



12541 and 12577 Airport Road: Zoning By-law Amendment Application – Temporary Use

File Number: RZ 2021-0011

Response to Town and Agency Comments

1st Submission Comments

Last Updated: August 26, 2026

Town of Caledon – Peel Region – TRCA – Other Agencies

#	Comment	Consultant	Response
Town of Caledon – Planning Department <i>Toula Theocharidis, MCIP, RPP – Lead Planner on behalf of Development Review Services</i> <i>Dated January 19th, 2023</i>			
Zoning By-law Amendment Comments			
1.	At this time, staff are unable to support the application for reasons summarized in this letter and in the attached comments. Planning staff has concerns with the proposed Zoning By-law Amendment at this time due to its conformity with the Town of Caledon Official Plan. Staff acknowledge that the subject lands are currently within the Region’s Urban Boundary and further designated as, employment lands. A Town initiated secondary plan process will be required to establish the long-term vision and determine a logical and orderly development pattern for the area. The Town will need to work on a number of technical and fiscal studies for the staging and sequencing of growth, which will help inform the secondary plan process. Staff reserves the right to provide further comments should additional information be provided. A revised submission is required to address the comments from Town Departments and external agencies. Staff have evaluated the temporary use by-law application with respect to the criteria outlined in the Town’s Official Plan and provide the following comments:	MGP	The Subject Lands are now located within the Region's Urban Boundary and are designated New Employment Lands under the Future Caledon Official Plan. We acknowledge that a Secondary Plan is required per the Official Plan policy and we are submitting a request for a privately initiated secondary plan. In regards to the temporary use application, a revised submission has been provided that addresses the comments received.
<u>Town of Caledon Official Plan</u>			
2.	Section 6.2.13 of the Official Plan enables the Town to use temporary use provisions in a zoning by-law to recognize the short term use for renewable periods of not more than three years and without an amendment to the Official Plan, provided that certain criteria are met. Prior to the passing of a Temporary Use By-law, Council must be satisfied that the proposed temporary use meets the following conditions: a) That it is compatible with neighbouring land use activities; b) That adequate parking can be provided; c) That an adverse impact on traffic will not be created; d) That the construction of a permanent building or structure is not encouraged; e) That the use cannot become permanent and difficult to terminate; and, f) That adverse environmental impacts will be avoided, minimized or mitigated. Staff are assessing the merits of the proposal within this context.	MGP	Acknowledged. It should be noted that we have updated our Planning Opinion Letter to reflect the revised temporary use bylaw criteria as part of the Future Caledon OP.
3.	Staff have reviewed the Planning Letter and note that there is no discussion on applicable Provincial policy. Please provide a section on how the proposal meets the general intent of Provincial policies within the applicable land use context, establishing why a proposal should be considered and approved.	MGP	The Planning Opinion Letter has been revised to include discussion on Provincial policy.
4.	Further, please include with your next submission a revised Planning Letter or an addendum letter that addresses the following: a) Please provide discussion regarding whether there are plans to utilize the existing dwellings/structures on-site. b) Please speak to the proposed business hours for the operation and types of vehicles/equipment being parked/stored, as appropriate. c) Please update the Draft Zoning By-law with new Mayor and Deputy Mayor information.	MGP	a) The Planning Opinion Letter discusses the intended use of the existing dwellings. They are planned to be re-purposed for industrial/office uses. b) The Planning Opinion Letter has been updated. c) The Draft Zoning Bylaw Amendment has been updated

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<u>Town of Caledon, Planning Department, Zoning</u>			
5.	Please note that the development of non-agricultural uses on lands currently zoned for agricultural purposes will require compliance with The Minimum Distance Separation (MDS) Document Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks [Publication 853]. Please refer to implementation Guideline #10.	Beacon	The Subject Lands are located within the urban boundary and do not need to comply with the MDS.
6.	Please dimension the entrance setback on the plan.	MGP	The entrance setback has been dimensioned.
7.	Please note that Section 4.1 may apply with respect to accessory open storage. As per the comments in the draft by-law, defined terms shall be used or otherwise amended to permit the intended land uses. Clarity should be provided to confirm whether Section 4.1 would then apply.	MGP	No additional provisions are necessary.
8.	Please confirm that the width of the entrance is measured at a point as defined by this by-law. The maximum permitted width is 12.5 m.	MGP	TBC
9.	Please note that Section 5.2.17 applies with respect to a parking area located on a non-residential lot. A parking area must maintain a minimum setback of 2m from a building or structure. Barn appears to be closer than the required minimum setback.	MGP	Refer to the site specific provision under the zoning bylaw amendment.
10.	Please note that Section 5.2.19 may apply with respect to the parking or storage of commercial motor vehicles on the lot. Please note that if commercial motor vehicles, as defined by this by-law will be parked or stored on this site, relief is required.	MGP	Refer to temporary use zoning bylaw amendment which permits the parking of commercial motor vehicles.
11.	Please note that Section 5.2.20 applies with respect to the parking or storage of a tractor trailer, relief is required.	MGP	Refer to temporary use zoning bylaw amendment. In addition, any screening required will be dealt with at a future site plan.
12.	Please review Section 4.20 with respect to lots containing more than one use. In the event multiple uses occur on the site, please consider the impacts and include necessary relief if required.	MGP	No additional provisions are required. No new buildings are being proposed.
13.	Please review Section 4.21 with respect to lots containing more than one zone. All calculations provided in the zoning matrix must reflect the provisions of this section, please confirm.	MGP	Acknowledged.
14.	Please note Section 10.4.1 with the introduction of a non-residential use, the RR zone provisions for the residential use does not apply.	MGP	Refer to the site specific provision under the zoning bylaw amendment. Minimum front and interior side yard setbacks have been revised.
15.	Please confirm that no bulk fuel storage, pumps will be utilized on the site.	Owner	No bulk fuel storage or pumps will be utilized on the site.
16.	Please note that if the driveway/entrance serves a residential dwelling, Section 5.2.14 applies. Relief may be required.	MGP/Owner	The dwellings are proposed to be used as ancillary office space.
17.	Please see the draft by-law comments provided. Any future copies of the draft by-law must be prepared with the template provided (no PDF to word conversions) and subsequent submissions be prepared in Word format only (with the exception of the schedule). Tracked changes are recommended but not required.	MGP	Refer to the revised draft zoning bylaw amendment.
18.	A zoning schedule shall be prepared, being consistent with the Town’s digital submission standards.	MGP	The zoning schedule has been prepared.
<u>Town of Caledon, Engineering Services Department, Development Engineering</u>			
19.	The Development Section, Engineering is in receipt of the 1st submission Engineering Plans for RZ 21-11. Please note that all directions referenced in this comment memo are to Construction North. Please see marked up plan SGR-1 and Concept Plan for additional clarification. Further, Development Engineering reserves the right for additional comments based on a revised submission. Development Engineering requests that the Engineer provide a response letter with the re-submission package clearly reiterating the Town’s comments in order and including details for how each of the comment is to be addressed. Should you require any further clarification or additional information, please do not hesitate to contact this department directly.	Masongsong	Acknowledged. A revised submission has been prepared to address the comments contained in this review letter.
<i>General</i>			
20.	The proposal is for a 7.78 ha gravel parking lot on a 11.85 ha lot for the parking of transport trucks/trailers on the subject site. Engineering staff consider the magnitude of the development not being temporary in nature and includes a considerable amount of engineering works (grading, storm services, noise barriers, etc.) and costs to support the temporary use.	Masongsong	The detailed engineering design associated with the proposed temporary use will be finalized through the future Site Plan Approval (SPA) process.

