

	STAFF COMMENTS	ACTION BY	RESPONSE
Town of Caledon – Zoning Examiner May 20 th , 2025 – David Shortt			
	RZ 2025-0011 Zoning Comments:		
1.	Zoning notes that the submitted Draft Zoning By-law Amendment is not in the correct format. Zoning staff have inputted the information into the correct template. Please see Draft Zoning By-law template provided for more information.	HPGI	Draft Zoning By-law Amendment has been revised as requested.
2.	Zoning Staff note that the Draft By-law has been corrected to show Section 13.4 “Temporary Use Zones”.	HPGI	Noted.
3.	Zoning staff recommends consolidating the submitted Schedules “1” and “2” into a single Schedule, titled Schedule “A”, in accordance with the Town of Caledon’s digital submission standards.	HPGI	Schedules “1” and “2” have been consolidated as requested.
4.	Zoning requests clarification on the purpose and use of the “existing structure” identified on the submitted Site Plan.	HPGI	The existing structure is used for chicken coop, refer to Topographic survey.
5.	Zoning notes that a Transportation Depot requires a building directly related to the use to be provided in order to meet the intent of the definition of Transportation Depot, as provided below. A building does not appear to be provided on the Site Plan to accommodate such use. Please clarify.	HPGI	There are no proposed structures or buildings. The property will be used for truck and trailer parking.
a)	<i>Transportation Depot means a lot used principally for the parking, storage, servicing, hiring, loading or unloading of tractor trailers, buses or other fleet vehicles such as but not limited to, taxis, limousines and tow truck including owner-operators, and must include a building containing a use directly related to the parking, storing, dispatching, servicing, hiring, loading or unloading of such fleet vehicles. This may include the temporary storage of goods or wares prior to shipment, and/or a maintenance building but does not include a tractor trailer repair facility, motor vehicle body shop, motor vehicle compound, motor vehicle repair facility, motor vehicle service centre or motor vehicle towing facility. But does not include any cannabis or industrial hemp use defined in this By-law.</i>		
6.	Zoning notes that clarification regarding the use of any proposed or existing buildings or structures utilized for the proposed Transportation Depot are required in order to determine parking compliance for the proposed use. Please see required parking ratio for a Transportation Depot building below.	HPGI	There are no proposed structures or buildings, therefore no vehicle parking is required for this site.
a)	If associated office or retail net floor areas are 15% or less of the total net floor area:		
	i. Up to 7,000 m2 – 1 parking space per 90 m2 net floor area or portion thereof		
	ii. 7,000 to 20,000 m2 – 78 parking spaces, plus 1 parking space per 145 m2 of net floor area or portion thereof over 7000 m2		
	iii. Over 20,000 m2 – 168 parking spaces, plus 1 parking space per 170 m2 of net floor area or portion thereof over 20,000 m2		
b)	If associated office or retail net floor areas are more than 15% of the total net floor area: In addition to the standards contained above in (a), the applicable net floor areas exceeding 15% shall be subject to the applicable office or retail parking requirements		
7.	Zoning notes that the heights of the proposed lighting fixtures have not been provided. As such, compliance with Section 5.2.18 “Illumination” regarding lighting fixture height cannot be determined.	RTG	The poles are 35’ and are typically buried 5-6’ below grade, we have noted the luminaires are to be mounted at 8.9m above grade to comply.
8.	Zoning notes that the light fixtures proposed along the rear-most lot line appear to be less than 4.5 metres from the lot line, whereas the By-law requires a minimum setback of 4.5 metres from a light fixture to any lot line. Applicant to revise.	RTG	Revised away from rear lot line and noted the 4.5m setback line where applicable.
9.	Zoning notes that Section 5.2.20.2 of Town of Caledon Zoning By-law 2006-50 states that “the parking or storage of a tractor trailer on any lot shall be screened by a building, a solid board fence or chain link fence with opaque fencing material which is a minimum of 2.0 metres high”. The submitted site plan does not contain any information regarding screening or fencing abutting the proposed tractor trailer parking areas. Applicant to revise and provide clarification.	HPGI	Acknowledged, a 2m high chain link fence is proposed around the parking area. Refer to revised Site Plan dated October 1, 2025.

