

TOWN OF CALEDON
PLANNING
RECEIVED
February 13, 2026

Comment Response Matrix

14 Station Road, Caledon

1st Pre-Consultation Application Submission

Weston File: 6716-2

February 2026

City File: DART RZ 2024-003 & POPA 2024-0014

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1. TOWN OF CALEDON, TRANSPORTATION ENGINEERING		
Emma Howlett -- Transportation Coordinator – June 25, 2024		
Comment	Consultant	Response
1. It is noted that the direct access to the building is ‘potential’, and the main access to the senior’s residence is proposed down a flight of outdoor stairs to the sidewalk on Station Road. Confirm that the barrier-free accessible spaces will be provided in a manner that meets relevant standards.	NexTrans Budrevics Owners	The barrier-free spaces will provide direct access to the south entrance of the building from the parking lot through a depressed curb with a TWSI. The accessible parking spaces are designed in accordance with the Town of Caledon Traffic By-law.
2. Section 5 or 6 should discuss the proposed access from an anticipated operations perspective (i.e., are major issues anticipated to arise from queuing or delays).	NexTrans	Capacity analysis was conducted. Vehicle queuing and delays are expected to be minimal. See Section 6.
3. Review of intersections and accesses under regional jurisdiction is differed to the Region of Peel.	NexTrans	Acknowledged.
Technical comments: 4. Figure 2-1 differs from existing conditions and the description of the number of travel lanes in Section 2.1.	NexTrans	Revised.
5. Section 3.2 Background developments did not mention any unoccupied townhouse-style units as part of the development to the northwest. Confirm that any 21T-16001C unoccupied townhouse-style units (i.e., along Taylor Court, Wyle Street, and Desire Place) would not significantly impact the report's findings.	NexTrans	It was not confirmed whether the Townhouse units were at 100% occupancy. To account for this, in the analysis, trip generation for the Townhouses was calculated assuming

1. TOWN OF CALEDON, TRANSPORTATION ENGINEERING

Emma Howlett -- Transportation Coordinator – June 25, 2024

		full occupancy and trips distributed in the study model.
6. Section 6.1 Parking Assessment: Transportation Engineering Staff requests further clarification regarding the proposed parking rate stated in the memo and the proposed extension of the existing zoning.	NexTrans	The purpose of the proposed parking supply is to accommodate the expected increase in demand generated by the existing retirement residence and alleviate potential overflow onto Station Road.
7. Section 6.3 Corner Clearance: Given the proposed context, TAC Figure 8.8.2 Suggested Minimum Corner Clearance to Accesses or Public Laneways at Major Intersections should be referenced.	NexTrans	Section 6.3 revised.
Advisory Comments to prepare for the Site Plan Stage: 8. Explore a direct internal pedestrian connection from the parking lot to the senior's residence in the Transportation Operations Assessment. Options explored, constraints, benefits, and final recommendations should be included in the report.	NexTrans	A pedestrian connection from the proposed parking lot to the senior's residence is proposed. See Site Plan. See Section 7 for assessment.
9. Pavement markings and signage should be proposed to meet the criteria for barrier-free accessible spaces outlined in the Town of Caledon Traffic By-law Schedule K.	NexTrans	See Pavement Marking and Signage Plan.

2. TOWN OF CALEDON, DEVELOPMENT AND DESIGN, PLANNING		
Sagar Babbar -- Community Planner -- August 21, 2024		
Comment	Consultant	Response
1. The subject property is currently designated Environmental Policy Area Schedule "C" Bolton Land Use Plan. The uses permitted in EPA shall be limited to: legally existing 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	Weston Consulting	A Draft Official Plan Amendment has been submitted to redesignate the property to permit the surface parking area.
2. The subject property is zoned Environmental Policy Area 1 with Exception Number 573 (EPA1-573) in the Town of Caledon zoning by-law 2006-50, as amended. Parking Area is not a permitted use in this zone.	Weston Consulting	A Draft Zoning By-law Amendment has been submitted to rezone the property to permit the surface parking area.
3. In partnership with the Town of Caledon, the Toronto and Region Conservation Authority (TRCA) provides technical support with respect to the review of development within and adjacent to lands that have been designated EPA. The TRCA and the Town must be satisfied that the proposed development will not have a significant impact on natural features to ensure that all environmental interests are protected. Please work with Town's natural heritage staff and TRCA to address their concerns and revise the Environmental Impact Study (EIS) accordingly.	GEI Weston Consulting Owner	Acknowledged. The Environmental Impact Study has been updated to reflect the comments related to valleylands as both a natural heritage and a natural hazard feature in response to TRCA matters.