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21.	Please note that TRCA regulated drainage features traverse through the property. The TRCA regulated feature that traverses through the middle of the property is proposed to be graded and filled in. Review and approval of any works or alterations of the regulated area requires review approval and a permit from the TRCA.	Masongsong	Acknowledged
22.	The property to the south (0 Airport Road) appears to currently be accessed by the subject property as they appear to be farmed together. There is currently no access to the southernmost property. Development of the subject property would leave the property to the south with no access. The Region of Peel is to consider/comment on access to the property to the south as well as input from the TRCA as a crossing over the regulated area would also be required to allow access the rear of the property.	Masongsong	Access arrangements to the adjacent property will be reviewed and addressed through the future Site Plan Approval (SPA) process, in consultation with the Region of Peel and TRCA, as required.
23.	Please include the Application # (RZ 2021-0011) on all plans and title pages of reports	Masongsong	Addressed in the revised SWM Report and engineering drawings.
<i>Noise Study</i>			
24.	The Noise Study is to be stamped, signed and dated by a Professional Engineer.	Aercoustics	This will be provided at the future site plan stage.
25.	The Site Plan used for the noise study does not correlate with the Site Grading and Servicing Plans (SGR-1). The Site Grading and Servicing Plans identify an expanded parking area at the northwest corner of the site. The noise barriers have not been identified on the grading and servicing plans and it appears that the northernmost noise barrier would be located within the middle of the trailer parking. Please confirm the proposed layout of the site and all reports and plans are to be revised to correlate.	Aercoustics/Masongsong	Noted. The Noise Study will be revised at the future site plan stage to address this comment.
26.	The Noise Study identifies that two 4.0m and one 5.0m acoustical barrier is required to the west at the access of the site. However, as per Town Standards (2019) the maximum height of a noise barrier wall is 2.4m. Should greater height be required, the difference in height may be achieved with the use of a berm up to a maximum height of 4.8m. Refer to Town STD DWG 613-617. As such Development Engineering does not support the proposed acoustical barrier as currently proposed.	Aercoustics	Noted. The Noise Study will be revised at the future site plan stage to address this comment.
27.	The noise study is to clearly identify the required top of barrier elevation.	Aercoustics	Noted. The Noise Study will be revised at the future site plan stage to address this comment.
28.	Include figures for the nighttime period within the report as only figures for the daytime have been provided.	Aercoustics	Noted. The Noise Study will be revised at the future site plan stage to address this comment.
29.	The report does not specify if the receptors are indoor receptors (plane of window) or outdoor receptors and the results do not appear to identify the evening period. Please clarify and revise.	Aercoustics	Noted. The Noise Study will be revised at the future site plan stage to address this comment.
30.	The Environmental Noise Impact Study prepared by Aercoustics dated December 1, 2021 is to be peer reviewed at the applicant's expense. All noise requirements are to meet MECP and Town criteria. Development Engineering is of the opinion that a peer review of the noise study is premature and the study will be sent out for peer review once the comments have been adequately addressed.	Aercoustics	This will be provided at the future site plan stage.
<i>Servicing and Grading Plan (SGR-1)</i>			
31.	The linework for the limits of the parking lot and trailer parking is greyed out. Please revise the linework on the plan such that the limits of the parking lot and trailer parking are clearly identified in black along with all other proposed works as only existing features should be greyed out.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
32.	The extent of the site works and parking lot differ between the concept plan and Plan SGR-1 for the northwest corner of the property. Revise and ensure all Plans and Reports correlate to reflect the same proposal.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
33.	The noise mitigation measures as identified in the Noise Study are to be identified on all civil plans. Show proposed grading in the area of the noise mitigation measures.	Masongsong	To be addressed at Site Plan Approval (SPA) stage.
34.	Remove the Approved for Construction note in the title block as it appears to be for a different municipality.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
35.	Include spot elevations, slope arrows and %slope/grades at frequent intervals to demonstrate grading and drainage. Generic slope arrows are identified surrounding each CB, and throughout the site but no % slope is provided. Slope arrow should clearly	Masongsong	Addressed in the revised SWM Report and engineering drawings.

