

7/3/2026



July 2, 2026

Town of Caledon
Planning & Development Department
6311 Old Church Road
Caledon, ON
L7C 1J6

Attention: Tanjot Bal, MCIP, RPP, Senior Planner, Planning & Development Department

RE: **Draft Plan of Subdivision (21T-24004C) Submission #5**
12519 and 12713 Humber Station Rd.
Owner: PROLOGIS CANADA HOLDING 3 GP ULC

Dear Ms. Bal,

Kindly accept this cover letter containing our development team's responses to Staff's comments received in May 2026, for the fourth submission of the Draft Plan of Subdivision and Zoning By-law Amendment Applications.

The following deliverables have been prepared to support the fifth formal submission ('Resubmission 4'):

1. A copy of this Comment Response Letter
2. Draft Plan of Subdivision AutoCAD prepared by Mainline Planning Services Inc.
3. Draft Plan of Subdivision prepared by Mainline Planning Services Inc.
4. Arborist Report prepared by MHBC
5. Channel Realignment Civil Engineering Drawing Set prepared by Crozier
6. Channel Realignment Hydraulic Analysis Report prepared by Crozier
7. Hydrology Model prepared by Crozier
8. Functional Servicing Report prepared by Crozier
9. Landscape Cost Estimate – Building Area prepared by MHBC
10. Landscape Cost Estimate – Creek Realignment area prepared by MHBC
11. Landscape Cost Estimate – Restoration Area prepared by MHBC
12. Landscape Cost Estimate – DPS Streetscape Area prepared by MHBC
13. Landscape Letter of Conformance prepared by MHBC
14. Landscape Plans prepared by MHBC
15. Stormwater Management Report prepared by Crozier
16. Tree Inventory Plans prepared by MHBC
17. Draft Phase One ESA Update prepared by Pinchin

Comm. #	Comment	Response
DEVELOPMENT ENGINEERING Monika Dhungana		
1	Draft Plan Comments 1. <i>The Environmental Assessment (EA) for George Bolton Parkway (GBP) is still underway. The Town is waiting for clarification from the Ministry of Transportation (MTO) that the proposed location where GBP connects to Humber Station Road is acceptable. The Town is also waiting for confirmation through the EA that GBP's proposed 26.0 m right of way at Humber Station is sufficient to accommodate required turning lanes, through lanes, sidewalks, active transportation etc. Until clearance is provided by the MTO and GBP right of way width determined, the Development Engineering cannot draft approve the plan.</i> The Draft Plan needs to reflect the recommended right of way for George Bolton Parkway. Block 7 needs to be 28.6m wide at the midblock with wider ROW at the intersections, as recommended by the EA document.	Based on conversations undertaken through the George Bolton Parkway Extension EA, MTO staff has approved the proposed location where George Bolton Parkway connects to Humber Station Road provided that a single westbound left-turn lane is provided in the interim, with provisions to accommodate potential dual left-turn lanes with the widening of Humber Station Road. The EA identifies a required right-of-way (ROW) width of 35.9 m at the intersection, which has been incorporated into the updated architectural plans. A midblock ROW of 28.6 m has also been reflected in the updated architectural set reflects, as per the EA.
2	Storm Water Management/Storm Drainage 1. <i>The lands where the interim pond outlet is proposed are not owned by the applicant or the Town. The Applicant is to demonstrate to the Town how the infrastructure will be constructed and access for operation and maintenance will be provided.</i> An easement needs to be established for the use of the outlet structure within the eastern land. Provide the easement document to the Town. Comment retained until an easement document is received.	The lands where the interim pond outlet is proposed are TRCA owned. The O&M Manual for the pond addresses the operation and maintenance of the pond outfall. The easement will be established and easement documents provided at the detailed design stage.
3	2. Pond 3 is proposed in the parcel that may be taken by the MTO for Highway 413 interchange right of way. It is advised that any other development, except Prologis Phase 1, will not be permitted until the land ownership and location of Pond 3 are finalized.	This is acknowledged and understood.
4	Hydrogeological Assessment 1. <i>Section 6 describes that a separate report for Test Pit Investigation will be provided to support feasibility of LID structures, SWM pond and other underground structures, which is outstanding. Schaffer's SWM Report for future Street A has identified that the permeability of the native soil are not favorable for infiltration. See section 4.2 of Schaeffer's SWM report. Comment remains outstanding.</i>	The test pit report was attached as Appendix J in HydroG report dated April 2, 2026. While the onsite soil is not favourable for infiltration, but the LID analysis (section 4.4) showed that infiltration-based LID is feasible.