TOWN OF CALEDON
PLANNING
RECEIVED
October 10th, 2025

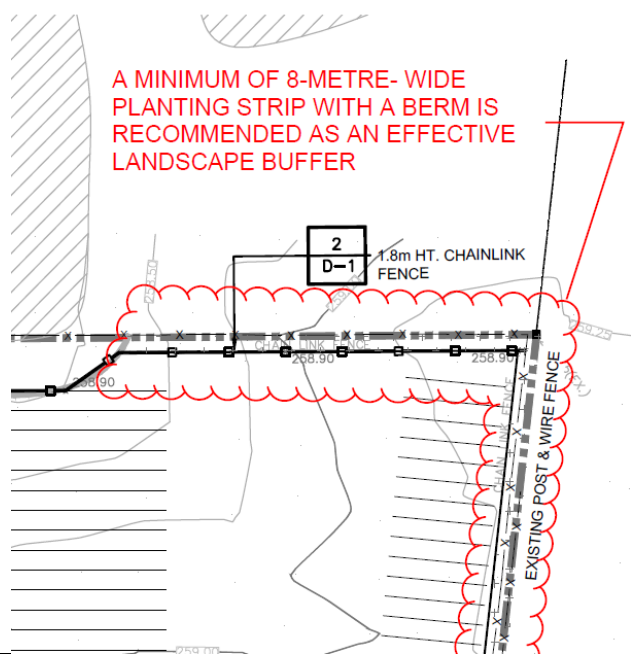
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10.	Zoning notes that loading spaces in accordance with Section 5.3 of Town of Caledon Zoning By-law 2006-50 have not been provided on the submitted Site Plan. Applicant to revise.	HPGI	There are no structures or buildings being proposed on the site. Therefore, no vehicle parking is required for this site.
11.	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.	HPGI	Noted.
Town of Caledon June 3rd, 2025 – Sagar Babbar			
<u>Planning Department</u>			
1.	This rezoning application seeks to amend the zoning bylaw to permit truck and trailer parking for a maximum of three (3) years from the final approval date.	HPGI	Noted.
2.	Section 25.1.11 of the Current Official Plan outlines policies related to temporary uses. Update the Planning Justification Report to indicate how the proposal satisfies this policy.	HPGI	Section 6.2.13 of the Current Official Plan and Section 25.1.11 of the Future Caledon Official Plan have been referenced in the revised Planning Justification Report dated October 2025.
3.	Concerns were raised at the public meeting noting that the current site plan does not identify car parking spaces for truck drivers. Please clarify how truck drivers are intended to access the site. If drivers are commuting to the property using personal vehicles, the site plan should be revised to provide adequate car parking spaces.	HPGI	The truck drivers will pick up the trucks and park their personal vehicles in the proposed spaces.
4.	Demonstrate how the proposal will align with the proposed realignment of Salt Creek and bridge works under the Highway 413 project, as well as the Region's planned widening of Airport Road (Capital Project 14-4030), recognizing that MTO and the Region are coordinating construction in this area and significant travel impacts on Airport Road are anticipated. Concerns related to the proposed entrance to the site and truck movement on to Airport Road including during the anticipated Highway 413 and Airport Road construction period shall be addressed.	HPGI	The proposed plan includes a northbound deceleration right-turn lane to provide more efficient and safe vehicular movement on Airport Road for inbound trucks turning right into the Subject Site. The applicant would like to further collaborate with the Town and Region regarding the timing and sequencing for the planned widening of Airport Road (2 lanes south and 2 lands north); as it affects the movement of trucks in and out of the Subject Site.
5.	Should Zoning By-law Amendment application be approved, the submission and approval of a formal Site Plan application will be required to ensure that the site is designed in a manner that appropriately addresses technical review comments as well as concerns raised by residents.	HPGI	Noted.
6.	Based on the comments received from all the agencies, a resubmission is required. Please include a response matrix in the resubmission outlining how comments have been addressed.	HPGI	Noted, matrix enclosed with resubmission.
<u>Finance</u>			
7.	If approved, a Zoning Bylaw Amendment to facilitate truck and trailer parking for three years may change the property's taxable assessment values.	Owner	Noted.
8.	There is no New or additional floor space proposed, so development charges do not apply to this proposal. The Town may require security deposits as part of the financial obligations to be included in a Temporary Use Agreement.	HPGI	Acknowledged, development charges are not applicable as no new structures are proposed on the property.
9.	The Development Charges comments above are as of May 12, 2025, and are based on information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete (the application completion date); and are payable at the time of building permit issuance. That determination of rates is valid for 18 months after application approval date. Interest charges will apply for affected applications. For applications other than site plan or rezoning applications; and site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction	Owner	No building permit required. A request for DC's to be waived in the event it is requested.

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	as provided in the building permit application.		
<u>Heritage</u>			
	HERITAGE REGISTER:		
10.	The subject lands are across the road from the listed, non-designated property at 13256 Airport Road.		Noted.
	VEGETATIVE BUFFER:		
11.	Heritage staff request that the vegetative buffer on the west side of the proposed parking area be enhanced to further screen the tractor trailer parking from the listed, non-designated property across the road, to the satisfaction of Heritage and Landscape staff.	Owner	
	ARCHAEOLOGICAL ASSESSMENT:		
12.	The proponent provided the following archaeological assessment and its accompanying Ministry for Citizenship and Multiculturalism (MCM) compliance letter as part of the application submission: a. “Stage 1-2 Archaeological Assessment, Proposed Development, 13291 Airport Road, Kleinburg Station, Part of Lot 7, Concession 1, Geographical Township of Albion Town of Caledon, Regional Municipality of Peel”, prepared by Archaeological Consultants Canada, dated December 16, 2024.	ACC	Noted.
