter. Sustainable and innovative stormwater design strategies will be employed and integrated with landscaping and tree-planting areas. Other recommendations may be explored in later and more advanced design phases if feasible.

DPS Comment 9a

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.

*Response to Comment 9a*

According to Ecovert's Design Package Summary, the rooftop has an allowance for structure reinforcement to support extra 7psf of dead load from solar PV panels for 50% of roof area. Please refer to the Ecovert's Zero Carbon v2 Hybrid Design Package standards for additional details.

DPS Comment 9b

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.

*Response to Comment 9b*

The TIS prepared by Crozier consulting engineers encourages the implementation of EV charging during the individual Site Plan development process and bicycle parking facilities. Please also refer to the Ecovert's Zero Carbon v2 Hybrid Design Package standards for additional details.

DPS Comment 9c

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

*Response to DPS Comment 9c*

According to Ecovert's Design Package Summary, the rooftop has an allowance for structure reinforcement to support extra 7psf of dead load from solar PV panels for 50% of roof area. Further, the roof will have a R-40 continuous insulation above deck and insulated of parapet. Further the electrical infrastructure will be sized for an additional 3-4W/sqft to accommodate electric HVAC which will require an upsized switchboard, duct banks and possible transformer. Please refer to the Ecovert's Zero Carbon v2 Hybrid Design Package standards for additional details.

DPS Comment 20a

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.

*Response to DPS Comment 20a*

The Draft Plan of Subdivision has been revised to remove the park block. Please refer the Draft Plan of Subdivision.

DPS Comment 20c

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.

- i. Please consider the provision of structure to protect workers from the elements when waiting for shift changes, this should include structure which would protect employees from direct sun, wind and rain
- ii. Please consider including outdoor workout equipment and seating areas in employee outdoor amenity areas.

*Response to DPS Comment 20c*

Details of related to the amenity spaces and services for employees will be provided in the Site Plan Approval stage. Landscaped areas are identified for amenity purposes. The type of structures and seating arrangements will consider weather protection and the comfort and convenience of employees.

DPS Comment 20d

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.

*Response to DPS Comment 20d*

A sun-shadow study has been prepared by Turner Fleischer Architects. The proposed development will maintain a minimum 9-6m landscape buffer along the perimeters for buffering. The MZO has established a minimum landscape buffer width of 6m. This is to allow for adequate growing conditions of trees and buffering unsightly areas from neighbouring residential properties. All tree planting and landscaping will be per municipal standards and include berms, if required for screening unsightly views. The sound barriers will also contribute to visual screening.

DPS Comment 20e

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.

*Response to Comment 20e*

The Draft Plan of Subdivision has been updated accordingly.

**Public Comments**

Throughout the planning process of the proposed development, a number of comments have been received by the public. The questions received from the public cover a range of topics, which are addressed in the table below. Some of the questions received from the public do not pertain to the planning process, or are questions to be directed to Town staff for additional information.

Comments Received from September 2021 – October 2023	Response to comment
We are against this enormous structure which will affect our way of life, with the high Traffic (more pollution, noise, traffic, etc.)	The subject lands are located within a designated Employment Area and the proposed use is permitted and appropriate for the designation. A Traffic Impact Study by Crozier Consulting Engineers and a Noise and Vibration by Valcoustics demonstrate how traffic, noise, and vibration will be mitigated..
How will noise be addressed?	Please refer to the Noise and Vibration report prepared by Valcoustics in support of the proposed development. Sound barriers have been proposed throughout the site.
How will air quality be addressed and was an air quality assessment done?	Technical material has been provided to the Town and Region in accordance with the PAC checklist.
Why can't smaller vertical warehouse be built with 200 metre setbacks to the residential properties? What is the justification for the buffers?	The subject lands are located within a designated Employment Area. The proposed use and built form is permitted and aligns with the Ministerial Zoning Order issued on September 9, 2022.
How large is this project?	The lands are approximately 203 hectares in size, with approximately 138 hectares allocated to industrial warehouse development. Approximately 26 hectares of land are lands contained as part of the Greenbelt.
How large was the project when the first public meeting was held?	The original development application submitted to the Town of Caledon contemplated approximately 104 hectares of industrial warehouse lands as part of a total site of approximately 149 hectares.
Is there any plan to have a 45 metre building on the site?	The proposed development will conform to the Ministerial Zoning Order issued on September 9, 2022.
This development does not appear to be providing additional setbacks above the minimum standards. This project should look different from other industrial	The setbacks for the proposed development have been approved by the Ministerial Zoning Order issued on September 9, 2022. The MZO provides a minimum front yard setback of 9 metres, an exterior