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	identify the % slope from one spot elevation to another. Please note that as per Town Standards Section 4.4.2 allowable Minimum/Maximum Site Grades are as follows: - Landscaped Areas: 1.5% to 6% - Driveways: 2.0% to 6% - Asphalt Areas: 0.5% to 6%		
36.	Clarify the slope from CB23 (244.85) to the edge of the parking area to the north (existing elevation 246.73) as it appears that the slope is greater than 10%. Max slopes are 6.0% as per Town Standards.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
37.	The area of CB3, CB4 and CB2 is relatively flat. Demonstrate grading and drainage and ensure minimum slopes are met.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
38.	Clarify the drainage at the rear of the property as 242.65 is the low point and drainage would discharge to the low point rather than to CB1. Demonstrate how drainage is directed to the CBs.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
39.	Provide the % slope for all sections of the swale. Swales are to meet the requirements of Town Standards, Section 1.12.4.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
40.	Max side slopes are 3:1 and are to be clearly identified on the plan. There are a number of areas where 3:1 side slopes are not met. For example, the northern property line elevation of 246.40 to the CL of the swale of 244.75 is far greater than 3:1. Revise plans accordingly such that max slopes are 3:1.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
41.	Shorten the leader line for the proposed CL swale elevations for ease of review	Masongsong	Addressed in the revised SWM Report and engineering drawings.
42.	The swale along the northern property line abruptly terminates at an elevation of 244.00. Demonstrate where the swale outlets to. There is linework at the northeast corner of the property, however there is no indication or details for this linework. Clarify if this is a drainage feature/swale and clarify the grading and drainage for the area. Demonstrate how the proposed elevations tie in and integrate with the existing grades at the northeast corner of the property.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
43.	Provide a typical cross section of the proposed swale.	Masongsong	To be provided as part of the detailed SPA stage.
44.	The subject property appears to receive and convey drainage from the northern property. Specifically, there is a culvert that outlets from the northern property to the subject property. Clarify the culverts outlet invert elevation as based on the topographical survey it appears to be 246.07 while the property line grade is identified as 246.33. Clearly demonstrate all existing external drainage and as per Town Standards Section 4.4.3 all external drainage should be considered and accounted for in the storm drainage design.	Masongsong	The culvert invert elevation is 246.41 m. External drainage from the upstream lands is diverted eastward via a proposed open channel located parallel to the north property line and conveyed to the existing watercourse located east of the site. The channel has been incorporated into the revised grading design to safely convey external drainage. The revised grading plan demonstrates this drainage conveyance.
45.	Clarify how the driveway for the vinyl sided 1 storey house is being revised/adjusted due to the proposed site works.	Masongsong	To be addressed at Site Plan Approval (SPA) stage.
46.	Correct the typo elevations for the infiltration trench of 144.98.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
47.	Provide a barrier for the infiltration trenches to prevent them from being parked on or damaged.	Masongsong	The infiltration trench has been removed from the revised design; therefore, this comment is no longer applicable.
48.	Relocate all spot elevations to the accurate spot (i.e. limit of parking area) as they are slightly off the linework for the parking limits.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
49.	Clearly identify that existing property lines grades are to be matched and a note is to be added to the plan to this affect. Grading shall not extend onto adjacent properties without prior written consent from the adjacent property owner. Include references to the existing and proposed elevations in the Legend.	Masongsong	Notes added.
50.	Include a callout for the manholes and top of manhole elevation on the Grading Plan.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
51.	Confirm the northern driveway elevations and slope as CB15 identifies a top elevation of 247.48, which is over 1.0m higher than the existing elevation and the elevation at the property line is identified as 246.10, which is over an 18% slope from CB15 to property line. Please clarify. Please note that max slopes are 6.0%.	Masongsong	Addressed in the revised SWM Report and engineering drawings.

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52.	Please clarify how the northern entrance of the site is graded and drains as the elevations in the area appear to be lower than the top of CB 15 (247.48).	Masongsong	Addressed in the revised SWM Report and engineering drawings.
53.	Include an emergency spillway on the Grading Plan and include sufficient details and elevations to demonstrate grading and drainage and how it integrates with the existing grades. A detail and cross section is to be provided. Confirm that the emergency spillway has the capacity to convey the 100yr storm. This is also to be referenced within the SWM Report.	Masongsong	Detailed emergency spillway design, grading, cross-sections and finalized during the Site Plan Approval (SPA) stage.
54.	The overland flow route is to also be shown on the Grading Plan. Clearly demonstrate how the site is graded and drains towards the overland spillway. Allowable ponding depths shall not be exceeded.	Masongsong	The revised stormwater management design does not incorporate on-site ponding. The grading has been designed to provide positive drainage to the proposed stormwater management system without reliance on surface ponding.
55.	As per town Standards Section 4.4.4 maximum allowable ponding depths are as follows: • Rooftops: 150mm • Paved Areas and Parking Lots: 300mm • Landscape Areas: 500mm Ponding depths are to be reviewed under the following conditions: • SWM system functioning under normal conditions • SWM system failure, where the system has become surcharged or blocked	Masongsong	The revised stormwater management design does not incorporate on-site ponding. The grading has been designed to provide positive drainage to the proposed stormwater management system without relying on surface ponding.
56.	Include spot elevations in sufficient detail, along with high points proposed between CBs to demonstrate that the ponding limits as noted above are not exceeded in the above conditions. The system shall be designed such that once the maximum ponding depths have been reached the system overland flows towards a satisfactory outlet.	Masongsong	The revised stormwater management design does not incorporate on-site ponding. The grading has been designed to provide positive drainage to the proposed stormwater management system without reliance on surface ponding.
57.	Please note that as per Town Standards, parking areas where stormwater is proposed to be ponded are to be paved and not left as gravel surfaces which can be easily modified.	Masongsong	The revised stormwater management design does not incorporate on-site ponding. The grading has been designed to provide positive drainage to the proposed stormwater management system without reliance on surface ponding.
58.	In situations where granular parking areas are permitted by the Town, the Construction Notes should include the following note (from the Town of Caledon Zoning Bylaw 3.4.4): “The granular parking area shall be maintained with a stable surface which is treated so as to prevent the raising of dust or loose particles.”	Masongsong	Acknowledged.
59.	Confirm the top elevation of MH4 as it is lower than the surrounding catch basin and appears to be a low point that will not drain and ponding will occur.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
60.	There are numerous typos for the Top of MHs, CBs and invert elevations. Review and confirm the top and inverts of all storm infrastructure.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
61.	As per Town Standards, the minimum slope for a storm sewer pipe is 0.4%; however, if a slope of less than 0.40% is required, then self-cleaning velocities must be maintained. Please confirm that self-cleaning velocities are maintained, and a note should be included on the plan to the effect.	Masongsong	The revised storm sewer design has been prepared to satisfy the Town's minimum storm sewer slope requirements; therefore, no storm sewer is proposed with a slope less than 0.40%.
62.	Please be advised that as per Town Standards Section 4.4.3, in situations where a minimum of 1.2m cover is not provided for, the pipe must be insulated and concrete encased from junction to junction. No spot concrete encasing is permitted to avoid potential shearing of the pipe. The extent of this treatment must be delineated on the site plan and a detail provided. Please confirm pipe cover and requirements for all storm sewers.	Masongsong	This comment is no longer applicable in the revised design.
63.	Provide details for the pipe from MH9 to the OGS.	Masongsong	This comment is no longer applicable in the revised design.

