



July 10, 2026
PN: 2370 FAA

‘0’ HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)

Town of Caledon - Engineering, Public Works & Transportation Department, Development Engineering		
	Comments	Response
1	As part of the Caledon Station Secondary Plan, the landowners are in the process of completing a Comprehensive Environmental Impact Study and Management Plan (CEISMP). The subject lands are encompassed within the secondary study area of this CEISMP. The applicant will need to update the Final Caledon Station Community Wide Comprehensive Impact Study and Management Plan with site specific information, an assessment of the impacts of the land use, and development of management plan recommendations to be implemented on the subject lands. The applicant is encouraged to meet with Engineering and Natural Heritage staff to discuss the detailed workplan and the technical approach the applicant intends to undertake to fulfill this requirement.	<p>The Caledon Station Secondary Plan was approved though the Ontario Land Tribunal (OLT) on January 27, 2025, which is prior to the submission of this formal Amendment Application.</p> <p>In this regard, a Commercial Impact Study, Noise and Vibration Study, and Land Use Compatibility Study have all been completed and have been submitted in support of this Amendment Application.</p>
2	The Caledon Station Secondary Plan is currently under review at the Town, and it demonstrates a road network east of Humber Station that the Town has generally accepted. Connections to Humber Station are to align with the proposed road network on the west side of Humber Station.	The proposed road network of the Subject Site has been designed to reflect and respect the road network planned for the neighbouring properties that are located within the Caledon Station Secondary Plan area.
3	Contact Engineering Services for Humber Station Road right-of-way requirements to be dedicated to the Town.	Right-of-Way requirements have been identified on the Site Plan that has been submitted in support of this Amendment Application.
4	Daylight triangles will be required at all road connections. The size of triangles will be identified by Engineering services.	Daylight triangles have been provided at all road connections. Please see the Site Plan that has been submitted in support of this Amendment Application.
5	Please note that all stormwater infrastructure to be placed within the public domain will be approved through the Town's CLI ECA (ECA Number 324-S701 No. 1) and as such will need to be designed in accordance with the Town's CLI ECA requirements. The Stormwater Management Report/Functional Servicing Report will need to demonstrate how the stormwater servicing strategy is compliant with the Town's CLI ECA. Please visit the Town's website for additional details on the Town's CLI ECA.	The Functional Servicing and Storm Water Management Report, prepared by Schaeffers, dated January 2026, demonstrates how the stormwater servicing strategy is compliant with the Town of Caledon Consolidated Linear Infrastructure Environmental Compliance Approval
6	Prior to servicing the Town requires the applicant to prepare an operations, maintenance and monitoring plan for all municipal stormwater infrastructure to the satisfaction of the Town. The operations, maintenance and monitoring plan should follow the requirements of the Towns Inspection, Operations, Maintenance and Monitoring Requirements Guide. The guide can be provided shortly once available.	Please see the Functional Servicing and Storm Water Management Report, prepared by Schaeffers, dated January 2026, which has been submitted in support of this Amendment Application.
7	Prior to servicing the Town requires the owner to prepare a separate operations and maintenance guide and an educational pamphlet for any stormwater infrastructure on private property.	This matter shall be addressed as part of Site Plan Approval.
Town of Caledon, Engineering, Public Works & Transportation Department, Transportation		
	Comment	Response
1	Please follow the Town's Transportation Study Guidelines.	This comment is noted. It is a comment directing us to refer to the Town of Caledon Transportation Study Guidelines.
2	The proposed plans should ensure that the proposed road network aligns with the proposed road network as outlined in ongoing applications currently under process. It is noted that as these applications are under process therefore could be	The proposed road network of the Subject Site has been designed to reflect and respect the road network planned for the neighbouring properties that are located within the