developments and should use a made in Caledon approach.	side yard setback of 7.5 metres, minimum interior side yard setback of 6 metres and minimum rear yard setback of 7.5 metres.
Why is an OPA being submitted if the Zoning was already approved through an MZO? Is the applicant proposing to expand their development further?	An OPA is required in order to bring the proposed into conformity with the Zoning Bylaw that was approved through the MZO. An amendment is required to permit the Prestige Industrial designation.
Is this project approved and proceeding with construction?	Official Plan Amendment and Draft Plan of Subdivision applications are under review by Staff. Individual Site Plan Applications will be submitted and reviewed for each building.
How did the project area become larger?	The area became larger through the acquisition of lands to the north.
Has indigenous consultation taken place, and if so, is there a report on the consultation?	Indigenous consultation has occurred and is on-going.
How many times has the site plan been changed?	The Town of Caledon has formally received two iterations of the site plan. A third reconfiguration is pending.
What land use designation was approved on these lands by Peel Region?	The subject lands are currently designated as part of the Urban System and part of the 2051 New Urban Area designation.
Which building is being constructed first?	Building A will be constructed first.
Why is there so much detail in the approved MZO?	The MZO outlines the appropriate performance standards that are commonly referenced in a zoning by-law.
Is this property still zoned Agricultural?	Ministerial Zoning Order changed the Zoning to Prestige Industrial.
Is there an information session scheduled to discuss this project?	A statutory public meeting was held on June 13, 2023.
What is the status of this application?	The application is under review by the Town of Caledon.
Will the applicant plant trees, and if so, how many per hectare? Planted trees should be trees, not saplings.	20 trees are intended for protection, according to the Arborist report prepared in June 2021.
Will there be an updated environmental assessment that includes the entire property including the area added to the application in the approved MZO?	An updated Comprehensive Environmental Impact Study and Management Plan is being prepared for the Town of Caledon's review.
Was the department of Oceans and Fisheries, or any other ministry consulted before the grading permits were issued?	Town Staff will circulate applications to appropriate departments and agencies for review and comment, including the Region, TRCA, and Province.
Will groundwater protection be addressed in the approvals process?	Groundwater protection is being addressed throughout the approvals process in conjunction with the Town of Caledon and TRCA.
Can this development be revised to be a green development?	The proposed development will incorporate a number of green development standards as detailed in Ecovert's Zero Carbon v2 Hybrid Design Package standards. These standards include zero carbon

	buildings standards related to the construction of the building envelope, building structure, building mechanics and electrical system. Public transit will also exist on the lands, thus reducing the need for private automobiles and reducing greenhouse gas emissions.
This development is paving over east tributaries of the West Humber River.	Environmentally sensitive lands, including Salt Creek, the woodlot in the north of the plan, Greenbelt lands and Environmental Protection areas will be preserved.
There is a lack of TRCA input on this project.	TRCA has provided comments on the proposed development throughout the planning process.
We are in a climate crisis and can't risk losing any of our current protected green spaces, including farmland, forests and species at risk.	As per the draft Caledon Official Plan, the subject lands are designated as New Employment Area, which permits employment type uses. Significant sustainable design features will be incorporated into the development.
Runoff from this development will compromise the surrounding Greenbelt lands.	A stormwater management report, prepared by Crozier's Engineering has been prepared in support of the proposed development. Stormwater runoff from the controlled blocks and right-of-ways on site will be conveyed to the SWM facilities for quantity, quality and erosion control. The facilities will provide the active storage volume and control required to release the stormwater at the Humber River Watershed unit flow rates.
When we are in a global ecological and environmental crisis why are our governments turning a blind eye to the necessities of land like the green belt for our future sustainability.	The Greenbelt lands are being preserved as part of the development of the lands.

In our opinion, the revised proposed development continues to represent good planning and is in the public interest. We trust that the responses and analysis contained herein are sufficient. Should you have any questions, please do not hesitate to contact the undersigned at extension 329 or James Todd at extension 345.

Yours truly,  
**Weston Consulting**  
Per:



Darrin Cohen, RPP, MCIP  
Senior Planner

Cc: Tullamore Industrial GP Limited