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64.	MH2 has one inlet and two outlets, however only 2 invert elevations have been provided.	Masongsong	This comment is no longer applicable in the revised design.
65.	MH2 splits drainage into two (2) outlets. Please justify the proposed storm design as it is not typical for storm sewers to split drainage and then reconverge and outlet at the same outfall. Please revise.	Masongsong	This comment is no longer applicable in the revised design.
66.	Confirm the storm sewer sizes as all the storm sewers appear to be 750mm. Pipes typically increase in size from a smaller upstream to a larger downstream. Please justify and clarify.	Masongsong	This comment is no longer applicable in the revised design.
67.	Include pipe details for all CB leads. CB leads are to meet Town Standards Section 1.4.2.2.4.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
68.	Include invert directions relative to construction north for ease of reference.	Masongsong	Addressed in the revised SWM Report and engineering drawings.
69.	Include OPSD references for all CBs, MHs, headwall and grates.	Masongsong	To be addressed at Site Plan Approval (SPA) stage.
70.	Please note that a comprehensive review of the storm services and through review of the plans has not been completed at this time as it is not possible due to the number of errors with the plans.	Masongsong	The storm servicing design has been comprehensively revised to address the Town's comments and improve the overall design. The revised drawings and supporting calculations have been updated accordingly.
71.	Please note that any works draining to or within the TRCA regulated area will require review and approval from the TRCA.	Masongsong	Acknowledged.
72.	Please note that any works draining to or within the Regional ROW will require review and approval from the Region of Peel.	Masongsong	Acknowledged.
<i>Functional Servicing & Stormwater Management Report</i>			
73.	The proposed outlet is towards to the watercourse at the southwest corner of the property and is regulated by the TRCA, thus the TRCA dictates the quantity and quality control requirements. Development Engineering defers review and final approval of the Stormwater Management Report including water quantity and quality to the TRCA. a) As the site outlets to a TRCA regulated area, Development Engineering understands as per the TRCA's comments that the TRCA's quantity control criteria for the site are to control 2-100 year post-development peak flows to 2-100 year pre-development peak flows and the 2-100 year pre-development peak flows must be established based on the Humber River Unit Flow equations for Sub-basin 36, as identified in TRCA's Stormwater Management Criteria Document (TRCA, 2012). Please confirm the quality and quantity requirements with the TRCA and update the report accordingly. Identify/update the design criteria in the report and identify that water quantity and quality is to meet TRCA's criteria.	Masongsong	The Stormwater Management Report and associated design have been revised to satisfy the Town's and TRCA's stormwater quantity and quality control requirements, as documented in the revised SWM Report.
74.	The Post Development Drainage Plan identifies the trailer parking at the south/southeast side of the property is part of the controlled drainage area, however based on the grading plan, this area appears to sheet flow uncontrolled to an infiltration trench. Please provide further details and justification for this area within the report as it has not been discussed or quantity and quality control identified. An infiltration trench alone is not a suitable stormwater management control for part of the industrial gravel parking lot.	Masongsong	The revised stormwater management design has been revised to provide appropriate quantity and quality control for this drainage area.
75.	The conclusion references that Low Impact Development (LID) measures, on site enhanced grass swale and infiltration trenches are also proposed to further reduce peak post development runoff however this has not been justified, or details provided within the report.	Masongsong	The revised design no longer includes enhanced grass swales or infiltration trenches. The report has been updated accordingly.
76.	As per Town Standards (STD DWG 103) gravel parking lots are to use a runoff coefficient of 0.9. Revise the calculations and report accordingly.	Masongsong	The hydrologic calculations have been updated using a runoff coefficient of 0.90 for the gravel parking area, consistent with the Town's design standards.
77.	The last paragraph in Section 2.1.4 (Pg. 6) of the report identifies that the site receives external drainage from upstream lands to the southwest of the subject site. Please confirm the external drainage and direction referenced. There are two drainage features from the north that traverse the site from north to south/southeast, however it is not detailed or demonstrated how this drainage is accommodated. Please provide further details and justification for how this drainage is accommodated and that	Masongsong	External drainage from the upstream lands is diverted eastward via a proposed open channel running parallel to the north property line and discharged to the existing watercourse east of the site. The proposed channel has been designed with sufficient capacity to safely convey the external drainage. Supporting

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	the proposed method of conveying the drainage has sufficient capacity. All external drainage should be considered and accounted for in the storm drainage design.		calculations will be finalized during the Site Plan Approval (SPA) stage. The proposed channel/swale to be designed for adequate capacity to convey external flow to the east watercourse/swale. Details and calculations to be provided at SPA stage.
78.	Please provide the storm sewer design sheets and drainage plan with catchment areas. Please note that a comprehensive review of the storm services has not been completed at this time as the storm sewer design sheets have not been provided.	Masongsong	The design sheet is included in Appendix-B of this report. The catchment areas shown on the design sheet correspond to the subcatchment configuration used in the PCSWMM model, ensuring consistency between the design calculations and the hydrologic/hydraulic modeling.
79.	Water and Sanitary Services are the responsibility of the Region of Peel. Development Engineering defers review of these services to the Region of Peel.	Masongsong	Acknowledged.
<i>Phase One ESA</i>			
80.	The Phase I ESA is to be signed, stamped and dated by a qualified person.	RiskCheck	Acknowledged. This will be provided at the site plan stage.
81.	As per the recommendations of the Phase I Environmental Site Assessment prepared by, RiskCheck Environmental Ltd. dated October 21, 2015, a Phase Two is required to investigate the Area of Potential Environmental Concerns (APEC) identified on site.	RiskCheck	A Phase II ESA will be provided at the site plan stage.
<i>Advisory Comments</i>			
82.	Development Engineering respectfully defers review and approval of the Traffic Brief to the Towns Transportation Department and the Region of Peel.	Nextrans	Per the email from the Region dated January 24, 2023, TIS comments will be provided after the review of the next submission.
83.	Development Engineering respectfully defers review and approval of the Geomorphic Assessment to the TRCA.	Beacon	Acknowledged.
84.	The ESC Plans will be reviewed as part of any future Site Plan Application. Please note the following advisory comments: a) ESC Plans are to be in conformance with Town Standards Section 1.3.8, 1.13.2 4.3.2 and 4.4.1 as well as in accordance with TRCA requirements and Erosion & Sediment Control Guideline for Urban Construction (2019). b) The temporary sediment basin is to be designed in accordance with the Erosion & Sediment Control Guideline for Urban Construction (2019). All supporting calculations and details are to be provided. c) Please include the Towns Standard ESC Notes as per Appendix C of the Towns Development Standards on the General Notes Plan (see attached) in addition to any other notes provided by the consultant. d) The ESC plans should identify existing property line grades, rough grades, location of stockpiles etc. and how drainage is directed towards the cut of swales. e) Review and approval of the ESC Plans and temporary sediment basin is also required by the TRCA.	Masongsong	A detailed ESC plan is provided with this submission.
85.	A detailed Engineering Cost Estimate would be required as part of any future Site Plan Application. Please be advised that the Engineering Securities Policy will require engineering securities to be posted based on 50% of the engineering cost estimate for internal works, to a minimum of \$20,000 and a maximum of \$1,000,000.	Masongsong	A detailed Engineering Cost Estimate will be provided as part of the future Site Plan Approval application.
86.	As part of any Site Plan Application, the plans are to be updated/revised at detailed design accordingly for construction and a notes and details plan is required. The Town of Caledon General Notes as per Appendix C of the Towns Development Standards (see attached) are to be included on the notes and details plan in addition to any other notes provided by the consultant.	Masongsong	The plans will be updated to detailed design level as part of the future Site Plan Approval (SPA) process. A Notes and Details Plan incorporating the Town of Caledon's standard notes will be provided with the SPA submission.
87.	A Haul Permit will be required to be obtained by the applicant prior to hauling on Town roads. For more info on the Haul Permit please contact Town of Caledon Finance and Infrastructure Services at 905-584-2272 ext. 4226.	Owner	Acknowledged.