July 10, 2026
PN: 2370 FAA

**'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



	subject to potential change.	Caledon Station Secondary Plan area.
3	The applicant should review corner clearances, roadway spacing, and sight distance as specified in TAC at a level of detail related to the application type the submission supports. Consideration should be given to the proposals outlined in the Caledon station secondary plan.	Matters regarding corner clearances, daylight triangles, corner clearances, roadway spacing, and sight distance have been addressed through the Site Plan and Traffic Impact Study, prepared by NexTrans, dated March 2026, which has been submitted in support of this Amendment Application.
4	All proposed public roadways should comply with the Town's standard ROW's infrastructure requirements, including off-road cycling facility provisions on collector and arterial roadways. Please take the Caledon Station Secondary Plan into consideration with respect to these requirements. Please be aware that the Town's Adopted Official Plan and Multi-Modal Transportation Master Plan provide updates to these standards.	Right-of-Way requirements have been identified on the Site Plan that has been submitted in support of this Amendment Application.
Town of Caledon, Finance Department		
	Comment	Response
1	If the proposed development (four (4) commercial buildings and two (2) 14-storey apartment building each consisting of 162 residential units) were to proceed as planned, the taxable assessment value of the property would change to reflect any development that would have taken place.	This comment is noted and requires no action at this time.
2	If a zoning By-law amendment application is determined to be the first such application for the subject property, then Development Charges will be determined on the date when the zoning By-law amendment application is determined to be complete (the application completion date). Those determined rates will be applicable to building permits that will be issued within two years, starting on the application approval date.	This comment is noted and requires no action at this time.
3	Interest on Development Charges will apply for the period commencing one day after the application completion date through to the date on which those charges are received by the Town.	This comment is noted and requires no action at this time.
4	<u>On April 08, 2024, the relevant Development Charge rates are:</u> a) Town of Caledon: (a) \$32,886.49 per apartment > 70 sq. metres; (b) \$19,299.52 per apartment <= 70 sq. metres; and (c) \$96.12 per sq. metre of commercial floor space.	This comment is noted and requires no action at this time.
	b) Region of Peel: (a) \$52,315.55 per apartment > 70 sq. metres; (b) \$27,668.20 per apartment <= 70 sq. metres; and (c) \$289.13 per sq. metre of commercial floor space.	This comment is noted and requires no action at this time.
	c) School Boards: (a) \$4,572 per any residential dwelling; and (b) \$9.69 per sq. metre of commercial floor space.	This comment is noted and requires no action at this time.
	d) GO Transit: (a) \$578.79 per apartment > 70 sq. metres; (b) \$299.94 per apartment <= 70 sq. metres; and (c) \$0.00 per sq. metre of commercial floor space.	This comment is noted and requires no action at this time.
5	Effective February 1, 2016, the Region of Peel began collecting directly for hard service development charges (i.e., water, wastewater and roads) for residential developments, except apartments, at the time of subdivision agreement execution.	This comment is noted and requires no action at this time.

July 10, 2026
PN: 2370 FAA

**'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



6	The Development Charges comments and estimates above are as at April 08, 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.	This comment is noted. It is a comment identifying the Development Charges rates identified in Comment 4 above are subject to change.
Town of Caledon, Planning & Development Department, Planning		
	Comments	Response
1	<u>Region of Peel Official Plan:</u> <ul style="list-style-type: none">The subject site is designated Rural Service Centre and it's located in the Build-Up Area as per the Region of Peel Official Plan.The subject site is located within the Bolton GO Primary Major Transit Station Area.Please see section 5.6.19 of the Region's Official Plan regarding Major Transit Station Areas.Please see comments from the Region.	<p>This comment is noted. Section 5.6.19 of the Region's Official Plan regarding Major Transit Station Areas has been reviewed and is included within the submitted Planning Justification Report.</p> <p>The Region of Peel's comments have been addressed within this Comment Response Matrix.</p>
2	<u>Current Town of Caledon Official Plan:</u> <ul style="list-style-type: none">The subject site is designated Dry Industrial and Rural Service Centre as per the Town of Caledon Official Plan.<ul style="list-style-type: none">See section 5.5.6, Dry Industrial, for the permitted uses. Mixed-use residential is currently not permitted.	<p>This Comment is noted. A draft Official Plan Amendment has been submitted as part of this Amendment Application.</p>
	<ul style="list-style-type: none">All uses that are permitted within the Dry Industrial designation are subject to the approval of the Region of Peel and the Ministry of the Environment, Conservation and Parks. Uses with high water and sewage demands that cannot be handled by private systems shall not be permitted within the Dry Industrial designation.	<p>This Comment is noted. A draft Official Plan Amendment has been submitted as part of this Amendment Application.</p>
	<ul style="list-style-type: none">As per Section 5.5.6.1, Noise and Vibration studies shall be required prior to the development of land designated Dry Industrial. These studies are to be submitted at the time of Site Plan Approval. Sensitive residential land uses must be buffered from the loading, servicing and parking areas associated with the Dry Industrial uses.	<p>A Noise and Vibration Study, prepared by HGC, dated July 7, 2026 has been submitted in support of this Amendment Application.</p>
3	<u>Future Caledon Official Plan:</u> <ul style="list-style-type: none">Please see comments from Town policy regarding Future Caledon, an update on the status of the conversion of the Dry Industrial Lands to Community Area, and the update to the Bolton Secondary Plan.	<p>This Comment is noted. A draft Official Plan Amendment has been submitted as part of this Amendment Application.</p>
4	<u>Caledon Major Transit Station Area Study:</u> <ul style="list-style-type: none">The property falls within the Caledon Major Transit Station Areas Study location. The Town of Caledon Employment Land Conversion study recommends the conversion of the Dry Industrial Area to Residential/Mixed Use Area for the subject.	<p>It is proposed that the subject site be developed for a mixed-use residential/commercial high-rise development consisting of two (2) 20-storey apartment buildings with a combined gross floor area (G.F.A.) of 2,094.18 m² (58,178.48 ft²) each consisting of 330 residential units for a total of 660 residential units, and eight (8) commercial buildings</p>