13.	For the future benefit of the consultant archaeologist, the property is not in Kleinburg Station. While this name is used on Google Maps, it is not correct. No action is required since the report has been received by MCM.	ACC	Noted.
14.	The following clauses shall be included as part of agreements related to the proposed development, should it be approved:		
a)	The proponent shall avoid and/or mitigate, to the satisfaction of the Ministry of Citizenship and Multiculturalism (MCM) and the Town, any archaeological resources that are identified through new information or documentation which may be received following the acceptance of archaeological assessment(s) by the MCM and clearance of archaeological concerns for the subject lands by the Town.	Owner	Acknowledged.
b)	The proponent shall immediately stop all work on the Subject Lands and notify the Town’s Heritage staff, Director of Planning, and the MCM in the event that deeply buried archaeological resources are found during the course of any grading or related works on the Subject Lands. Any and all work related to the discovery of deeply buried archaeological resources shall be carried out by the proponent, at their expense, to the satisfaction of the MCM and the Town’s Heritage staff.	Owner	Acknowledged.
<u>Municipal Numbers</u>			
15.	The property address is confirmed as 13219 Airport Road		
16.	Based on the site plan, it looks like the applicant is proposing a new driveway location on the subject lands. A municipal number shall be issued in accordance with the Municipal Numbering By-law and Guidelines.	HPGI	Noted.
17.	Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.	HPGI	Noted.
18.	In accordance the Municipal Numbering By-law and Guidelines, the municipal number must be posted on a “green” municipal number sign. Based on Google Streetview, the number is posted.	HPGI	Noted.
<u>Fire and Emergency Department</u>			
19.	Fire access route to rear of property to meet OBC 3.2.5.6., for width, overhead clearance, supportive strength, turning radius, and turnaround.	HPGI	Acknowledged, refer to enclosed Site Plan.
20.	Pressurized fire hydrants installed along fire access route as per Peel Region Standards and OBC.		Acknowledged.
<u>Landscape</u>			

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21.	A portion of the subject site falls within the TRCA regulated area. Please refer to the comments provided by the TRCA and Natural Heritage staff regarding the floodplain boundary and associated buffering requirements.	MBTW	Comments by TRCA are revised below.
22.	The landscape plan should demonstrate an effective landscape buffer along the property line adjacent to any incompatible land use, referring to the markups on L-1 Landscape Plan.	MBTW	Acknowledged.
23.	According to the Arborist Report, 96 trees are required for on-site compensation. The landscape plan proposes 161 new trees and is considered acceptable. Please note that a full set of landscape plans, including detailed landscape cost estimates, must be submitted for review as part of a required Site Plan Control application.	MBTW	Acknowledged.
<u>Transportation Engineering</u>			
24.	Please note that Town Transportation staff defer to the Ministry of Transportation (MTO) and the Region of Peel for roadways under their jurisdiction. Note that MTO has extended areas of access control beyond their roadways. Ensure that comments from these road authorities are obtained and addressed.	Owner	Acknowledged.
25.	Parking spaces shall be provided in accordance with the rates outlined in the Zoning By-law. If fewer parking spaces are proposed, a parking justification is required. A Terms of Reference for the parking justification study shall be reviewed by Town Transportation staff prior to commencement of the study.	Nextrans	Given the nature of the proposed land use (i.e., truck and trailer parking) and given that there is no structure on site that would require passenger vehicle parking spaces, Nextrans maintains that no vehicle parking is required for the site.
26.	Barrier-free accessible spaces must be designed in accordance with the requirements in Schedule O of the Town's Traffic By-law 2024-048.	Nextrans	Given the nature of the proposed land use (i.e., truck and trailer parking) and given that there is no structure on site that would require passenger vehicle parking spaces, Nextrans maintains that no accessible parking is required for the site.
27.	Transportation Study:		
	a. Since the submission of the Terms of Reference, the following secondary plan has been submitted in close proximity to the proposed development: 0 Airport Road (Tullamore North-West Secondary Plan) – Town of Caledon. If updates to the capacity analysis are required to address comments from other agencies, please consider including this plan in your review.	Nextrans	The analysis was updated to account for The Tullamore North-West Secondary Plan and the results are provided in the TIS Addendum.
	b. AutoTURN analysis shall be included in the appendix.	Nextrans	Updated AutoTURN analysis is provided in the TIS Addendum.