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88.	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 info regarding the ROW permit see: https://www.caledon.ca/en/town-services/road-permits.aspx	Owner	Acknowledged.
<u>Town of Caledon, Engineering Services Department, Transportation</u>			
89.	The comments on the traffic analyses will be deferred to the Region. Please note that Transportation Engineering reserves the right for additional comments based on a revised submission.	Nextrans	Refer to the responses in this matrix on the Region's comments on the traffic analysis.
<u>Town of Caledon, Design & Development, Landscape</u>			
90.	All trees DBH greater than 10cm rather than 30cm within 6m of the property line should be included in the tree inventory table of the report.	M&M	Acknowledged. This will be provided at the future site plan stage.
91.	In the report summary, the number of trees for compensation should be indicated per Town's Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal compensation.	M&M	Acknowledged. This will be provided at the future site plan stage.
92.	The Tree Preservation Plan needs to be provided to demonstrate the trees to be removed, to remain and any new trees for compensation. Please refer to the attached Terms of Reference.	M&M	Acknowledged. This will be provided at the future site plan stage.
93.	Town of Caledon's standard tree protection fence detail should be applied to the Tree Preservation Plan. Please refer to the attached Standard Drawing 606.	M&M	This is a detailed design item that will be provided as part of the future site plan stage.
94.	As part of the next submission, please provide a letter from the Landscape Architect summarizing in detail how each of the above items has been addressed.	M&M	This is a detailed design item that will be provided as part of the future site plan stage.
<u>Town of Caledon, Design & Development, Urban Design</u>			
95.	Please provide elevation drawings showing front and rear of proposed noise barrier walls. A natural look using decorative blockwork, tiered or stepped blockwork with integrated landscape/planting used for the wall construction is recommended.	Aercoustics	This is a detailed design item that will be provided as part of the future site plan stage.
96.	It is suggested to set back the north 4m high proposed noise barrier wall further away from the front property line in order to align with the other two proposed noise wall barriers (i.e. all proposed walls to have the same setback from front property line	Aercoustics	This is a detailed design item that will be provided as part of the future site plan stage.
97.	Following the above items, staff would like to see end wall treatments for the portions of walls abutting the driveway penetrations such as piers, pilasters, portals or other articulations that define entrances into the parking areas.	Aercoustics	This is a detailed design item that will be provided as part of the future site plan stage.
98.	Please indicate the proposed lighting to be shown along the noise barrier walls with accent lighting at defined entrances following the item above.	Aercoustics	This is a detailed design item that will be provided as part of the future site plan stage.
99.	Safety measures should be taken to avoid employee personal vehicles from taking shortcuts in between parked trucks/trailers. Consider having a driveway connection in from of the 5m noise barrier wall, which leads directly into the proposed employee parking area to avoid trailer movement in/out of the site.	Nextrans	This is a detailed design item that will be provided as part of the future site plan stage.
100.	Consider CPTED guidelines for the whole site. This should include adequate lighting, well identified signage, access controls, distress stations, emergency support measures etc. Please visit the following link and provide a CPTED brief identifying applied measures: http://cptedsecurity.com/cpted_design_guidelines.htm	M&M	This is a detailed design item that will be provided as part of the future site plan stage.
101.	An intermediate island (walkway between double-side trailer parking) is recommended to allow truck drivers to safely walk towards the front of the property for drop-off or pick-up of their personal vehicles. Preferably include some landscape along this walkway. Painted markings on the proposed curbs would also be an option to assist in organization, wayfinding and tracking.	Nextrans/M&M	The Owner has considered this and there is no demand for it at this time.
102.	Please provide a landscaped amenity area for drivers/employee use. Where provided, amenity areas should be sheltered from the wind and defined by building façades, fencing and/or landscaping. Picnic tables, benches and waste receptacles may be provided in outdoor amenity areas. (TWDG 11.1 g).	M&M	Acknowledged.
103.	Please refer to the Comprehensive Town Wide Design Guidelines for the Town: https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Caledon-Town-Wide-Design-Guidelines.pdf	M&M/MGP	Acknowledged.

#	Comment	Consultant	Response
104.	Please refer to the Industrial-Commercial Design Guidelines for the Town: https://www.caledon.ca/en/town-services/resources/Documents/business-planning-development/Industrial_Commercial_Design_Guidelines.pdf	M&M/MGP	Acknowledged.
Town of Caledon, Heritage and Design			
Cultural Heritage Impact Statement			
105.	The proponent submitted a Cultural Heritage Impact Assessment (CHIS), prepared by Archaeological Services Inc., dated February 2022, for 12541 Airport Road. Heritage staff are in general agreement with the content of the report and its recommendations.	ASI	Acknowledged
Acoustic Barriers			
106.	As per the recommendations of the CHIS, the acoustic barrier to be added along the eastern boundary of the proposed parking area should be designed to be sympathetic in material and aesthetic to the setting and context of the area. Pg. 48 of the CHIS suggests that this can be achieved through a combination of an earth berm, wood and/or concrete fencing, masonry wall, etc., so long as the total height and density requirements are met.	ASI/Aercoustics	This is a detailed design item that will be provided as part of the future site plan stage.
107.	Heritage staff would like to work with the proponent and other Town departments as required to ensure that this recommendation is fulfilled.	Owner	Acknowledged.
Archaeological Assessment			
108.	This Stage 1 Archaeological Assessment recommended that a Stage 2 archaeological assessment be completed. 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 2 archaeological assessment for the entirety of the subject lands prior to any development approvals. The development proponent shall follow through on MCM and Town of Caledon Heritage staff recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4) 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.	The Archaeologists	Acknowledged. This will be provided at the site plan stage.
109.	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), in both hard copy and PDF format, 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.	Owner	Acknowledged.
110.	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.	Owner	Acknowledged.
111.	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.	Owner	A Stage 2 will be provided at the site plan stage.
112.	The following departments/agencies have no comments: - Town of Caledon, Parks – November 9, 2022 - Peel District School Board – October 27, 2022 - Dufferin-Peel Catholic District School Board – October 7, 2022 - Enbridge – October 17, 2022 - Fire – November 9, 2022 - Rogers – November 11, 2022 Comments from the following agencies are attached:	N/A	Acknowledged.