Comm. #	Comment	Response
5	George Bolton Parkway Drawings <i>2. Define and show the ROW limits of George Bolton Parkway in all drawings. Ensure that the ROW limits are as per the EA recommendation. Additional ROW is required at the intersection with Humber Station Road to accommodate 2nd left turn and Through lane for future.</i> George Bolton Parkway requires a right-of-way of 26.80m at the boulevard portion, while the Draft Plan shows 26.0m. Revise the drawings to reflect correct right of way widths.	Comment addressed, road alignment and layout have been revised as per latest EA recommendation
6	<i>3. The proposed Tank is located within the Focused Analysis Area of Highway 413, which will require an approval from the MTO.</i> Comment retained for future until MTO approvals are achieved.	This is acknowledged and understood.
7	<i>4. Drawing TA-1 and Storm Design Sheet: Town's standard for overland drainage ponding which contributes to the nearest channel shall not exceed a velocity of 0.65m/s. The STM pipes next to three 100-yr ponding areas in GBP exceed the allowable velocity as shown in the Storm Design Sheet. Reduce the ponding depth to maximum 150mm instead of 300mm and provide calculations to support the ponding as an option.</i> Drawing TA-1 is missing in the submission package. Comment can be deferred to Detailed Subdivision stage.	We understand that Dwg. TA-1 can be deferred to Detailed Design submission.
8	<i>5. Proposed Stormcon O&M report Section 3.1 speaks to manual entry and walk down for inspection. The units have a clear height of 900mm, which is not realistic for manual entry and inspection.</i> Stormcon O & M report was not submitted as part of this submission. This can be deferred to the detailed design stage. <u>Comments deferred to the Detailed Subdivision Stage will be reviewed as part of the detailed design.</u>	We understand that the Stormcon O&M Report can be deferred to Detailed Design submission.
TRANSPORTATION Jaspreet Kaur		
9	The Environmental Assessment (EA) for the George Bolton Parkway (GBP) Extension is still ongoing and is anticipated to be completed by Q3 2026. A draft plan condition will require the Environmental Study Report (ESR) to be finalized and approved in accordance with regulatory requirements.	This is acknowledged and understood.
10	The draft plan doesn't reflect the required right-of-way (ROW) along GBP as identified in the EA for the GBP Extension. The EA recommends a midblock ROW width of 26.8 m along GBP.	Noted. The updated architectural set reflects the latest revisions to the George Bolton Parkway extension, as per the EA.