'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)



		ranging in size from 270.00 m ² (2,906.25 ft ²) to 972.00 m ² (10,462.52 ft ²) as well as indoor and outdoor amenity space.
	<ul style="list-style-type: none">The Town will require a Tertiary Plan for the lands north of King Street, east of Humber Station Road.	A Tertiary Plan has been submitted as part of this Amendment Application and is located within the submitted Planning Justification Report.
	<ul style="list-style-type: none">The MTSA Study demonstration plan contemplates residential intensification for this site. At a high level, this appears to align with what is proposed for this site.	As previously mentioned, it is proposed that the subject site be developed for a mixed-use residential/commercial high-rise development consisting of two (2) 20-storey apartment buildings with a combined gross floor area (G.F.A.) of 2,094.18 m ² (58,178.48 ft ²) each consisting of 330 residential units for a total of 660 residential units, and eight (8) commercial buildings ranging in size from 270.00 m ² (2,906.25 ft ²) to 972.00 m ² (10,462.52 ft ²) as well as indoor and outdoor amenity space.
	<ul style="list-style-type: none">The site appears to align with the proposed road network for Caledon Station. Please see comments from engineering/transportation for more information.	<p>The proposed development of the subject site has been designed to align with the proposed road network for Caledon Station.</p> <p>Engineering/transportation comments have been addressed within this Comment Response Matrix.</p>
	<ul style="list-style-type: none">Please see comments from Engineering regarding updates to the Caledon Station CEISMP.	Engineering/transportation comments have been addressed within this Comment Response Matrix.
	<ul style="list-style-type: none">The OPA will need to implement the recommendations of the MTSA Study, including assigning appropriate densities (refer to Regional OP Policies for MTSA's).	A draft Official Plan Amendment has been submitted as part of this Amendment Application.
5	<p><u>Minister's Zoning Order 171/21:</u></p> <ul style="list-style-type: none">The subject site is subject to Minister's Zoning Order 171/21 and is designated "Mobility Transit Hub Zone". As per MZO 171/21, Section 3(2), the following uses are permitted in the Mobility Transit Hub Zone:<ul style="list-style-type: none">a) a bakery;b) a convenience store;c) a dry cleaning or laundry outlet;d) a parking garage;e) a municipal parking lot;f) a commercial parking lot;g) a personal service shop;h) public uses;i) retail stores;j) service buildings;k) a high occupancy vehicle facility; andl) motor vehicle rental establishments.	A draft Zoning By-law Amendment has been submitted as part of this Amendment Application.