#	Comment	Consultant	Response
	- Region of Peel – October 27, 2022 - Bell – October 3, 2022 - Hydro One – October 3, 2022 - TRCA – November 29, 2022 The following comments are outstanding and will be forwarded when available: - Town of Caledon, Municipal Numbering - Town of Caledon, GIS		
General Comments			
Town of Caledon, Finance Department, Finance:			
113.	The subject lands are municipally known as, 12541 and 12577 Airport Road and are currently assessed as Residential (\$1.16 million CVA). The Town’s share of taxes levied, based on the current value assessment is approximately \$6,700. As of October 26, 2022, the property tax accounts are determined to be current.	Owner	Acknowledged.
114.	If the proposed development were to proceed as planned (includes rezoning of the property for temporary open storage and truck parking), the taxable assessment value of the properties would change to reflect any developments that would have taken place.	Owner	Acknowledged.
115.	If the proposed developments do not include new or added floor space and/or buildings, no Development Charges would be applicable. However, any new or added floor space and/or buildings would attract Development Charges at the Non-Residential (Industrial) that would be in effect on the date when the subject rezoning application was deemed complete, i.e. September 22, 2022. Interest on those Development Charges would be applicable starting on September 23, 2022 and run through to the date on which those charges would be received by the Town.	Owner	Acknowledged.
116.	Redevelopment credits subsequent to the removal or demolition of any existing residential dwelling, may be available to be applied against Development Charges.	Owner	Acknowledged.
117.	A Temporary Use Agreement for one or more of these properties may have to be supported by security deposits.	Owner	Acknowledged.
118.	The Development Charges comments and estimates above are as of October 26, 2022 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; and are payable at the time of building permit issuance. 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.	Owner	Acknowledged.
Town of Caledon, Legal Services, Legal:			
119.	A search of title for the above lands has been completed and provided as follows: - PIN: 14348-0433 (LT) – Part Lot 3, Concession 1 (Albion) designated as Parts 1 and 3 on 43R-29515; Town of Caledon; Regional Municipality of Peel; - PIN: 14348-0435 (LT) – Part Lot 3, Concession 1 (Albion) designated as Part 7 on 43R-29515; Town of Caledon; Regional Municipality of Peel; and - PIN: 14348-0010 (LT) – Part Lot 3, Concession 1 (Albion) as in AL22166; Town of Caledon; Regional Municipality of Peel.	Owner	Acknowledged.
Next Steps			

#	Comment	Consultant	Response
120.	Town staff will coordinate a Comment Review Meeting to discuss the comments enclosed within this letter to assist in the processing of your application. Please review all comments contained within this letter and forward an agenda at least 3 days prior to the meeting. Staff will follow up with a proposed meeting date and time.	Various	Acknowledged.
#	Comment	Consultant	Response
York Region <i>Junior Planner, Development Services</i> <i>Dated October 27, 2022</i>			
Development Planning			
121.	The Region requires a processing fee prior to its execution. As per By-law 65-2021, a certified cheque for \$4,700.00 shall be made payable to the “Region of Peel”.	Owner	Acknowledged.
Applicable Land Uses			
122.	The subject land is located in the regulated area of the Toronto and Region 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 their potential impacts on the natural environment. 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.	Beacon	Noted. With recent legislative changes, it is understood that the environmental concerns related to natural heritage will be addressed by the Town, while concerns related to natural hazards will be addressed by TRCA.
123.	The subject land is located within the TRCA Flood Plain. The Regional Official Plan (ROP) designates floodplains as a natural hazard under Policy 2.4.5.2. Within this designation, ROP policies seek to ensure that development and site alterations do not create new or aggravate existing flood plain management problems along flood susceptible riverine environments. We rely on the environmental expertise of the TRCA for the review of development applications located within or adjacent to natural hazards in Peel and their potential impacts on the natural environment. We therefore request that Town staff consider comments from the TRCA and incorporate their conditions of approval appropriately.	Beacon	Noted. With recent legislative changes, it is understood that the environmental concerns related to natural heritage will be addressed by the Town, while concerns related to natural hazards will be addressed by TRCA.
124.	The subject lands are located within a Core Area of the Greenlands System in Peel as identified under policy 2.3.2 of the Regional Official Plan. We rely on the environmental expertise of the TRCA for the review of development applications located within or adjacent to Core Areas of the Greenlands Systems in Peel and their potential impacts on the natural environment. We request that Town staff consider comments from the TRCA and incorporate their conditions of approval appropriately. Final approval of this application requires all environmental concerns to be addressed to the satisfaction of the TRCA.	Beacon	Noted. With recent legislative changes, it is understood that the environmental concerns related to natural heritage will be addressed by the Town, while concerns related to natural hazards will be addressed by TRCA.
125.	The subject lands are designated as Prime Agricultural Area on Schedule B to the Regional Official Plan. OMAFRA states that temporary uses in prime agricultural areas which involve physical changes to a site are inappropriate (Section 2.5.2). The lands are also included in the Draft 2051 New Urban Area that was evaluated through the Region’s MCR process. The subject lands fall within the Draft Settlement Area Boundary Expansion (SABE) lands and are identified as Employment Area on the Region's mapping. The Draft Regional Official Plan is currently with the Province for review and approval. Given the projected changes in the Draft Regional Official Plan, subsequent updates to Town planning documents, and the proposed vision for the subject lands and surrounding area, the Region does not support the proposal.	Beacon	The lands are now designated urban area in the Town’s OP.
126.	Should this proposal be approved, and should Town Council choose not to renew the proposed temporary use after the three-year period, the applicant shall ensure that the lands are restored for agricultural uses and the temporary use does not impact the usability of the lands for future uses.	Beacon	The lands are now designated urban area in the Town’s OP.
Traffic Development			
127.	The Region is in receipt of a Traffic Brief and will provide comments under a separate cover.	Nextrans	Acknowledged.