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11	The draft plan doesn't include dedication of the future N-S road to the Town.	The submitted Draft Plan of Subdivision includes a block for the future N-S Road; please see Block 13.
12	The draft plan needs to be updated to show the required ROW for the future N-S in accordance with EA: • A midblock ROW width of 22.5 m; and • An intersection ROW width of 25.10 m to incorporate the additional flaring for turning lanes.	The DPS has been coordinated with LEA's recommendations per the latest EA.
ZONING David Shortt		
13	RZ 2024-0032 Zoning Comments: A zone standard for maximum Building Height has been added to the Draft By-law as the parent Serviced Industrial (MS) Zone permits a maximum Building Height of 12.2 metres. The proposed building appears to exceed 16.0 metres. Please provide the Building Height measurement from finished grade level to the top of the flat roof in the Draft By-law.	The Zoning By-law Amendment is now in full force and effect as per the Declaration dated June 18, 2026.
14	Please see the draft by-law comments provided. Any future copies of the draft by-law must be in Microsoft Word format (no PDF to Word conversions). Tracked changes are recommended but not required.	The Zoning By-law Amendment is now in full force and effect as per the Declaration dated June 18, 2026.
15	21T-24014C Zoning Comments: Final lot frontages and lot areas to be confirmed at a later date when a Certificate of Lot Area and Lot Frontage has been prepared and signed by an Ontario Land Surveyor (see Condition #2 below).	This is acknowledged and understood. As a Condition of Draft Plan Approval, the project OLS will prepare the necessary Certificate of Lot Area and Lot Frontage documents.
16	Zoning standards such as parking space requirements and dimensions, building height, encroachments, building setbacks, landscaping areas, building areas, entrance setbacks, driveway widths etc. have not been reviewed at this stage. Staff acknowledges that this may be deferred to the technical review stage. Compliance with these requirements cannot be determined at this time.	This is acknowledged and understood. The Site Plan has been designed to be in compliance with the Town's zoning by-law unless otherwise contemplated by the approved site-specific by-law.
17	Please note the following conditions for draft approval of the subdivision requested by zoning staff: Prior to registration, a Zoning By-law for the development of these lands is to be passed under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect.	The Zoning By-law Amendment is now in full force and effect as per the Declaration dated June 18, 2026.
18	Prior to registration, the Owner shall provide a Certificate of Lot Area and Lot Frontage prepared and signed by an Ontario Land Surveyor, to the satisfaction of the Town of Caledon.	This is acknowledged and understood. As a Condition of Draft Plan Approval, the project OLS will prepare the necessary Certificate of Lot Area and Lot Frontage documents.

Comm. #	Comment	Response
LANDSCAPE Dali Peng		
19	The following previous landscape comments have not been addressed by the consultant and remain outstanding, as noted in italics based on the 3rd submission materials. <i>1. All landscape works related to subdivision application (21T-24014C) must be submitted under a separate set of landscape drawings, with the cost estimate provided using the Town's standard cost estimate format.</i> The submitted landscape package does not provide a separate set of drawings associated with subdivision application 21T-24014C. All subdivision-related works, including Block 7 – Street A boulevard works, Block 8 channel alignment, landscape treatment for Block 6 Interim Stormwater Management Pond, and landscape works for Block 14, must be included under the subdivision submission. In addition, the cost estimates have not been provided in the Town's standard cost estimate format. Please note that comments on the Detailed Landscape Plans and cost estimates will be reviewed as part of the Detailed Subdivision Stage. All landscape works related to Block 1 will be reviewed under SPA 2024-0100.	Drawing packages have been separated between the Draft Plan of Subdivision ('DPS') and SPA.
20	<i>2. The Landscape Architect Letter of Conformance shall be referenced to both draft plan of subdivision and Site Plan application number.</i> The Letter of Conformance must be updated to include subdivision application number 21T-24014C and confirm that the consulting Landscape Architect has reviewed the Development Standards Manual, Landscape Guidelines, and Comprehensive Town-Wide Design Guidelines, and agrees to comply with the applicable standards and requirements. The letter shall also certify that all drawings and reports have been prepared in accordance with these documents. Please refer to the Town's Landscape Conformance Letter for reference	Subdivision number has been added to letter of conformance.
21	Arborist Report and Tree Inventory Plan 3. Please note that the Tree Compensation Requirements have been updated in accordance with the Town of Caledon Landscape Guidelines (endorsed by Council on October 21, 2025). For any existing tree over 81 cm DBH proposed for removal, a compensation ratio of 10:1 shall apply (e.g., Tree #131).	Compensation numbers have been updated for tree 131.