<u>Ministry of Transportation (MTO)</u>			
28.	Please address the following:		
	a. This site is within the Focused Analysis Area (FAA) land protection boundary for Highway 413 and is expected to be directly impacted by the Highway 413 project.	Owner	Acknowledged, proposed use is temporary in nature and will be removed once Highway 413 works begin.
	b. The Highway 413 project includes a Partial Cloverleaf A4 interchange at Airport Rd immediately south of this site and the proposed entrance to this site.	Owner	See response above.
	c. The Highway 413 project will require a realignment and a bridge over Salt Creek, which will have direct impacts on this proposal.	Owner	See response above.
	d. As part of the Highway 413 project a bridge is to be constructed over Airport Road. It is intended that this bridge be located south of the proposed entrance to the site, however, the exact location will be subject to a detailed environmental investigation at later design phases of the Highway 413 project.	Owner	See response above.
	e. Work in this area is subject to federal and provincial permits and authorizations due to environmental sensitivities.	Owner	See response above.
	f. MTO is currently holding preliminary level discussions with the Region of Peel to advance construction in this area and collaborate with municipally planned Airport Road widening works. With this anticipated construction, travel on Airport Road will be impacted.	Owner	See response above.

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	g. Access to this site on a permanent basis shall comply with MTO corridor management requirements and may is subject to permits and setbacks. Ministry guidelines and requirements regarding access management and setback distances to ministry infrastructure are available on the Highway Corridor Management Manual.	Owner	See response above.
	h. In view of the above items and the upcoming construction activities at this area, should the temporary use be considered, Ministry of Transportation will not be liable for any business losses in the next three years.	Owner	See response above.
<u>Ministry of Energy and Electrification</u>			
29.	The Subject Lands are within the Northwest GTA Transmission Corridor Identification Study’s Narrowed Area of Interest (NAI).	Owner	Noted.
30.	The Ministry of Energy and Mines and Independent Electricity System Operator continue to work with the Ministry of Transportation to co-locate the transmission corridor as refinements are being made to the Highway 413 transportation corridor.	Owner	Noted.
	<u>Comments from the following agencies have been attached for your review:</u> • Town of Caledon, Zoning • Town of Caledon, Development Engineering • Region of Peel • Toronto Region Conservation Authority		
	<u>Comments from the following agencies are still outstanding:</u> • Town of Caledon, Natural Heritage • Town of Caledon, Transportation • Ministry of Transportation • Region of Peel • Toronto Region Conservation Authority		
	<u>The following departments/agencies have no concerns:</u> • Town of Caledon, Accessibility • Town of Caledon, Parks • Town of Caledon, Urban Design • Enbridge		
Development Engineering May 7th, 2025 – Monika Dhungana			
ZONING AMENDMENT STAGE			
1.	Subject land is entirely within the Ministry of Transportation’s Focused Analysis Area for future Highway 413. Confirmation that the Ministry does not have an issue with the proposed works will be required. Especially the site access needs to be approved by the MTO and the Region.	Owner	Acknowledged.
2.	The report describes about 0.3m of maximum ponding in the parking lot as stormwater management strategy. Town does not accept surface ponding on gravel parking lots. Explore other options for onsite stormwater management.	Candevcon	The proposed use is a 3 year temporary facility. Other options such as storm water management ponds or tanks are not practical for this application. The site is a truck and trailer storage facility and 0.3m storage on the surface in large rainfall events will not have a negative impact on the operation. We are also proposing a 2m square asphalt pad around all CB and silt sock within the CB.

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3.	The storm pipe network demonstrated in Figure FIG 2 does not provide a clear picture of how the 100 year volume is stored within the site. Provide more information on the mechanism used for controlling flow to the allowable release rate.	Candevcon	100 year storm will be stored on site and controlled via an orifice plate at the catch basins.
4.	Berm on the west side of the parking lots shall be 3m as recommended by Noise Impact Study. The Berm side slopes high with maximum permissible slope of 3:1.	Candevcon	The proposed berm will be planted with native grasses and is not intended to be mown. Therefore a 2:1 embankment is satisfactory.
5.	Proposed 2X1500 culverts under the driveway will require the TRCA permit.	Candevcon	Acknowledged.
6.	There are a few Wetlands and the TRCA regulated flood hazard within the site. The limit of Flood Hazard line needs to be established together with the TRCA. Provide reference if the staking of the Flood Hazard has been completed.	Candevcon	Line has been determined through discussion with the TRCA as shown on the plan.
7.	The SWM report needs to determine the allowable release rate for stormwater management. Coordinate with the TRCA for the maximum allowable release rate from the site.	Candevcon	Acknowledged, TRCA is reviewing the plan.
SPA STAGE			
<u><i>Servicing and Stormwater Management Brief</i></u>			
1.	Drawing ESC-1: 0.8% grassed swale does not meet the Town's minimum slope.	Candevcon	This slope is for ESC purposes only. The flatter slope means slower flow and therefore reduced erosion.