July 10, 2026
PN: 2370 FAA

**'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



	<ul style="list-style-type: none">The proposed mixed-use residential development is not permitted as per the current zoning. Therefore, a Rezoning Application will be required.	
Town of Caledon, Planning & Development Department, Heritage		
	Comment	Response
1	<u>Heritage Register:</u> <ul style="list-style-type: none">The subject lands are not designated or listed as a non-designated property on the Town of Caledon Heritage Register.	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none">The subject lands are not adjacent to any designated or listed as a non-designated properties on the Town of Caledon Heritage Register. As such, no Heritage Impact Assessment is required. Any change to the scope of the application may require review and reconsideration of this comment.	This comment is noted. It is a statement requiring no further action.
2	<u>Comments on the Archaeological Assessment:</u> <ul style="list-style-type: none">The subject lands are identified as having archaeological potential. As such, the proponent shall retain an archaeologist, licensed by the Ministry of Citizenship and Multiculturalism (MCM) under the provisions of the Ontario Heritage Act (R.S.O 2005 as amended), to carry out and submit a Stage 1-2 archaeological assessment on the portion of the subject lands to be impacted by the proposed works plus a 10m buffer (the "Study Area").	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none">Should any significant archaeological resources be encountered, the development proponent shall mitigate any adverse impacts through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of the MCM and the Town of Caledon Heritage staff prior to development approval. The archaeological assessment(s) must be completed in accordance with the most current Standards and Guidelines for Consultant Archaeologists.	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none">No demolition, construction, grading or other soil disturbances shall take place on the subject lands prior to the Town of Caledon Heritage staff receiving, to their satisfaction, all completed archaeological assessment(s) and the MCM compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.	This comment is noted. No demolition, construction, grading or other soil disturbances will occur on the Subject Site prior to the Town of Caledon Heritage staff receiving a satisfactory Stage 1 to 2 Archaeological Assessment and the MCM compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.
	<ul style="list-style-type: none">Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible or may be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing.	AMICK Consultants Limited completed a Stage 1-2 Archaeological Assessment, dated March 8, 2018, in support of the Amendments Applications. As a result of the Assessment of the subject site, no archaeological resources were encountered. The Stage 1-2 Archaeological Assessment for '0' Humber Station Road, Caledon was entered into the Ontario Public Register of Archaeological Reports on June 4, 2018.
	<ul style="list-style-type: none">If the subject lands were previously assessed, the development proponent must provide a copy of the archaeological assessment(s) and the associated MCM compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) has been entered into the Public Registry.	The Stage 1-2 Archaeological Assessment, prepared by AMICK Consultants Limited, dated March 8, 2018, as well as the associated MCM compliance letter has been submitted as part of this Amendment Application.

July 10, 2026
PN: 2370 FAA

**‘0’ HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



	<ul style="list-style-type: none">An archaeological condition will be included as part of agreements related to the application, should it be approved, for clarity as to the process required should previously unknown archaeological remains be uncovered during ground disturbance activities in the future.	This comment is noted and requires no action at this time.
Town of Caledon, Planning & Development Department, Landscape		
	Comment	Response
1	Provide Landscape Concept Plan (within Urban Design Brief)	A Landscape Plan and Urban Design brief has been submitted as part of this Amendment Application.
2	Landscape designs shall be coordinated and matched with the adjacent Macville (Caledon Station) Secondary Plan.	The Landscape Plan has been prepared to complement the adjacent Macville (Caledon Station) Secondary Plan area.
3	Refer to the following guidelines for: <ul style="list-style-type: none">Landscape Requirements - Town of CaledonTown of Caledon Town Wide Design Guidelines;Town of Caledon Development Standard Manual;Town of Caledon Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal Compensation	This comment is noted. It's a comment that directs the review of specific Town of Caledon guidelines, standards, requirements and terms of reference.
Town of Caledon, Planning & Development Department, Municipal Numbering		
	Comments	Response
1	The property address is confirmed as 0 Humber Station Road	This comment is noted. It is a statement requiring no further action.
2	Municipal numbers will be issued at the earliest of grading approval, servicing approval or Final Site Plan Approval.	This comment is noted. It is a statement requiring no further action.
3	There are no concerns with the proposed Official Plan Amendment.	This comment is noted. It is a statement requiring no further action.
Town of Caledon, Planning & Development Department, Natural Heritage		
	Comment	Response
1	Wetlands are mapped in close proximity to the site including a portion of the Bolton Provincially Significant Wetland Complex immediately adjacent to the rail line to the east.	This comment is noted and requires no action at this time.
2	The cover letter and concept plan indicate that two levels of underground parking is proposed.	Two (2) levels of underground parking is proposed as part of this Amendment Application.
3	It must be demonstrated that the underground parking and stormwater strategy for the site will not have negative impacts on wetland hydrology. Refer to Development Engineering Comments for more details.	Please see the Functional Servicing/Storm Water Management Report and Hydrogeological Reports which have been submitted in support of this Amendment Application.