Comm. #	Comment	Response
22	4. Tree Inventory and Preservation Plans are required to be signed by a full member of the Ontario Association of Landscape Architects (OALA) in good standing.	Signed stamp has been added to tree inventory plans.
23	5. Please refer to Town's Landscape Requirements for additional information. https://www.caledon.ca/en/town-services/landscape-requirements.aspx#Planning-and-Design_1	Noted.
NATURAL HERITAGE Jason Elliott		
24	Hydrogeological Report: While the Site Water Balance results (and therefore mitigation requirements) changed relative to the previous submission, the discussion on the proposed LID for Block 1 (the only LID currently proposed) did not. Civil Engineering drawings were not provided in this submission. However, comparison of the Civil Engineering drawings provided in the previous submission with the Functional Servicing drawings provided in this submission's FSR indicates that the LID strategy has been revised. Therefore, the LID discussion for Block 1 in the Hydrogeological Assessment is outdated. The report must be updated to be accurate. As the report is in support of the draft plan of subdivision, it is recommended that the discussion/analysis specific to the Block 1 LIDs is removed.	LID analysis for Block 1 was deleted.
25	The Summary of Water Balance results for each Block (Table 19) does not match the corresponding information in Table 17 and Appendix E of the SWM report. The latter indicates the information was taken from a March 2026 SLR Report. The reports must be updated to be consistent.	Noted. The water balance for the Stormwater Management DPS & ZBA report was completed according to the latest Hydrogeological Assessment completed by SLR dated June 2026. Please refer to the updated Hydrogeological Assessment (SLR, June 2026) for details.
26	The response to Comment #113 indicates that the infiltration tank inverts will be 235.7. It is acknowledged that this is the invert displayed on the previously submitted Civil Engineering drawings. However, as indicated in the comment above, those drawings were not provided in the current submission, and it appears that the infiltration strategy has changed from the previous submission. Therefore, the submission materials do not demonstrate that this is the proposed invert and the discussion in the report appears outdated. If the recommended solution to the comment above is implemented (deletion of Block 1 LID specifics), this comment will also be addressed.	As mentioned above, detailed LID analysis for Block 1 was deleted.

Comm. #	Comment	Response
27	Stormwater Report: The SWM report provided in this submission has been revised relative to the SWM report provided for the Block 1 site plan previously (no subdivision SWM report was provided previously) and includes a lower infiltration target for Block 1 than the previous report despite a higher unmitigated post-development deficit. The reason for this must be rationalized in the forthcoming site plan submission and the proper infiltration target met (see comments above it is not clear what the target is due to inconsistent subdivision reports).	According to the Hydrogeological Assessment by SLR dated June 2026, the NHS area in Block 8 has an infiltration surplus of 4,614 m3. Therefore, this surplus was area weighted for the remaining blocks and subtracted from the infiltration deficit for each block. Please refer to the updated SWM Report and Appendix E for detailed calculations. Please refer to the updated Hydrogeological Assessment by SLR dated June 2026 for site water balance details.
28	EIS: The response to Comment #115 indicates that the report was updated to address the comment. However, Section 6.2.1 was not updated to remove the incorrect reference to the Secondary Plan being revised to permit minor encroachment. Revise the sentence to indicate that the areas outlined to be removed are in accordance with the CEISMP.	This section of the EIS has been revised. The resubmission of the EIS will follow this resubmission to allow for an informal Natural Heritage Department review process.
29	In response to Comment #125, a monitoring plan section was added to the report. However, the plan is not clear. In some instances, it appears to propose different items than the CEISMP and many relevant items from the CEISMP are missing. Additionally, important details such as monitoring locations have not been provided. The plan must be clearly laid out and detailed. It is recommended that a meeting with staff is held to determine the contents, details and format of the plan. This can be completed prior to draft plan approval or subsequent to it via a draft plan condition.	A separate Monitoring and Adaptive Management appendix has been added to the EIS based on a meeting with Town staff on June 23, 2026. Additional details have been added to the plan based on consultation with the Town.
30	Comment #s 126 – 138 and 141 – 149 [from the SPA matrix] apply to the subdivision detailed design or site plan approval and will be reviewed separately.	This is acknowledged and understood.
TRCA Michael Hynes		
31	Geotechnical 14.6 Not Addressed. it is understood that the retaining walls proposed around the perimeter of the proposed Building 1 parking area, including adjacent to the proposed channel realignment, have been designed by a professional engineer and that the stamped design will be submitted through a future submission. As such, this comment regarding the provision of the engineer-stamped retaining wall design remains outstanding until the design drawings for the retaining wall are submitted. Applicants Response: Retaining wall will be designed by a geotechnical engineer.	The site plan layout has been revised. With this revision, structural retaining walls are no longer proposed around the perimeter of the Building 1 parking area.