#	Comment	Consultant	Response
128.	The Region is not in support of the multiple accesses to this property.	Nextrans	Acknowledged. The concept plan illustrates 1 full movement driveway near the north property line.
129.	The proposed accesses at their current locations on Airport Road are not in accordance with the Regional Standards based on the Controlled Access By-Law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Airport Road is classified as a Suburban Connector which calls for 300m spacing for full moves to full moves access and 75m spacing for full moves to a right-in/right-out.	Nextrans	The Region's comments regarding the Road Characterization Study (RCS) have been reviewed. Given the subject site's approximately 235 m frontage and the existing full-moves access on the adjacent property located near the shared property line, the preferred 300 m full-moves access spacing cannot be achieved regardless of the access location. A shared access arrangement was explored; however, the adjacent landowner is not interested in pursuing this option at this time. A full-moves access is required to accommodate the operational needs of the proposed temporary truck parking facility, while the anticipated low traffic volumes are expected to result in minimal interaction with the adjacent access. Furthermore, Peel Region's planned future minor collector road along the common property boundary is anticipated to ultimately provide access to both properties, making the proposed Airport Road access an interim solution until the collector road is constructed.
130.	Access consolidation will be required, the Owner should look to create interconnectivity within the site and with neighbouring properties on Airport Road in an effort to provide sufficient access and traffic flow to and from the lands.	Nextrans	The Region's objective of access consolidation and interconnectivity is acknowledged. The Owner has explored the potential for a shared access with the adjacent property to the north; however, the neighbouring landowner has advised that they are not interested in pursuing such an arrangement at this time. Accordingly, access consolidation cannot be achieved at this stage. Notwithstanding, the proposed use is temporary in nature and Peel Region's planned future minor collector road along the common property boundary is anticipated to ultimately provide access to both properties, facilitating the Region's long-term access management objectives.
131.	The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for any and all accesses proposed off of Airport Road.	Nextrans	The requested functional design has not been prepared as part of this submission, as the proposed access arrangement remains under review and has not yet been finalized. Preparing a functional design prior to confirmation of the access configuration may result in unnecessary redesign should revisions to the access location or configuration be required. Subject to the Region confirming the proposed access arrangement in principle, a functional design illustrating the access geometrics and any required auxiliary turn lane improvements can be prepared as part of a subsequent submission.
Development Engineering			
132.	An existing 300 mm diameter water main is located on Airport Road. Please review the Region's Water Design Criteria found online.	Masongsong	Acknowledged.

#	Comment	Consultant	Response
	Due to the size and function of the 600mm diameter sanitary sewer on Airport Road, connection may not be permitted (Sanitary Sewer Design Criteria 8.4). Please review the Region’s Sanitary Sewer Design Criteria found online.		
133.	The Region of Peel has a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA # 009-S701), for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region’s mandate that no additional flows are permitted and no new connections are made to Regional Roads.	Masongsong	Acknowledged.
York Region - Public Works Chrissy Pelopidas, Junior Planner <i>February 15, 2023</i>			
Traffic Brief Comments			
134.	The Region in theory is in support of one access to the site, the Region cannot support a full moves access to the site as it is currently shown.	nexTrans	The previously proposed centrally located access has been relocated closer to the northern property line to avoid the Natural Heritage System (NHS) constraints associated with the original location and to provide improved available sight distance. While the revised access continues to be proposed as a full-moves access to accommodate the operational requirements of the temporary truck parking facility, its location has been selected to balance site constraints, operational requirements, and access management considerations.
135.	The proposed access(es) at their current location(s) on Airport Road are not in accordance with the Regional Standards based on the Controlled Access By-Law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Airport Road is classified as a Suburban Connector which calls for 300m spacing for full moves to full moves access and 75m spacing for full moves to a right-in/right-out.	nexTrans	The requested functional design has not been prepared as part of this submission, as the proposed access arrangement remains under review and has not yet been finalized. Preparing a functional design prior to confirmation of the access configuration may result in unnecessary redesign should revisions to the access location or configuration be required. Subject to the Region confirming the proposed access arrangement in principle, a functional design illustrating the access geometrics and any required auxiliary turn lane improvements can be prepared as part of a subsequent submission.
136.	The Region in theory could support a centrally located left-in/right-in/right-out access, with proper auxiliary turn lanes and after site line analysis is completed.	nexTrans	The Region's comments have been considered. The proposed access has since been relocated from the previously proposed central location to avoid the Natural Heritage System (NHS), improve available sight distance, and better accommodate the operational requirements of the proposed temporary truck parking facility. The rationale supporting the revised access location and configuration is provided in the accompanying Transportation Impact Study.
137.	The other accesses (existing driveways) are to be closed and the boulevard reinstated, as it states in the Traffic Brief that these buildings will be converted into offices for the development.	nexTrans	Acknowledged. One consolidated access is proposed for the subject site.
138.	These buildings should have interconnection internally on the site and not access via Airport Road.	nexTrans	Acknowledged. One consolidated access is proposed for the subject site.
139.	Access consolidation will be required, the Owner should look to create interconnectivity within the site and with neighbouring properties on Airport Road, in an effort to provide sufficient access and traffic flow to and from the lands.	nexTrans	The Region's comments are acknowledged. The Owner explored the potential for a shared access with the adjacent property;

#	Comment	Consultant	Response
			however, the neighbouring landowner is not interested in pursuing such an arrangement at this time. Accordingly, access consolidation cannot presently be achieved. The proposed access is intended as an interim solution, with future access opportunities to be considered as the surrounding road network and adjacent lands develop.
140.	This site will require auxiliary turn lanes. The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for the access proposed off of Airport Road.	nexTrans	A functional design has not been prepared at this stage, as the proposed access arrangement is still being finalized. Once the access location and configuration have been confirmed, the functional design will be completed as part of a future submission.

#	Comment	Consultant	Response
Toronto and Region Conservation Authority <i>Nick Cascone, M.Sc.Pl Acting Senior Planner – Development Planning and Permits Development and Engineering Services</i> <i>Dated November 29th, 2022</i>			
Application Specific Comments			
141.	The need to confirm the limits of natural features and hazards on all relevant plans and place them within a protective zoning category (EPA-1)	Beacon/MGP	The staked limits are shown on the relevant plans.
142.	The need to revise the Stormwater Management (SWM) scheme for the site to meet TRCA’s criteria.	Masongsong	The Stormwater Management Report and supporting design have been revised to satisfy TRCA's stormwater management criteria.
Fee			
143.	By copy of this letter, we thank the applicant for remitting TRCA’s Planning Services Review fee of \$9,400.	Owner	Acknowledged.
Recommendations			
Based on the comments noted in this letter, it is the position of TRCA staff that formal recommendations for Zoning Bylaw Amendment RZ 2021-0011 are premature at this time. To facilitate TRCA’s continued review of this application, the following materials will need to be submitted:			
144.	A survey depicting TRCA’s staked limits, per comment 2 of Appendix A.	Beacon	Staked feature limits have been provided to TRCA.
145.	Revised drawings (e.g. Concept Plan, Engineering Drawings) identifying the limit of all applicable natural features, hazards and buffers, as noted in Comment 2 and 5 of Appendix A.	Beacon/Masongsong/MGP	The staked limits are shown on the relevant plans.
146.	A revised draft zoning bylaw addressing comment 4 of Appendix A.	MGP	A revised draft Zoning Bylaw Amendment has been prepared.
147.	A revised SWM report and accompanying drawings/materials, addressing comments 5-13 of Appendix A.	Masongsong	A revised SWM report is provided.
148.	A response memo identifying how TRCA’s comments have been addressed.	Various	Refer to this matrix.
Comments on Proposed Zoning Bylaw Amendment:			
Planning and Development:			
149.	It is our understanding that the subject property is not currently located within the Town of Caledon’s urban settlement boundary. However, through the Region of Peel’s Settlement Area Boundary Expansion (SABE) study/process as recently approved through the Region of Peel Official Plan 2022, the site has been identified as a Future Strategic Employment Area. As a component of settlement boundary expansions, a complete Subwatershed Study is required under the Growth Plan. Staff	MGP	The Subject Property is located within the Town of Caledon’s urban settlement area boundary.