'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)



Town of Caledon, Planning & Development Department, Parks		
	Comment	Response
1	Based on the submitted materials February 27, 2024, payment in lieu of conveyance of parkland would be required for the approval of the proposed development, in accordance with the s.51.1 of the Planning Act.	This matter shall be addressed as a Condition of Site Plan Approval once the formal Site Plan Application for the Subject Site has been submitted to the Town of Caledon.
2	Payment of money in lieu of conveyance of parkland will be required at equivalent market value of 5% of the land included in the plan or at the alternative rate of one hectare for each 1000 dwelling units whichever is the greater of the two, prior to registration of the plan.	This matter shall be addressed as a Condition of Site Plan Approval once the formal Site Plan Application for the Subject Site has been submitted to the Town of Caledon.
3	The Owner would be responsible for the cost of appraisal report(s) prepared by qualified appraiser(s) for the Corporation of the Town of Caledon for the purposes of calculating the amount of payment in lieu of conveyance of parkland.	This comment is noted. It is a statement requiring no further action.
4	The value of the development land shall be determined as of the day before the day the approval of the plan of subdivision.	This comment is noted. It is a statement requiring no further action.
5	Please note that these comments are based solely on the preliminary information provided by the applicant for the preliminary meeting on April 25, 2024. Parks may provide varying and/or additional comments on the formal application.	This comment is noted. It is a statement requiring no further action.
Town of Caledon, Planning & Development Department, Policy Planning		
	Comment	Response
1	The proposal should implement the recommendations of the Caledon Major Transit Station Areas Study that went to Committee/Council with the recommended Future Caledon Official Plan.	The proposed development of the subject site has been designed to conform to the spirit and intent of the Future Caledon Official Plan.
2	The proposal should also address land use compatibility as there are existing Dry Industrial operations on the adjacent and nearby properties. While the conversion analysis conducted as part of the Caledon Major Transit Station Areas Study recommended that the lands designated Dry Industrial in this area (within and adjacent to the Bolton/Caledon GO MTSA) be converted to non-employment uses, the necessary OPA has not been done. Staff intend to undertake or require comprehensive planning for this area to address the transition from existing uses to fully-serviced urban uses that compatible with, or supportive of, the Regional and local objectives and policies applying to the MTSA.	<p>A Land Use Compatibility Study, prepared by RWDI, dated June 15, 2026 has been submitted in support of the Amendment Application. The Study concluded that the proposed development can be made compatible with nearby transportation corridors with respect to air quality emissions.</p> <p>The submitted Noise and Vibration Feasibility Study, prepared by HGC, dated July 7, 2025, concludes that:</p> <ul style="list-style-type: none">• With suitable noise control measures integrated into the design of the building, it is feasible to achieve the MECP guideline sound levels for transportation noise.• An acoustic barrier is required for the outdoor amenity area.• Warning clauses are recommended to inform future owners and tenants of the traffic noise impacts.• Vibration levels within the residential units will be reduced relative to the measured levels due to the substantial foundations required for the proposed development. Further mitigation is not recommended at this time.

July 10, 2026
PN: 2370 FAA

**‘0’ HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



3	The subject property is also within the study area of the Bolton Secondary Plans Review.	This comment is noted. It is a statement requiring no further action.
Planning & Development Department, Urban Design		
	Comment	Response
1	Provide a concept plan that shows the proposed surrounding context design of the Caledon Station lands. Please include all roads and buildings to ensure proper connectivity for both vehicles and pedestrians, as well as to ensure proper public realm design a) The 20m right-of-way design should be coordinated with the Caledon Station ROW design. Ensure alignment of the roads as well as pedestrian paths	This comment is noted. Please refer to DWG A-1.0 Site Plan and the Urban Design Brief – Section 1.1 Location and Context; and Section 1.5 Contextual Compatibility.
2	At this time there are no applications for lands to the south, please show within the urban design brief a tertiary plan for the southern lands and how the proposed concept will integrate with further development. a) The proposed concept plan must appropriately interface with the industrial site. Outline within the urban design brief the measures that have been taken to mitigate the impact of industrial site functions on the proposed residential and commercial buildings	This comment is noted. Please refer to DWG A-1.0 Site Plan and the Urban Design Brief – Section 2.1.4: Connections to Adjacent Sites and Neighborhoods and Section 1.4: Opportunities and Constraints Analysis.
3	Garbage and loading spaces should be built into the building design	This comment is noted. Please refer to DWG A-1.0 Site Plan
4	Within the urban design brief, please outline how the site design will engage with the natural heritage block across Humber Station Road	This comment is noted. Please refer to the Urban Design Brief – Section 4.3 Natural Heritage
5	The site design should include more frontage along Humber Station Road instead of visuals to parking lots	This comment is noted. Please refer to DWG A-1.0 Site Plan
6	Consider moving the residential buildings to be along Humber Station to mitigate any potential noise concerns from the railway. Parking for commercial uses would be more appropriate adjacent to the railway than the current configuration of residential parking	The site arranges one- and two-storey commercial buildings along Humber Station Road to create an active, pedestrian-friendly frontage. The two (2) 20-storey residential towers are located toward the rear of the site and are set back 30 m from the adjacent railway line, which is buffered by parking, an acoustic barrier and landscaping. An internal road separates the residential two (2) residential towers from the commercial uses and their parking, ensuring clear functional and visual separation. This creates a smooth visual transition from low-rise street edges to the podium and up to the high-rise towers. This layout reduces overshadowing and noise, while maintaining a strong public realm and a balanced urban block. Please refer to DWG A-1.0 Site Plan.
7	More consideration is required for the pedestrian movement through the site and the connections to surrounding amenities	This comment is noted. Please refer to DWG A-1.0 Site Plan.
8	Within the urban design brief, please be sure to include specific detail within the streetscape heading on the active transportation and sustainability features	This comment is noted. Please refer to the Urban Design Brief - Section 2.2.1: Streetscape, Streetscape Elements.
9	A sun shadow study will be required at the zoning by-law application stage for all buildings 5 storeys or higher.	The Sun/Shadow Analysis has been completed in accordance with the Town's Terms of Reference – Urban Design Brief. Refer to the Sun/Shadow Study Report.