2. TOWN OF CALEDON, DEVELOPMENT AND DESIGN, PLANNING		
Sagar Babbar -- Community Planner -- August 21, 2024		
4. Please note that as discussed in the meeting on July 19, 2024, revised EIS is required and based on the updated EIS, comments from TRCA, natural heritage staff and landscape staff will be provided.	GEI	EIS has been revised.
5. Based on the comments outlined by the Town's internal departments and external review agencies, a resubmission is required. Please see the attached comments from Town staff and external agencies.	Weston Consulting	Acknowledged.
6. Please be advised that there are several comments outstanding. They will be forwarded to you when they become available. Please wait to receive all of the comments before making your next submission. In making your resubmission, please include a response matrix outlining how each of the comments has been addressed.	Weston Consulting	Acknowledged.

3. TOWN OF CALEDON, FINANCE DEPARTMENT, FINANCE		
Sagar Babbar -- Community Planner -- August 21, 2024		
Comment	Consultant	Response
Under current By-laws of the Town of Caledon and other charging entities, Development Charges will not be applicable to this project (redevelopment of the subject lands to permit a surface parking lot comprised of 96 parking spaces) since no new buildings are planned.	Owner	Acknowledged.

3. TOWN OF CALEDON, FINANCE DEPARTMENT, FINANCE

Sagar Babbar -- Community Planner -- August 21, 2024

Additional information on Development Charges may be accessed on the Town's website at <https://www.caledon.ca/en/town-services/development-charges.aspx>

The Development Charges comments and estimates above are as at June 06, 2024 and are based upon 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 two (2) years after application approval date. Interest charges will apply for affected applications. For 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 as provided in the building permit application.

4. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES

Sagar Babbar -- Community Planner -- August 21, 2024

Comment	Consultant	Response
<p><u>Site Grading and Servicing Plan</u></p> <p>7. According to the Town of Caledon standards the maximum allowable height for a retaining wall shall be 2.5m. Please revise.</p>	<p>GM BluePlan (GEI)</p>	<p>Acknowledged. The design cannot be revised to provide a single retaining wall at a maximum height of 2.5m. We have provided a letter from a structural engineer indicating that the proposed retaining wall can fit within the footprint provided.</p>
<p>8. In accordance with the Town Development Manual, the retaining walls must be constructed entirely on the upper side to ensure that tie-backs do not cross property boundaries. The proposed retaining walls along the eastern boundary are located on the lower side, propping up properties to the east. A retaining wall designer/ manufacturer must confirm that the proposed retaining wall tie-backs will not encroach to adjacent properties.</p>	<p>GM BluePlan (GEI)</p>	<p>To construct the proposed retaining wall on the high side of the property line would require permission to enter private property, and a loss of space to the private property owner. With this submission, we have provided a letter from a structural engineer indicating that the proposed retaining wall can be built without tiebacks that would cross property boundaries.</p>
<p>9. Please show the retaining wall to be removed at the proposed entrance. Moreover, please show how the existing wall to remain terminates and ties to the curbs for the proposed entrance.</p>	<p>GM BluePlan (GEI)</p>	<p>The portion of the existing retaining wall to be removed has been shown on Drawing No. 1. Additionally, a section view following its removal has been provided on Drawing No.5.</p>

4. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES

Sagar Babbar -- Community Planner -- August 21, 2024

10. Please show what elevations makes up the 5.9% grade at the proposed entrance.	GM BluePlan (GEI)	As requested, additional elevations have been provided at the site entrance.
11. The dimension for the 9.03m curb cut for new driveway appears to be misplaced. Please revise.	GM BluePlan (GEI)	The dimension of the curb cut at the site entrance has been revised.
12. Please indicate the direction of the emergency overland flow route for the whole site; furthermore, please note that the maximum allowable ponding depths for parking lots is 0.3m.	GM BluePlan (GEI)	The proposed emergency overland flow route has been provided on the revised Site Grading and Servicing Plan (Drawing No. 2).
13. Please note that a retaining wall greater than 1m in height is to be design by a professional engineer. Additionally, details for the proposed retaining wall complete with the stamp and signature of the design engineer are to be provided to the Development Engineering for review and approval prior to site plan approval.	GM BluePlan (GEI)	The detailed design of the proposed retaining wall will be provided during the building permit submission for the retaining wall. The civil design drawings have indicated that the proposed retaining wall is to be designed, inspected and certified by others.
14. Please provide a cross section for each proposed retaining wall. Furthermore, provide the cross section at the tallest part of the retaining wall.	GM BluePlan (GEI)	Additional cross sections of the proposed retaining walls have been provided on Drawing No. 5.
<u>Erosion and Sedimentation Control Plan</u>		
15. Mud mats are to conform to the latest Town of Caledon Standard section 1.13.7. "The mud mat shall be a minimum of 450mm thick, 30m long and 5m wide. The first 15m from the entrance/exit shall be	GM BluePlan (GEI)	The mud mat detail has been updated to conform with Town of Caledon Standard 1.13.7, and the note provided above has been added to the revised

4. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES

Sagar Babbar -- Community Planner -- August 21, 2024

<p>constructed with 50mm clear stone. The remaining 15m shall be constructed with 150mm rip rap. This stone pad must be maintained as required given the site conditions to ensure mud tracking is kept to a minimum". Please revise the mud mat detail and also add the above note to the ESC plan.</p>		<p>Erosion and Sediment Control Plan (Drawing No. 3).</p>
<p><u>Servicing & Stormwater Management Report</u></p> <p>16. On Section 3.4 appears to be a typo on Proposed Stormwater Management Facility No. 21 instead of No. 2 – please clarify</p>	<p>GM BluePlan (GEI)</p>	<p>Section 3.4 has been updated to indicate the correct SWM Facility.</p>
<p>17. Please identify Proposed Stormwater Management Facility No. 1 and No. 2 on the Site Grading and Servicing Plan.</p>	<p>GM BluePlan (GEI)</p>	<p>Stormwater Management Facilities 1 and 2 have been indicated on the Site Grading and Servicing Plan (Drawing No. 2).</p>
<p><u>General Comments</u></p> <p>18. Please include the Town file number DART RZ 204-0003 on the title block on all Civil Plans and Reports.</p>	<p>GM BluePlan (GEI)</p>	<p>The Town file number has been provided on the updated civil drawing set.</p>
<p>19. Please provide Geodetic Benchmark information on all the drawings</p>	<p>GM BluePlan (GEI)</p>	<p>The benchmark has been provided on the updated civil drawing set.</p>
<p><u>General Advisory Comments</u></p> <p>20. Please be advised that a Haul Permit will be required to be obtained by the applicant prior to hauling on Town roads. For more information on the Haul Permit please contact Town of Caledon Finance and Infrastructure Services at 905-584-2272 ext.4226.</p>	<p>GM BluePlan (GEI)</p>	<p>Acknowledged. This permit will be applied for by the contractor at a later date.</p>

4. TOWN OF CALEDON, DEVELOPMENT ENGINEERING, ENGINEERING SERVICES

Sagar Babbar -- Community Planner -- August 21, 2024

<p>21. A ROW Occupancy Permit will be required from the Town of Caledon for all works in the Town ROW. ROW Permit is required to be obtained a minimum 48 hours prior to the commencement of works in the ROW. For more information regarding the ROW Permit see https://www.caledon.ca/en/town-services/road-permits.aspx</p>	<p>GM BluePlan (GEI)</p>	<p>Acknowledged. This permit will be applied for by the contractor at a later date.</p>
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5. TOWN OF CALEDON, LEGAL SERVICES

Sagar Babbar -- Community Planner -- August 21, 2024

Comment	Consultant	Response
<p>22. Instrument number PR3239158, registered on November 20, 2017, is a Notice of Site Plan Control Agreement between the Region and King Station Facility Inc.</p> <p>The owner is bound by the terms and obligations contained in this agreement.</p>	<p>Owner</p>	<p>Acknowledged.</p>
<p>23. Instrument number PR3297199, registered on March 16, 2018, is a Notice of Site Plan Agreement between the Town and King Station Facility Inc</p>	<p>Owner</p>	<p>Acknowledged.</p>
<p>24. Instrument number PR3421509, registered on December 12, 2018, is a Notice of Site Plan Amending Agreement between the Town and King Station Facility Inc. amending some of the terms contained within Instrument number PR3297199.</p>	<p>Owner</p>	<p>Acknowledged.</p>

5. TOWN OF CALEDON, LEGAL SERVICES		
Sagar Babbar -- Community Planner -- August 21, 2024		
The owner is bound by the terms and obligations contained in this agreement.		
<p>25. Instrument number PR3426557, registered on December 21, 2018, is a Notice of Subdivision Agreement between the Town and King Station Facility Inc.</p> <p>The owner is bound by the terms and obligations contained in this agreement.</p>	Owner	Acknowledged.