2.	Drawing FIG.2: Driveway has an uncontrolled flow going into the creek. Provide necessary water quality and quantity measures for the uncontrolled flow.	Candevcon	In order to limit impact on the creek the driveway width is maintained at a minimum. Water quality will be provided by providing a 1m grass shoulder along the roadway.
3.	Clarify the make of the driveway past the first 25m. This section of the driveway discharges uncontrolled into the Creek, which may impose water quality and quantity issues.	Candevcon	The driveway will be paved up to the gate and gravel past the gate.
4.	Drawing SG-1: Environmental Noise Study recommends 3m high berm along western parking lots, the Grading Plan considers 2m high berm. Provide coordinated information and revise accordingly. Proposed Berm slopes exceed the Town's maximum permissible slopes of 3:1, revise the plans to meet the minimum permissible slope.	Candevcon	The proposed berm will be planted with native grasses and is not intended to be mown. Therefore a 2:1 embankment is satisfactory.
5.	Provide accessible parking, if required for the intended use.	HPGI	No accessible parking required, property used for truck and trailer parking.
6.	Provide the Driveway width dimension and curve radii. The dimension is unreadable in the Site Plan, if one is provided on top of the property line.	HPGI	Driveway width dimension and curve radii shown on revised Site Plan dated October 1, 2025.
<u><i>Hydrogeological Report</i></u>			
1.	Groundwater levels measured in November and December do not properly represent seasonally high groundwater level. Provide additional data to demonstrate actual GWL elevation.	GEMTEC	Acknowledged, refer to Hydrogeological Investigation Report dated September 24, 2025.
2.	The report mentions that post development infiltration rate to be maintained at 80% of pre-development infiltration. The SWM report does not mention about any mechanism for infiltration. Provide more information on the mechanism to meet the Water Balance in the site.	GEMTEC Candevcon	Infiltration will be provided via infiltration galleries to be installed downstream of the oil and grit separator.
<u><i>Site Lighting Drawing</i></u>			
1.	Town's standards for lighting level at the driveway entrance is 35 lux, there are sections in the driveway (around the turnings) where lighting is insufficient.	RTG	Light levels increased per comments.
2.	The lighting level at the cul-de-sac is very poor.	RTG	Light levels increased per comments.
<u><i>Geotechnical Investigation Study</i></u>			
	No comments.	GEMTEC	Noted.
<u><i>Phase 1 ESA</i></u>			
	No comments.	GEMTEC	Noted.
<u><i>Additional Comment</i></u>			
1.	Provide information on the import/export of the construction material, removal of topsoil, haul route etc.	Candevcon	All topsoil is intended to remain on site. Information regarding construction materials and haul routes will be provided at construction.

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2.	Principally, the site needs to be restored to better or equivalent to original condition after the Temporary Zoning term is completed. Provide information on the Remediation/Restoration Plan after the intended use.	Candevcon	Underground services will be plugged, MH and CB will be removed and the site will be topsoiled and seeded or returned to farming.
3.	Provide Construction Management Plan.	Candevcon	Will be provided at construction.
Landscape Working Drawing Mark-up April 7 th , 2025			
		HPGI	Landscape buffer not required as adjacent lands owned by owner, refer to revised Site Plan dated October 1, 2025.
Region of Peel June 17, 2025 – Priya Prasad			
	Region of Peel Development staff have reviewed the above-noted application for a Temporary Zoning By-Law Amendment and offer the following comments:		
	GTA West FAA		
	The proposed development is within the Ontario Ministry of Transportation’s (MTO)GTA West Focused Analysis Area, as of December 2024 records. We therefore request that the applicant consult with MTO directly and that Town staff consider comments from MTO and incorporate their requirements appropriately. Final approval of this Temporary Zoning By-Law requires all concerns to be addressed to the satisfaction of the MTO.	Owner	Noted.
	Additional information pertaining to the future Highway 413 can be found at the following link: https://www.highway413.ca/ and Highway 413 Interactive Map.		
	Capital Project		
	Please note that there is a Capital Project (14-4030) within the vicinity of this site for the widening of Airport Road from Mayfield Road to King Street.		
	The Project Manager for the Capital Project is Jerry Tan (jerry.tan@peelregion.ca).		
	Jerry must be consulted for any additional requirements that may be necessitated due to the Capital Project, including but not limited to additional property requirements over and above the Official Plan requirements, pedestrian infrastructure and any other urbanization that may be required.	Owner	Acknowledged.
	Transportation Development		

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	The subject lands are located on a major Regional road, Airport Road. Regional road requirements will apply.		
	<i>Access/Study Requirements:</i>		
	The Region is in receipt of a Traffic Impact Study. Please note the Region is reviewing the proposed access and detailed comments will be provided under a separate cover letter at a later date.	Owner	Noted.