**'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



City of Brampton, Planning & Development Department, Zoning		
	Comment	Response
1	Zoning provides no comments/concerns regarding OPA's	This comment is noted. It is a statement requiring no further action.
Region of Peel - Planning		
	Comment	Response
1	<p>The Region of Peel Official Plan (RPOP), 2022 is available on Peel's website. The subject lands, currently known as 0 Humber Station Road, are located within the HUB-1 Bolton GO Primary Major Transit Station Area (MTSA) as per Schedule E-5 of the RPOP. The minimum density target within this MTSA is 150 people and jobs per hectare. The relevant RPOP policies can be found in the following sections:</p> <ul style="list-style-type: none"> Section 5.6.17 – Strategic Growth Areas Section 5.6.19 – Major Transit Station Areas 	This comment is noted. Section 5.6.17 and 5.6.19 of the Region's Official Plan regarding Strategic Growth Areas and Major Transit Station Areas has been reviewed and is included within the submitted Planning Justification Report.
2	Until the Town of Caledon has established MTSA policies in accordance with section 16(16) of the Planning Act and RPOP policy 5.6.19.9, proposed developments within MTSA's will be reviewed with consideration to the objectives of the RPOP to ensure the criteria in policy 5.6.19.18 are satisfied. Pursuant to RPOP policy 5.6.19.18, the assessment must confirm the total number of proposed units and jobs and demonstrate how the proposed density (persons and jobs) contributes to the minimum MTSA target density. The assessment must also provide consideration to municipally-initiated studies and recommendations that support the requirements of policy 5.6.19.10 of the RPOP	MTSA policies have been established in the Future Caledon Official Plan. The Future Caledon Official Plan MTSA policies have been addressed in the submitted Planning Justification Report.
3	The Region supports the need for the preparation of a Tertiary Plan for the lands north of King Street, east of Humber Station Road to understand how the lands are to be developed comprehensively.	A Tertiary Plan has been submitted in support of this Amendment Application. The Tertiary Plan can be found in the submitted Planning Justification Report.
4	The subject lands are not within a Regional Employment Area.	The subject site is located with an 'Employment Area' as identified in Schedule E-4: Employment Areas of the Region of Peel Official Plan.
5	<p><u>Fees</u></p> <ul style="list-style-type: none"> Beginning January 2024, The Region will require a Pre-Consultation Application Review Fee of \$1,500.00. 	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none"> A processing fee of \$9,455.63 (or as per current fee's bylaw) will be required once the formal Official Plan Amendment application is received by the Region and must be paid prior to Approval of the OPA. 	This comment is noted. It is a statement requiring no further action.
6	<p><u>Affordable housing</u></p> <p>Table 4 of the approved Peel 2051 Regional Official Plan (RPOP) identifies Peel-wide new housing unit targets on rental, density, and affordability. These targets are based on need as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy. For planning applications of approximately 50 units or more, policies require applicants to submit a housing assessment that is consistent with local and Peel housing objectives and demonstrates contributions towards the housing targets. The required housing assessment can be included as part of a planning justification report or housing report or as its own report.</p>	A Housing Analysis has been provided as part of the submitted Planning Justification Report.