6. TOWN OF CALEDON, ZONING

Sagar Babbar -- Community Planner -- August 21, 2024

Comment	Consultant	Response
26. Zoning notes the subject property is zoned EPA1-573 as per the TOC Zoning By-law 2006-50, as amended	Weston Consulting	A Draft Zoning By-law Amendment has been submitted to rezone the property to permit the surface parking area.
27. Zoning notes the subject property permitted uses include: <ul style="list-style-type: none"> • Environmental Management • Flood and Erosion Control Uses 	Weston Consulting	A Draft Zoning By-law Amendment has been submitted to rezone the property to permit the surface parking area.
28. Zoning notes applicant requests ZBL to I-571 to permit Parking Area	Weston Consulting	Acknowledged.
29. Parking Area means an open area of land, accessory to a permitted use and not located on a public street, private road or lane which is used for the parking of motor vehicles, commercial motor vehicles and tractor trailers that bear a license plate with a currently valid sticker, but shall not include any area where motor vehicles, commercial motor vehicles or tractor trailers for sale, maintenance or repair are kept or stored.	Weston Consulting	Acknowledged.
30. Zoning notes as per EPA1-573, Flood and Erosion Control Uses - For the purpose of this zone, flood or erosion control uses shall only include drainage swales, retaining walls and their associated structural components.	Weston Consulting	A Draft Zoning By-law Amendment has been submitted to rezone the property to permit the surface parking area.

6. TOWN OF CALEDON, ZONING		
Sagar Babbar -- Community Planner -- August 21, 2024		
31. Zoning request applicant submit Draft ZBL with Permitted Uses listed as Parking Area.	Weston Consulting	A Draft Zoning By-law Amendment has been submitted with permitted uses listed as Parking Area.
32. Zoning notes Draft ZBL as submitted currently lists Permitted Uses as Parking Lot.	Weston Consulting	A Draft Zoning By-law Amendment has been submitted with permitted uses listed as Parking Area.
33. Zoning notes Parking Lot is not a defined term in the by-law.	Weston Consulting	A Draft Zoning By-law Amendment has been submitted with permitted uses listed as Parking Area.
34. Zoning notes as per EPA1-573, Environmental Management Restrictions - For the purpose of this zone, no person shall alter the surface of the land, or alter, remove, cut or trim any vegetation, except in accordance with a Grading Plan and Tree Inventory and Preservation Plan that have been approved by both the Town of Caledon and the Toronto and Region Conservation Authority.	Weston Consulting	A Draft Zoning By-law Amendment has been submitted to rezone the property to permit the surface parking area.

7. TOWN OF CALEDON, ENERGY AND ENVIRONMENT

Sagar Babbar -- Community Planner -- August 21, 2024

Comment	Consultant	Response
<p>35. The Town of Caledon is in the process of implementing Green Development Standards, which will be in effect for all new draft plan of subdivision and site plan applications starting July 1, 2024. Although the GDS does not apply for OPA or Rezoning applications, applicants should be aware of requirements for future submissions. For this application, relevant metrics may include:</p> <ul style="list-style-type: none"> • On Site Green Infrastructure • Urban Heat Island Reduction • Electric Vehicle Charging • Stormwater Quantity and Quality <p>Updated GDS metrics are available upon request. Energy & Environment encourages the applicant to review relevant metrics and plan accordingly for future submissions.</p>	<p>Owner</p>	<p>Acknowledged.</p>