Comm. #	Comment	Response
MINISTRY OF ENERGY Luca Dannetta		
32	o We understand that the subject zoning by-law amendment appears to have been updated to account for the designated Highway 413 corridor and the refined Narrowed Area of Interest (NAI) for the NWGTA Transmission Corridor.	Correct. The now in-force site-specific Zoning By-law incorporated the NAI and was not included in the rezoning application.
33	o To ensure consistency with policies 3.3.1 and 3.3.3 of the Provincial Planning Statement, 2024, the draft plan of subdivision should be similarly revised to ensure no lot creation is proposed within either corridor. The draft plan should be updated accordingly to clearly show the location of Highway 413 and the NAI.	The Draft Plan of Subdivision has been updated to remove lands affected by the NAI. Please see Block 16 which will remain as a Block for future development; to be developed at such time when the details of the NWGTA Transmission Corridor are clarified.
PEEL REGION Dylan Prowse		
34	<u>Municipal Watermain:</u> • The existing pressure zone 6 water infrastructure consists of 200mm dia. watermain on Humber Station Road, 300mm watermain on George Bolton Parkway (East) and a future 400mm dia. watermain on Humber Station Road, tentative in-service date 2026.	This is acknowledged and understood.
35	• There is a provision in the Region's budget for a 400mm watermain on Street A (George Bolton Parkway extension).	This is acknowledged and understood.
36	• The Region has no objection to servicing the proposed development. The planned 400 mm diameter watermain along Humber Station Road and the George Bolton Parkway Extension must be constructed prior to servicing the site. Each subdivision Block requires its own service connection to municipal watermain as per Building Code.	Noted. Each block has its own service connection. Blocks 5 and 6 are ultimately proposed to be one block once the interim SWM pond is decommissioned and removed, therefore, one connection will be provided for the ultimate block (currently Blocks 5 and 6).
37	• It is also recommended that a north-south road (Block 14) accommodates a 400 mm diameter watermain to facilitate future extension to the south. The proposed 400 mm diameter watermain along this north-south corridor will be eligible for Development Charges (DC).	While it is understood that this is a recommendation to accommodate future development of lands south of this development, the design of a watermain cannot be committed to at this time due to the uncertainty of development of other parcels within the Landowner's Group.
38	• The Region requested further details regarding the <u>proposed development phasing plan as part of its review of the Humber Station Secondary Plan Area. This information is required to allow the Region to assess water servicing availability and ensure that the proposed development aligns with the servicing requirements established under the Humber Station Secondary Plan.</u>	This application seeks to develop Block 1 (with a 120,332sm warehouse facility) and Blocks 6, 7, 8, 14 in the first phase of construction.

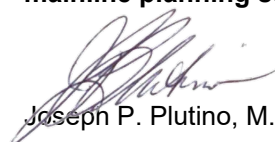
Comm. #	Comment	Response
39	<u>Municipal Sanitary Sewer:</u> • The infrastructure consists of a 750mm/1200mm diameter sanitary sewer on Humber Station Road under construction.	This is acknowledged and understood.
40	• The proposed 900mm sanitary sewer on Street A (future George Bolton Parkway) is not supported in the Development Charges budget and is entirely at Developer's cost.	This is acknowledged and understood.
41	• Each subdivision Block requires its own service connection to municipal sanitary sewer as per Building Code, they cannot share common outlet.	Noted. Each block has it's own service connection. Blocks 5 and 6 are ultimately proposed to be one block once the interim SWM pond is decommissioned and removed, therefore, one connection will be provided for the ultimate block (currently Blocks 5 and 6).
42	• <u>The Region requires sanitary drainage area and design sheet for the sanitary sewer on George Bolton Parkway including external development flows from the south.</u>	Acknowledged, external development flows have been included in the sanitary tributary drawing and design sheet. Please refer to tributary area drawing and design sheet in submission package.