**'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



6	<p><u>Development Engineering</u></p> <ul style="list-style-type: none"> No water and sanitary infrastructure exists in this area to service the proposed Official plan amendment. The Region has initiated a Class Environmental Assessment (EA) in Bolton to address and identify the infrastructure projects required to service the ROPA 30 lands and this area. The projects follow the schedule C Municipal Class EA process and the EA is anticipated to be completed by the fall of 2024. The Bolton Class EA will determine the servicing strategies for these lands. 	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none"> A Functional Servicing Report (FSR) showing proposed sanitary sewer and watermain servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to approval of the Official Plan Amendment. 	A Functional Servicing/Storm Water Management Report, prepared by Schaeffers Consulting Engineers, dated January 2026 has been submitted in support of this Amendment Application.
	<ul style="list-style-type: none"> External easements and construction will be required. 	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none"> Existing municipal sanitary sewer facilities consist of 250mm sanitary sewer on King Street east of CN rail. 	This comment is noted. It is a statement requiring no further action.
	<ul style="list-style-type: none"> Existing municipal water infrastructure consists of 300mm watermain on King Street east of CN Rail. 	This comment is noted. It is a statement requiring no further action.
7	<p><u>Public Health</u> A Healthy Development Assessment (HDA) will be required for Peel Public Health review and comment, to be completed prior to OPA/OZ approval. The HDA measures the health-promoting potential of a planning or development proposal by producing a score to communicate the achievement of design standards that are essential to building healthy and complete communities. Please review the HDA User Guide (last revised 2020) found here: https://www.peelregion.ca/healthy-communities/pdf/HDA-user-guide-tools.pdf. For this application, please use the Appendix B version, available here: https://peelregion.ca/healthy-communities/pdf/HDA-small-scale-tool-fillable.pdf.</p>	This comment is noted. It is a comment which provides a link to Region of Peel guidance materials.
	<ul style="list-style-type: none"> Please see the link below for how Peel Public Health is reimagining how our communities are designed and to review additional Healthy Community resources: https://www.peelregion.ca/healthy-communities/. 	This comment is noted. It is a comment which provides a link to Region of Peel guidance materials.
	<ul style="list-style-type: none"> A healthy and complete community is compact, pedestrian-friendly, and transit-supportive; contains a mix of uses that support daily living; and enables physical activity through active transportation. Please consider the following comments from Peel Public Health and advise which recommendations are incorporated into the proposal through the HDA: 	This comment is noted. Please see the responses below regarding the specific comments/criteria.
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Please advise how the additional needs of vulnerable groups (i.e., the elderly, disabled, and children) are especially considered to ensure the proposed development is accessible and safe for everyone, regardless of their ability, income, or age. 	This comment is noted. Please refer to DWG A-1.0 Site Plan and to the Urban Design Brief – Section 2.5 Community Design safety and Section 6. Accessibility and Universal Design
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> To provide an integrated pedestrian and cycling network that establishes safe, active, and convenient neighbourhoods, we encourage the applicant to not develop the subject site in isolation. Please confirm that active transit corridors will be established to adjacent properties to ensure pedestrian and cyclist access to existing and planned key services and surrounding communities. Please also note that sidewalks on all streets in high-density residential and commercial areas are to be at least 2.0 metres wide on both sides. 	This comment is noted. Please refer to DWG A-1.0 Site Plan and to the Urban Design Brief – Section 2.1.4 Connections to Adjacent Sites and Neighborhoods.