8. REGION OF PEEL, PUBLIC WORKS

Chrissy Pelopidas – Planner – June 5, 2024

Comment	Consultant	Response
<ul style="list-style-type: none"> As announced on April 10, 2024, as of July 1, 2024, the Region’s statutory powers under the Planning Act will be removed. Once in effect, planning policy and approval responsibilities of the regional municipality will be removed and the lower-tier municipalities will assume primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Instead, per section 70.13(2), the Region’s official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends it and approval is provided by the Province. Therefore on July 1, 2024, the current Region of Peel Official Plan will become the Town of Caledon Official Plan and shall be implemented by the Town of Caledon. 	Weston Consulting	Acknowledged.
<ul style="list-style-type: none"> Should the Town intend on bringing forward these applications (DART-OZ-24-014C & DART-RZ-24-003C) for approval by Caledon Council prior to July 1, 2024, the Region of Peel is the approval authority except where the conditions noted in Peel Region By-law 1-2000 are met and the Official Plan Amendment is considered exempt. 	Weston Consulting	Acknowledged.
<ul style="list-style-type: none"> Peel Region By-Law 1-2000 states that Local Official Plan Amendments are exempt from Regional approval where, <ul style="list-style-type: none"> They do not require an amendment to the Regional Official Plan; They have regard to the Provincial Policy Statement and applicable Provincial Plans; The Town Clerk has certified that processing was completed in accordance with the Planning Act; and 	Weston Consulting	Acknowledged.

8. REGION OF PEEL, PUBLIC WORKS

Chrissy Pelopidas – Planner – June 5, 2024

<ul style="list-style-type: none"> The Region has advised that no Regional Official Plan amendment is required to accommodate the Local Official Plan Amendment. 		
<p>The proposed amendment is exempt from approval under the Planning Act by the Region of Peel subject to the Town Clerk confirming that processing was completed in accordance with the Planning Act.</p>	Weston Consulting	Acknowledged.
<p><u>Applicable Land Uses</u></p> <ul style="list-style-type: none"> The subject land is located in the regulated area of the Toronto and Region Conservation Authority (TRCA). We rely on the environmental expertise of the TRCA for the review of development applications located within or adjacent to the regulated area in Peel and the impact of natural hazards on proposed development. We therefore request that the Town staff consider comments from the TRCA and incorporate their requirements appropriately. Final approval of this application requires all environmental concerns to be addressed to the satisfaction of the TRCA. 	Weston Consulting	Acknowledged.
<ul style="list-style-type: none"> The subject lands are designated Urban System by Schedule E-1 of the Regional Official Plan (ROP). The lands are further designated Built Up Area by Schedule E-3 of the ROP. 	Weston Consulting	Acknowledged.
<ul style="list-style-type: none"> The subject land is located within a Natural Area and Corridor (NAC) of the Greenlands Systems designated under Policy 2.14.18 of the Regional Official Plan (ROP). NACs are to be protected, restored, and enhanced for the long-term ecological function and biodiversity of the Greenlands System. In addition to the Region’s support for NACs, ROP Policy 2.14.20 also directs that local municipalities, in 	Weston Consulting	Acknowledged. A Draft Official Plan Amendment has been submitted to redesignate the property to permit the surface parking area.

8. REGION OF PEEL, PUBLIC WORKS		
Chrissy Pelopidas – Planner – June 5, 2024		
<p>consultation with other appropriate agencies, include objectives and policies in their official plans for the interpretation, protection, restoration, enhancement, proper management, and stewardship of the Natural Areas and Corridors (and Potential Natural Areas and Corridors) which conform to the intent of the ROP, consistent with provincial policy and applicable provincial plans. \</p> <p>The applicant must confirm that the proposed development meets all applicable provisions of the Town of Caledon Official Plan and is satisfactory to the Town.</p>		
<p><u>Public Health</u></p> <ul style="list-style-type: none"> It is recommended to provide preferential parking for carpool and/or carshare vehicles to discourage single-occupied vehicle trips. It is recommended to explore permeable and/or light-coloured paving and landscaped traffic islands instead of black asphalt to reduce the negative aesthetic and environmental impact of asphalt paving. 	Weston Consulting	Acknowledged.

9. TORONTO AND REGION CONSERVATION AUTHORITY

Nick Cascone -- Senior Planner – March 18, 2025

Comment	Consultant	Response
<p><u>Site Background</u></p> <ul style="list-style-type: none"> • Please note that the property is subject to past OLT appeals. On October 9, 1997, the OLT (previously the Ontario Municipal Board) issued a decision approving an Official Plan Amendment for the subject lands. The amendment re-designated the lands for Mixed Density Residential and EPA uses, with a maximum density of 200 units consisting of apartments and townhouses. A development envelope was also established through the approval. • In 2008, a new Official Plan Amendment and Zoning By-law Amendment was submitted for the subject lands. The proposal consisted of 122 apartments in two, six storey buildings and 78 townhouse units. The applications were subsequently appealed to the OLT due to the Town’s failure to make a decision with respect to the requested amendments. In 2009, a revised proposal was submitted, adjusting the proposed development envelope to more closely reflect the 1997 approval. The number of units was also revised to 147 apartments within a single building and 53 townhouses. • Following a contested hearing, the OLT issued a decision regarding the applications on January 15, 2010. The decision ultimately adjusted the development envelope in accordance with the revised proposal. In general, High Density Residential uses were approved for the western and central portion of the site. Despite the OLT decision describing the site as being located on a “barren old river slope” and a “remnant valley”, only the sloping topography on the eastern portion of the property was designated and zoned EPA. 	<p>Information Only.</p>	<p>Information Only.</p>