	<i>Property Requirements:</i>		
	The Region requests the gratuitous dedication of lands at the future Site Plan application to meet the Regional Official Plan requirement for Regional Road 7(Airport Road) which has a right of way of 45 metres, 22.5 metres from the centreline of the road allowance, midblock, to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;	HPGI	The Subject site meets the 22.5 metres right of way requirement, refer to Site Plan dated October 1, 2025.
	The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 7 (Airport Road) behind the property line, except at any approved access point;	HPGI	Acknowledged, 0.3 metre reserve shown along Airport Road, refer to revised Site Plan dated October 1, 2025.
	The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of-way;	Owner	The applicant has already gratuitously dedicated these lands to the Region of Peel.
	At future Site Plan, a draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.	Owner	Noted.
	<i>Signals and Streetlighting:</i>		
	Should any light standards or signals, including, hydro poles, sidewalks or MUPs be constructed, relocated or removed along the Region of Peel's right-of-way, photometric drawings will be required to be submitted for review and approval. This is to ensure that the proposed streetlight/signals construction, relocation and or removals comply with our current standards (RP-8-21). Please reach out to our Signals Team for review and approval. Please contact Rebecca Caughey(Rebecca.caughey@peelregion.ca) Supervisor of Traffic Signals and Streetlighting.	Owner	Acknowledged.
	<i>Engineering Requirements:</i>		
	A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";	Candevcon	Drawings are attached.
	The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;	Candevcon	Cost estimate will be provided at site plan after region review of proposed widening plans.
	Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 7 (Airport Road);	Owner	Noted.
	A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);	Owner	Noted.
	The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:	Owner	Noted.

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	Completed Road Occupancy Permit and a permit fee as per the Region’s user fees and charges By-law;		
	Completed Notice to Commence Work;		
	Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;		
	Please note that any proposed construction within the Region of Peel’s right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.		
	All costs associated with the design and construction of road and access works will be 100% paid by the Owner;	Owner	Noted.
	<i>Landscaping/Encroachments:</i>		
	Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region’s easements and/or Right of Way limits.	Owner	Noted.
	Cranes will not be permitted to swing over a Regional Road unless a crane swing license has been granted.	Owner	Noted.
	Servicing Connections		
	This site fronts a 300mm watermain within Airport Road & a 600mm sanitary sewer within Airport Road.	Owner	Information only.
	As there are no proposed servicing alterations, we do not have any Servicing comments or conditions at this time. Should the proposed development change to include servicing alterations, Servicing Connections comments are subject to change.	Owner	Noted.
Region of Peel ACCESS COMMENTS – JULY 23, 2025			
	Region of Peel development staff would like to offer the following revised access comments. Notwithstanding, these comments must be read in conjunction with Regional comments dated June 17, 2025.		
	Transportation Development		
	<i>Access/Study Requirements:</i>		
	The Region is in receipt of a Traffic Impact Study, the following comments are noted and should be addressed in an updated TIS.	Nextrans	Acknowledged.
	Auxiliary Lanes – the Region understands that the requirement of auxiliary turn lanes will require road work and widening of the pavement structure, this is not considered a conflict. The TIS should be updated to include the requirement of auxiliary turn lanes.	Nextrans	Given that the ultimate roadway configuration of Airport Road will accommodate a centre two-way left-turn lane and that the traffic operations of the southbound left movement at the site access are acceptable, Nextrans maintains that an interim southbound left-turn lane is not required in the interim. Additionally, the provision of an interim northbound right-turn lane into the site will improve road safety as inbound trucks will have a deceleration lane available when turning right into the subject site. This is discussed further in the TIS Addendum.
	Auxiliary turn lanes will be required to facilitate this development, this is triggered by total peak hour traffic and road characterization.	Nextrans	Nextrans maintains that the provision of an interim southbound left-turn lane at the site access would be redundant as there is an imminent road widening on Airport Road that will include a centre two-way left-turn lane. It is noted that there are a number of existing truck and trailer parking facilities along Airport Road without dedicated inbound

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			left-turn lanes and as such, the proposed condition is consistent with established practice and is not unprecedented. Additionally, the latest site plan illustrates an overall reduction in the number of truck and trailer parking spaces provided on site and as such, the projected number of trips has also been reduced. Updated trip generation calculations are provided in the TIS Addendum.
	The Region will require a functional design to be submitted in the forthcoming submissions which addresses the geometrics of the auxiliary southbound left turn lane and northbound right turn lane.	Nextrans	Please refer to Plan No. RW-1 prepared by Candevcon Group Inc.
	Sightline analysis will be required and should be submitted in the TIS.	Nextrans	A sightline analysis has been provided in the TIS Addendum.
	The Region acknowledges that the applicant is proposing an access approximately 50m south of the property line and not utilizing the existing access for the development.	Nextrans	Acknowledged.