July 10, 2026
PN: 2370 FAA

**‘0’ HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)**



	<ul style="list-style-type: none"> Walkways should be landscaped with pedestrian scaled lighting (up to 4.6 metres in height) incorporated throughout the entirety of the development. 	Lighting has been incorporated into the submitted Landscape Plan.
	<ul style="list-style-type: none"> If feasible, consider the use of permeable and/or light-coloured paving instead of black asphalt in order to reduce negative aesthetic and environmental impacts of asphalt paving. 	Permeable pavers have been incorporated into the submitted Landscape Plan.
	<ul style="list-style-type: none"> Please consider preferential parking for carpool, carshare, and electric vehicles near residential and commercial building entrances. 	This comment is noted. Please refer to DWG A-1.0 Site Plan.
	<ul style="list-style-type: none"> Bicycle parking should be highly visible near residential and commercial building entrances and be weather protected. Please explore the feasibility to exceed local bicycle parking requirements and reduce the automobile parking ratio and/or unbundle parking considering the subject site's location within an MTSA. 	This comment is noted. Please refer to DWG A-1.0 Site Plan as well as the submitted Landscape Plan.
	<ul style="list-style-type: none"> Explore opportunities for a ground-level residential amenity area with a diversity of seating (e.g., benches, tables, shaded and all-weather options), landscaping, and design elements to promote a pedestrian-oriented environment and encourage community interaction. Please consider age-friendly visual and sensory experiences. 	This comment is noted. Please refer to DWG A-1.0 Site Plan as well as the submitted Landscape Plan.
	<ul style="list-style-type: none"> Explore opportunities for a common outdoor commercial amenity area with landscaped features and seating for visitors. 	Common outdoor commercial amenity areas have been provided. Please see the submitted Landscape Plan.
	<ul style="list-style-type: none"> Where surface parking is provided, ensure traffic calming measures are included including tree planting and landscaping. 	Traffic calming measures have been provided. Please see the submitted Landscape Plan.
	<ul style="list-style-type: none"> Ensure that a variety of street trees that are hardy, resilient and low maintenance are planted at equal intervals adjacent to the streets. 	Street trees have been provided. Please see the submitted Landscape Plan.
8	<u>Waste Management</u> <ul style="list-style-type: none"> Private Waste Collection is required for four (4) commercial buildings. Commercial waste must be stored and set out separate from residential waste. 	This comment is noted. Please refer to DWG A-1.3 Garbage Truck Turning Movement Plan
	<ul style="list-style-type: none"> For 2 – 14 storey apartment buildings: The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to compliance of Section 2.0 and 4.0 of the Waste Collection Design Standards. All requirements must be labelled on a Waste Management Plan satisfactory to the Region prior to the Official Plan Amendment approval. 	This comment is noted. Please refer to DWG A-1.3 Garbage Truck Turning Movement Plan
	<ul style="list-style-type: none"> Currently, as shown in the concept plan, waste loading area for each apartment building is located at the back of the building beside the ramp to the underground. This proposed design requires the waste collection vehicle to reverse towards on coming traffic, reverse while turning, and perhaps reverse beyond 15 meters permitted in Section 2.0 of the Region's WCDSM. The waste collection vehicle is not permitted to reverse in excess of 15metres, turn while reversing, or reverse onto a municipal roadway. Also with this proposed design, the collection vehicle is required to reverse pass 	This comment is noted. Please refer to DWG A-1.0 Site Plan and DWG A-1.3 Garbage Truck Turning Movement Plan.

July 10, 2026
PN: 2370 FAA

'0' HUMBER STATION ROAD, CALEDON AMENDMENT APPLICATION
COM COMMENT RESPONSE MATRIX (OZS-2023-0040)



	visitor accessibility parking spaces, posing additional safety risks.	
	<ul style="list-style-type: none">For more information, please consult the Region of Peel Waste Collection Design Standards Manual available at: https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf.	This comment is noted. It is a comment which provides a link to Region of Peel guidance materials.
Toronto and Region Conservation Authority (TRCA)		
	Comments	Response
	<u>Site Context:</u> <ul style="list-style-type: none">According to our mapping, a portion of the subject property is regulated by TRCA as it is within 30 metres of a Provincially Significant Wetland (PSW) associated with the Humber River Watershed. A TRCA permit pursuant to the Conservation Authorities Act is required from this Authority prior to any development activity taking place within a TRCA regulated area.	This comment is noted. At the appropriate time in the Amendment Application process a TRCA permit shall be applied for and secured prior to any development and/or site alteration within a TRCA regulated area.
	<u>Submission Requirements:</u> <p>TRCA provides the following submission requirements as part of our delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement, 2020:</p> <ul style="list-style-type: none">Preliminary Engineering Drawings/Plans: Including Servicing Plan, Grading Plan and associated details.	Civil Engineering Plans have been provided as part of this Amendment Application.
	<ul style="list-style-type: none">Stormwater Management Report/Functional Servicing Report: Outlining how the proposed stormwater management design conforms with TRCA requirements for water quantity, erosion and water balance. TRCA's SWM guideline can be accessed through the following link: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/04/17183809/SWM-Criteria-2012.pdf	This comment is noted. It is a comment which provides a link to TRCA guidance materials.
	<ul style="list-style-type: none">Hydrogeological Investigation/Overall Water Balance: Information from the Hydrogeological Study must be used to inform recommendations for the SWM strategy.	A Hydrogeological Study has been provided as part of this Amendment Application.
	Please note that review fees associated with a future Official Plan Amendment will be collected in accordance with TRCA's 2022 Planning fee schedule: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2022/11/17115507/Development-Planning-Fee-Schedule-November-10-2022.pdf .	This comment is noted. It is a comment which provides a link to TRCA guidance materials.