9. TORONTO AND REGION CONSERVATION AUTHORITY

Nick Cascone -- Senior Planner – March 18, 2025

- Since issuance of the 2010 OLT decision, residential components of the development have largely been constructed. This has included significant excavation of the site in order to sufficiently level the development envelope for the high-density building (a retirement residence) and townhouse block. Due to the significant grade differential throughout the property, an extensive retaining wall system was also constructed along the edge of the EPA.

Application Specific Comments

- As noted above, the subject lands appear to be located on a valley slope according to TRCA's regulation mapping. The proposed parking lot being considered through these applications is located below TRCA's estimated top of slope. In accordance with Provincial and TRCA policy, new development is not permitted below the top of a valley slope as it is considered to be within an erosion hazard.
- However, staff recognize the influence the 1997, and subsequent 2010 OLT decision, have had on the subject lands. Through these past approvals, significant alteration of the property has occurred, and it is not clear if the site contains an apparent valley feature. As such, the applicant must conduct a detailed assessment of the site to determine whether this is the case. If it is demonstrated the subject lands are not considered to be within or contain an apparent valley feature, the natural hazard policies of the PPS 2024 and TRCA's LCP may not be applicable in the context of the proposed development. As further detailed in Appendix II of this correspondence, the applicant must refer to relevant policy documents and technical guides to make this determination.

GEI
WSP

Acknowledged. As discussed during the recent meetings with the Town and TRCA, GEI has considered the valleylands present within the Subject Lands and within the overall/larger landscape of the settlement area of Bolton. The EIS has been updated to reflect these changes in scale of review/consideration.

9. TORONTO AND REGION CONSERVATION AUTHORITY

Nick Cascone -- Senior Planner – March 18, 2025

<p><u>Recommendation</u></p> <ul style="list-style-type: none"> Based on the comments provided above and in Appendix II of this correspondence, TRCA staff are of the opinion that the submitted Official Plan Amendment and Zoning By-law Amendment are premature at this time. 	<p>Weston Consulting</p>	<p>Revised materials, including a scoped EIS and Geotechnical Memo have been submitted addressing comments above and in Appendix II in support of the proposed Official Plan and Zoning By-law Amendments.</p>
<p><u>Appendix II: TRCA's Application Specific Comments</u></p> <ol style="list-style-type: none"> The applicant is asked to refer to applicable policy documents and technical guides to determine whether the subject lands are within an apparent valley feature. For example, TRCA's LCP includes definitions for river/stream valleys, which should be analyzed. Further, the Natural Heritage Reference Manual, 2005 includes identification information (Section 8.3) and evaluation criteria (Section 8.3.1 and Table 8.1) for valleylands. It is noted that the referenced documents are not considered to be exhaustive. As part of a multi-disciplinary approach, the applicant should also rely on other relevant sources of information and site-specific technical evidence to make their determination. The submitted slope stability memo, prepared by WSP, dated November 21, 2024, identifies a top of valley slope along the northern edge of the EPA area (approximately halfway through the site). This limit is carried through into the Scoped Environmental Impact Study, prepared by GEI Consultants, dated November 2024. However, based on results of the requested valley feature assessment, it is noted that the top of slope delineation may not be 	<p>GEI WSP</p>	<p>EIS has been updated and now includes an assessment of the valleylands at the provincial, regional, and local levels.</p> <p>Mention and associated mapping of top of slope delineation has been since removed from the EIS. GEI understands that the Humber River Valleylands encompasses a much larger geographical area, and there is no top of slope present within the Subject Lands (i.e. it is located on other nearby properties).</p>

9. TORONTO AND REGION CONSERVATION AUTHORITY

Nick Cascone -- Senior Planner – March 18, 2025

applicable. The applicant must ensure that all technical reports and materials are consistent in their position on the matter		
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10. TOWN OF CALEDON, PARKS AND NATURAL HERITAGE

Stewart McIntosh – Landscape Architect – April 9, 2024

Comment	Consultant	Response
<u>Official Plan Amendment POPA 2024-0014</u> 1. There are no comments on the official plan amendment, as these are now being addressed by the Town’s Sr. Environmental Planner.	Information Only.	Information Only.
<u>Rezoning Application RZ 2008-0014</u> 1. Town Landscape Staff are not supportive of this proposed use on these lands as proposed because the lands are designated as Environmental Policy Area (EPA) in the Town’s Official Plan and zoning bylaw to be used for the exclusive purpose of environmental protection area.	Information Only.	Information Only.