Comm. #	Comment	Response
DETAILED DESIGN COMMENTS		
NATURAL HERITAGE		
Jason Elliott		
43	Channel Realignment Detailed Design Brief: - Monitoring and adaptive management recommendations have been added to the report. - It appears that Table 10 is proposing that if the design wetland hydroperiod is not realized due to climatic factors, no adaptive management is proposed. As this is not appropriate (i.e., climate must be factored into the design to achieve the target wetland communities), clarify and/or revise as appropriate.	This is an effort to distinguish between factors that are beyond the control of the design (normal interannual climatic variation) and design flaws that can be addressed on site (modifying input/outlet flows or revising invert elevations). Table 10 has been revised to clarify that all efforts will be made to adapt the designs to the extent possible to achieve the target wetland communities. However, it is acknowledged that interannual variation in climate does result in dry conditions in the existing wetland communities during some years. This does not necessarily mean the wetland is not functional, as climatic variation is expected. Sustained (multi-year) dry conditions which do not support the target wetland communities would trigger adaptive management measures. Table 10 in the design brief has been updated to provide clarity on this point
44	No monitoring and adaptive management for invasive species colonization of the constructed wetland and channel is outlined. While the EIS provides some monitoring and adaptive management of invasive species, it is not clear if this was included there either. Revise to include monitoring and adaptive management of invasive species in the constructed/planted portions of the NHS, including the buffers. Similarly, include monitoring of the survivorship of the planted materials and adaptive management. Note that the Town requires 80% survivorship after two years.	EIS has been updated with a separate Monitoring and Adaptive Management appendix, including details on invasive species management.
45	Monitoring and Adaptive Management recommendations have been provided in the EIS and in the Channel Design Brief. Combine into one document for ease of implementation.	Monitoring and adaptive management recommendations have been consolidated into a separate document.
46	The Channel design drawings were provided in an appendix of the Channel Design Brief. Note that they must be provided separately in the subdivision detailed design submission.	Channel design drawings will be provided separately in the subdivision detailed design submission.

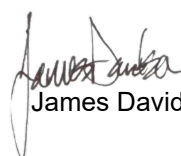
Comm. #	Comment	Response
47	Invasive Species Management Plan: The replacement of dead trees in the second year is proposed with three surviving individuals being considered successful. Revise to provide clarity that this is within each planting node.	Revised.
48	Advisory comment: preparation and implementation of the plan will be required as a condition of draft plan approval. The current plan with the revision outlined in the previous comment suffices for the plan's preparation.	Noted.
49	Provide a cost estimate for implementation of the portion of the invasive species management plan that are to be completed by the proponent (Section 3.2) to inform future securities.	Cost estimate will be provided in collaboration with the landscape team.
50	Landscape Plans: Some of the species proposed in the offline wetland pockets (e.g., <i>P. cordata</i>) within the constructed channel are obligate wetland species (i.e., require wet conditions). The design of the channel has changed such that the bankfull channel is only proposed to overtop every one or two years. Therefore, it is not clear if the species assemblage is correct for these areas. Coordinate with the channel design team and revise as appropriate.	Plant species have been updated based on these changes.
51	A Wet Meadow Marsh Native Seed Mix is coded in the legend and specified on LD1. However, it does not appear to be proposed anywhere. It is assumed this mix is intended to be used in the wetland relocation area where the sod mats do not provide sufficient coverage. Revise accordingly.	Seed mix notations have been updated to properly show where wet meadow marsh is to be used.
52	The response to Comment #149 in appropriately indicates that because the temporary SWM outlet is not on Prologis' land, rehabilitation in accordance with EIS recommendations is not being provided. Rehabilitation must be provided for areas disturbed during its construction and after its removal.	The temporary SWM area is now proposed to be seeded.
53	While some changes were made, the native columns in the Plant Schedules are still not accurate.	Table has been updated.
54	As indicated previously, <i>Sagittaria brevirostra</i> is not native to Ontario and must be replaced in the restoration areas.	Plant species has been replaced.
55	As indicated previously, confirm that the rare <i>Saururus cernuus</i> is available.	Plant species has been replaced.

We trust that our application has been well received and will be circulated to all the necessary departments and agencies. Should you have any questions, please contact the undersigned.

Sincerely,
mainline planning services inc.



Joseph P. Plutino, M.C.I.P., R.P.P.



James Davidson, Planner