	The Region in theory is not in support of shifting the access to the south as this creates sight line issues. Sight line analysis was not included in the TIS and further sight line issues will be created with the ongoing Capital Project.	Nextrans	We’re unclear how the Region came to this conclusion. As mentioned, this segment of Airport Road does not have any curvature or significant grade changes and in addition to this, the vehicular traffic generated by this site will be all truck trips which means better visibility. We can push back on this comment using our sightline analysis to justify maintaining the access where its currently proposed.
	The Region in theory would support the continued use of the existing access, but considerations should be measured to move the access to the northerly limits of the property to ensure sight lines are met, and ample room for auxiliary turn lanes.	Nextrans	The segments of Airport Road approaching the proposed location of the site access are generally straight and level, with no significant grades or horizontal curves. As the proposed development will primarily serve large transport trucks, available sight lines are expected to be extensive, providing improved visibility for both approaching and departing vehicles. On this basis, Nextrans maintains that the proposed location of the stie access is appropriate and provides adequate sightlines.
	Only one access to the site will be supported, all other access points will have to be closed, and boulevard reinstates (note that this is mentioned).	Nextrans	Acknowledged.
	The Conservation Authority will need to be consulted to review floodplain, and any comments pertaining to the floodplain should be circulated to the Region for review.	Nextrans	Acknowledged.
	Region of Peel acknowledges the subject property lies within the Ontario Ministry of Transportation’s (MTO) Highway 413 area. We therefore request that the applicant consult with MTO directly to review the future impacts of Highway 413. Any future comments pertaining to the road and access should be circulated to the Region for review. Final approval of this Temporary Zoning By-Law requires all concerns to be addressed to the satisfaction of the MTO.	Nextrans	Acknowledged.
	<i>Site Plan:</i>		
	All comments provided should be reflected on the site plan, including:		
	Centreline of roadways with property dimensions reflected;	HPGI	Centreline of Airport Road and property dimensions shown on plan, refer to Site Plan dated October 1, 2025.
	Auxiliary turn lanes should be shown.	HPGI	Acknowledged, right turn lane shown on revised site plan.
Toronto and Region Conservation Authority (TRCA) – REVISED August 18, 2025 – Adam Miller			
	Further to our discussion last week regarding the above noted Zoning By-law Amendment (ZBA) application and site, please find below comments to support our review going forward:		TRCA comments dated July 24, 2025 are not applicable, refer to revised TRCA Comments dated August 18, 2025 below.

	STAFF COMMENTS	ACTION BY	RESPONSE
1.	Top of Slope / Confined System – Based on the site visit of August 12th, there is no physical top of slope or confined system present. The natural system consists of relatively flat stream corridor. Accordingly, no top of bank staking is required to confirm the limits of natural features and hazards on site.	Candevcon	Acknowledged.
2.	Planning Context – The ZBA is temporary in nature. The site is located within the Settlement Area Boundary Expansion (SABE) area and is identified as Future Employment Area, with a portion within the planned Hwy. 413 Transportation Corridor. Future planning processes (i.e., LSS, Secondary Plan, OPA, ZBA, Draft Plan of Subdivision) will be required to implement employment uses. These processes will provide mechanisms to delineate/confirm natural features and hazards and secure them in protective zoning (i.e., EPA1). The LSS and CEISMP/MESP (along with the future highway design) may also result in significant alterations to the post-development natural system.	HPGI	Information only.
3.	Permits and Site Plan – TRCA permits and Town Site Plan approvals will be the appropriate stage for detailed grading/servicing and erosion and sediment control review. At the ZBA stage, we may request preliminary grading and servicing information to better understand proposed grading, swm strategy, and access (including any new culvert and grading near wetland features).	Candevcon	Permits will be applied for prior to construction.
4.	Floodplain and Hydraulic Review – Dilnesaw is currently reviewing floodplain mapping and spill information to assess risk and potential operation/functional flood protection measures (if needed as part of the grading strategy). Verification of the 25 ha upstream drainage area threshold used to delineate floodplain limits is also required.	Candevcon	Acknowledged, we await the results of the review.
5.	Meander Belt – while the meander belt layer extends beyond other constraints (i.e., floodplain, wetlands), it is generated through a desktop GIS buffering exercise. Given the linear nature of the features on-site, the need for a formal meander belt analysis should be re-assessed.	Candevcon	Acknowledged, we await the results of the review.
6.	Wetland Feature – An unevaluated wetland exists in the southeast corner of the property. The applicant has indicated a willingness to revise the plan to protect this feature. All other wetlands are located within the floodplain and do not need to be staked. The buffer associated with the wetlands does not extend beyond the buffer associated with the floodplain.	HPGI	10 metre buffer provided around pond located at the southeast corner of the property, refer to revised Site Plan dated October 1, 2025.