10. TOWN OF CALEDON, PARKS AND NATURAL HERITAGE		
Stewart McIntosh – Landscape Architect – April 9, 2024		
2. Removing the existing zoning would open the site to further rezoning at a future date to allow the development of another tower, which would be more readily achieved if zoned as parking than as EPA	Information Only.	Information Only.
3. The proposed development seeks to remove natural heritage protections that were established through an OLT process. The OLT decision of 2016 supports maintaining a contiguous natural heritage connection with the EPA lands on adjacent and nearby properties as well as establish a high-quality natural heritage corridor. Additionally, the Subdivision Agreement and Site Plan Agreement in effect on these lands requires re-forestation of the EPA lands in accordance with the OLT decision of 2016, as evidenced by the Planting Plan for the EPA block, but the reforestation for this area has not been implemented by the developer as directed by the OLT. Therefore, my consideration of this area takes into consideration the naturalization state as designed rather than the current state, as it was anticipated to be reforested to a natural state.	Information Only.	Information Only.
4. The applicant did not adhere to the conditions of the OLT decision by using the EPA lands for storing construction materials and equipment, as can be seen on the Town’s aerial imagery from that time period, thereby further degrading the site.	Information Only.	Information Only.

10. TOWN OF CALEDON, PARKS AND NATURAL HERITAGE

Stewart McIntosh – Landscape Architect – April 9, 2024

<p>5. The existing buffer serves to screen the existing residences along the south property line, which I believe was negotiated as part of the development as a Limiting Distance Easement. This would mean there would need to be a vegetated buffer along the full length of the property at rear of these houses at the existing grade levels.</p>	<p>Weston Consulting</p>	<p>A vegetated buffer to screen the existing residences along the south property line has been provided. This buffer also serves as a linkage/wildlife corridor. The buffer is proposed to be 5.66m to 11.65m in width and traverses the site east to west.</p>
<p>6. The applicant sought a reduction in parking for the seniors residence through the previous rezoning process, while maximizing development on the site. Studies in support of that proposal indicated parking to be adequate.</p>	<p>Weston Consulting NexTrans</p>	<p>The proposed development aims to provide a surplus of vehicular parking to accommodate potential overflows in parking that may result from anticipated increased volumes of visitors to the Retirement Home. The proposed parking lot will provide off-street parking options, relieving parking demands on Station Road and improving overall safety.</p>
<p>7. The proposed layout suggests the planted area along the east property line next to the residential properties is suitable as a corridor yet does not protect for it in the proposed zoning.</p>	<p>Weston Consulting</p>	<p>A linkage/wildlife corridor has been incorporated into the revised design of the site. The corridor is proposed to be 5.66m to 11.65m in width and traverses the site east to west.</p>

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<p>8. This proposed development includes the removal of protected natural heritage designation. This proposal will reduce the corridor width and wildlife habitat connectivity, which is counter to the PPS which promotes diversity and connectivity, as well as restoration in order to improve the long-term ecological function and biodiversity of natural heritage systems.</p>	<p>Weston Consulting</p>	<p>A linkage/wildlife corridor has been incorporated into the revised design of the site. The corridor is proposed to be 5.66m to 11.65m in width and traverses the site east to west. This wildlife corridor is intended to permit the movement of urban tolerant species.</p>
<p>9. Please reinstate plans to restore these EPA designated lands rather than remove them.</p>	<p>Weston Consulting</p>	<p>Revised materials in support of the proposed Official Plan and Zoning By-law Amendments to permit a parking area on the site have been provided.</p>
<p>10. If the applicant would like to continue with this application then it can be supported by Landscape staff if the following conditions are met:</p> <ul style="list-style-type: none"> a. The area of the proposed parking lot is reduced to only the north portion of the site and leave a 38.5m wide corridor along the south side b. Implement the approved Landscape Planting Plans as required by the previous OLT decision with the exception of the area of the proposed parking lot c. Provide landscaped islands in the parking area as an option to reduce the negative aesthetic and environmental impacts of the asphalt paving and associated retaining wall(s). 	<p>Weston Consulting Budrevics</p>	<p>A linkage/wildlife corridor has been incorporated into the revised design of the site. The corridor is proposed to be 5.66m to 11.65m in width and traverses the site east to west. This wildlife corridor is intended to permit the movement of urban tolerant species.</p> <p>A landscape area with seating is located along the northern edge of the parking lot and a total of 23 trees and a variety of shrubs cover the perimeter of the parking lot.</p>

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11. If the applicant would still like to continue with this application then Landscape staff will defer providing detailed comments until the Site Plan Approval submission review to allow for zoning comments to be addressed and resolved.	Information Only.	Information Only.
12. Advisory comments for future submissions are provided below: a. Justification study/report for the proposed number of parking spaces. There has been no justification provided that supports a parking lot of this size, and only a dozen or so cars have been observed parking along Station Rd. at any one time	NexTrans	See Section 6.1 of the revised Traffic Operations Assessment Report for justification.
b. A viewshed study will be required to determine the visual impacts of the proposed development on surrounding views and how they will be mitigated, particularly from King St. and from Station Street.	Weston Consulting	Acknowledged.
c. The Arborist Report and Tree Preservation Plan will need to be updated to reflect the updated submission and follow the current Terms of Reference for Arborist Reports. Tree compensation will be Cash-in-lieu (based on the number of compensation trees calculated) since there is no place on the property to plant the replacement trees. Please include the number of compensation trees required in the updated arborist report.	GEI	The Arborist Report and Tree Preservation Plans have been updated to reflect that cash-in-lieu will be utilized, and that rates will be discussed and agreed upon with the Town.

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d. Please provide the Tree Inventory & Preservation Plans (TIPP and LD.1) as separate documents from the arborist report and reference the arborist report. Include the arborist ISA#, company name, and contact information clearly visible on all documents. All retained trees will need to be fully protected. Dead trees are exempt from protection and from tree compensation.	GEI	The Tree Inventory and Preservation Plans have been updated.
e. All plantings are to be 100% native in this area to maintain diversity given the proximity to existing natural areas.	GEI	Acknowledged.
f. Lighting in the parking lot will need to demonstrate no negative impacts on the connective corridor with 0 Lumens being cast on the EPA corridor.	E-Lumen	Updated Photometrics Plan has been provided.
13. Additional natural heritage comments will be provided by the Environmental Planner reviewing this application.	Information Only.	Information Only.

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Sagar Babbar – Community Planner – January 9, 2026		
Comment	Consultant	Response
1. Natural Heritage staff are not supportive of the proposed POPA as it will amend a significant portion of the existing <i>Environmental Policy Area</i> block into <i>High Density Residential</i> block. This EPA block was	Owner	Revised materials in support of the proposed Official Plan and Zoning By-law Amendments to permit a parking

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Sagar Babbar – Community Planner – January 9, 2026		
<p>created as the result of an OMB decisions redesignating the subject lands and was to be fully naturalized as a condition of subdivision and site plan approvals. The purpose of establishing this EPA was to create an enhanced east-west natural linkage through substantial naturalized plantings.</p>	<p>Weston Consulting</p>	<p>area on the site have been provided. The proposed Official Plan and Zoning By-law Amendment seek to extend the existing land use designation and Zone category of the Retirement Home to include the parking area.</p> <p>The new layout enables the creation of an east-west corridor across the southern edge of the site to create a continuous connection between two larger ecological systems to the east and west.</p>
<p>2. The current parking proposal encroaches too far into the EPA block and thus reducing its linkage function. A substantial reduction of the requested parking spaces is required to ensure a continued east-west linkage with the EPA lands west of the subject property. In addition, there is no recommended mitigation actions to offset the loss of EPA land area by the proposed POPA.</p>	<p>Owner Weston Consulting</p>	<p>A linkage/wildlife corridor has been incorporated into the revised design of the site. The corridor is proposed to be 5.66m to 11.65m in width and traverses the site east to west. This wildlife corridor is intended to permit the movement of urban tolerant species.</p>
<p>3. In addition, the applicant is reminded to commence work on the required restoration work within the existing EPA blocks. Please note the existing Subdivision Agreement and Site Plan Agreement that requires natural enhancement of the subject land's EPA block to improve its ecological linkage function, in accordance with the OLT decision.</p>	<p>Owner Weston Consulting</p>	<p>Acknowledged.</p>