7.	Wetland Water Balance – Based on TRCA’s Wetland Water Balance Risk Evaluation guidance, a formal risk evaluation is not required. The wetlands are riverine in nature and primarily influenced by fluvial processes (baseflow and overbank flooding), not local catchment water balance. They are most contained within the stream corridor. Preliminary grading / swm design will maintain pre-development drainage patterns to the corridor, ensuring no measurable change to the hydroperiod (to be confirmed through swm reporting).	Candevcon	Acknowledged.
8.	Stormwater Management – the applicant has confirmed they will prepare a SWM Report to address TRCA’s stormwater management criteria.	Candevcon	See updated Servicing and Stormwater Management Brief dated October 8, 2025 attached.
9.	Access – we should recommend that safe access be demonstrated for post-development conditions. As this is a ZBA, detailed access design can be address through future planning stages.	Nextrans	A sightline analysis has been prepared by Nextrans and confirms that adequate sightlines are available for both vehicles approaching and departing the proposed site access. Additionally, the latest site design incorporates an inbound right-turn storage lane and taper, which were designed in accordance with MTO and TAC Guidelines. The TIS Addendum also provided a revised traffic analysis, which indicates that the proposed development is projected to have a negligible impact to the future traffic operations of the surrounding road network. As such, Nextrans maintains that the proposed site access will operate safely.
Parks and Natural Heritage			

	STAFF COMMENTS	ACTION BY	RESPONSE
August 2025 – Yves Scholten			
	Background		
	PARC submission PRE 2204-0269 - NH Comments:		
	The subject property has one or more Natural Heritage (NH) features present. The SABE studies have identified Key Features, Supporting Features, Other Features and Linkages on the subject lands and/or on adjacent lands, as part of the preliminary Natural Heritage System (NHS).		
	- As it is within the SABE area, the applicant can exercise one of two options: - Prepare a local SWS (Subwatershed Study) as per the direction and guidance in the SABE documents; or - Protect all NH features identified in the preliminary NHS (including full setbacks) at least until such time as studies and mapping refinements have demonstrated that they will not be impacted by proposed development.		
	It is important to note in this context that any studies or development proposals should assess NH features from a system basis and perspective rather than merely on a site-scale basis.		
	Any environmental/ecological study conducted (SWS or otherwise) requires a TOR (Terms of Reference) to be prepared and approved by the Town prior to the study’s commencement.		
	Any studies or development plans will likely require that the NH features be staked by Town staff as a first step. Please contact staff (Yves Scholten) to schedule a site visit accordingly.		
	Site walk conducted Spring 2025 for discussion purposes regarding general scope of NH requirements demonstrated that NH features are.		
	Material Reviewed		
	- As per submitted materials - Site Plan - Notice of Application		
	Comments		
1.	As noted in the PARC meeting comments, this site is in the SABE area and the Preliminary NHS must be assessed through a scoped SWS.	Owner	The updated TRCA comments suggest this is not required.
2.	Note that unmapped NH features are still designated EPA (Environmental Policy Area), even if they have not been mapped as such to-date. They must be added to the preliminary NHS where they have not been previously identified through the SABE guidelines. For example, the wetland on the boundary of this property near the eastern corner appears not to have been mapped in the Preliminary NHS but onsite observation shows that it is a wetland habitat which must be addressed through appropriate studies.		The Site Plan drawing has been updated to capture this feature and a 10.0m buffer has been shown where the pond and wetland feature are located. Based on our discussion with MTO and the comments received the proposed location as show on the latest site plan drawing is the only viable option given the existing driveway location does not comply with the required driveway width dimension.
3.	Site plan: It is premature to designate a 10 m buffer for protection of Natural Heritage (NH) features and EPA lands, as this would represent a reduced NH buffer, which may not be ecologically appropriate, given the features present. NH features have not been assessed to date and an ecologically appropriate buffer setback depends on a SWS (Subwatershed Study) and subsequent site-scale study being developed in support. Since sensitive NH features may require a 30m or greater NH buffer setback, protection of these features would require a minimum 30m buffer until such time as appropriate studies (i.e. scoped SWS) have demonstrated that a smaller buffer may be considered.		
	a. Note that the Spring site walk that was conducted with the applicant and NH staff demonstrated that several species of conservation concern were observed onsite, including Bobolink, Barn Swallow, Chorus Frog, and Painted Turtle among others. The presence of these and other species are indicators of sensitive habitats in the NH features.		

	STAFF COMMENTS	ACTION BY	RESPONSE
4.	Determination of the most appropriate driveway crossing for the site also requires the support of a scoped SWS analysis, as it is not clear whether the existing crossing is the best location.		
5.	Staff require the appropriate scoped SWS to be prepared and approved, as the Natural Heritage mapping and assessment will inform EPA zoning, and determination of driveway location and appropriate buffer setbacks.		
6.	Note that prior to the commencement of any SWS work, a TOR (Terms of Reference) must be prepared and authorized by the Town.		