#	Comment	Consultant	Response
	note that while the Region’s Scoped Subwatershed Study as completed through the SABE process is sufficient for the purpose of an urban boundary expansion exercise, it is not detailed enough in scope to consider urban uses such as those being proposed through this application. It is our understanding that as part of bringing areas into the Town’s settlement boundary, Secondary Plan areas will be established. Through these Secondary Plans, more detailed Local Subwatershed Studies and block level functional servicing reports will be required satisfy applicable Provincial, Regional, Municipal and TRCA policies. As the subject lands have not yet integrated into the Town’s urban settlement boundary through this higher order planning process, it is TRCA’s opinion that consideration of a site-specific development proposal may be premature. However, as the Town of Caledon and Region of Peel are the decision-making authorities as it relates to the SABE, we defer this matter to our municipal partners for consideration.		
150.	It is noted that the applicant has not submitted a survey (prepared by an Ontario Land Surveyor) depicting TRCA’s staked limits. The applicant is asked to submit this survey so that the staked limits can be verified by staff.	Beacon	Staked feature limits have been provided to TRCA and verified by Andrea Terella (July 29, 2026)
151.	The applicant is asked to ensure all relevant plans (i.e. Concept Plan, Engineering Drawings etc.) identify the applicable natural feature, hazard and buffer limits. For example, the location of the top of slope is not clear on the submitted Concept Plan.	Beacon/Masongsong/MGP	Addressed in the revised SWM Report and engineering drawings.
152.	Once the limit of all natural features, hazards and buffers have been appropriately delineated/confirmed, they should be placed within a protective zoning category. It has been TRCA’s past experience that the natural system is typically placed within the Environmental Protection Zone (EPA) 1 zoning designation. The draft zoning bylaw should be revised accordingly.	Beacon/MGP	The draft zoning bylaw amendment proposes the environmental features in a EPA2 zone.
Water Resources Engineering:			
153.	It is noted that Salt Creek crosses the southern portion of the subject property, however, the Regional Storm Floodplain associated with this feature has not been identified. The applicant is asked to plot the Regional Storm Floodplain on all relevant plans. To obtain TRCA’s current floodplain mapping, the applicant can contact the undersigned to be directed to an appropriate member of TRCA’s Water Resources Engineering team to facilitate the transfer.	Masongsong	Addressed as part of the revised stormwater management design.
154.	TRCA requires quantity control for the subject site. The quantity control criteria for the site is to control 2-100 year post-development peak flows to 2-100 year pre-development peak flows. It is noted that the 2-100 year pre-development peak flows must be established based on the Humber River Unit equations for sub-basin 36, as identified in TRCA’s Stormwater Management Criteria document (2012) The applicant is asked to establish the allowable/target flowrates for the subject area, per TRCA requirements. Please note that once the allowable rates are established, the 6-hour or 12-hour AES storm should be utilized for the hydrologic assessment and the storm producing the more conservating storage volume (for quantity control) used. Supporting calculations, a copy of the hydrologic model and all relevant tables/references should be provided.	Masongsong	Addressed as part of the revised stormwater management design. Supporting calculations, a copy of the hydrologic model and all relevant tables/references are provided with this submission package.
155.	It is noted that the Storm Sewer System Storage Volume was considered for quantity control. Please note that TRCA does not credit any storage within the Storm Sewer System as they are designed for conveyance purposes. As such, the applicant is required to provide a separate storage facility to address quantity control requirements.	Masongsong	Acknowledged. As part of the revised design, quantity control is achieved through the proposed stormwater management (SWM) pond.
156.	TRCA requires an enhanced level treatment of 80% TSS removal. The applicant is asked to revise the SWM strategy in accordance with TRCA’s quality control criteria. Please provide supporting calculations demonstrating how the proposed measures will achieve an enhanced level of treatment.	Masongsong	TRCA Enhanced Level water quality treatment is achieved through a treatment train approach consisting of an Oil Grit Separator (OGS) pretreatment unit followed by the stormwater management (SWM) pond. The OGS provides pretreatment by removing coarse sediments and debris, while the SWM pond provides additional sedimentation and pollutant removal, collectively achieving the required Enhanced Level water quality treatment.

#	Comment	Consultant	Response
157.	In order to minimize in-stream erosion, the proposed development will need to detain 25mm of runoff/rainfall on-site for the first 48 hours. Please revise the SWM strategy accordingly.	Masongsong	The revised stormwater management (SWM) design provides retention and controlled release of the first 25 mm of runoff, with the retained volume discharged over a 48-hour period.
158.	To reduce the impact of the proposed development on site water balance, TRCA requires the on-site retention of 5mm runoff from the total impervious area through evapotranspiration and/or infiltration. Please revise the SWM strategy accordingly.	Masongsong	Based on the total site drainage area of approximately 9.28 ha, the required water balance volume is calculated to be approximately 464 m³. The proposed SWM Pond incorporates a dedicated water balance storage volume within the lower portion of the pond, consisting of the first 0.23 m depth of storage above the pond bottom.
159.	It is noted that two drainage features (see map below) cross the site from the northern portion of the property, however, there is no strategy to detail how flows will be collected and safely discharged downstream. The applicant is asked to provide a plan which demonstrates how these external flows will be conveyed through the site.	Masongsong	External drainage is diverted eastward through an open channel that runs parallel to the north property line and conveys the runoff to the existing watercourse located east of the site. The proposed channel/swale to be designed for adequate capacity to convey external flow to the east watercourse/swale. Details and calculations to be provided at SPA stage.
Ecology:			
160.	TRCA Ecology staff have concerns that the proposed SWM outfall results in impacts to the valley corridor traversing the site. The applicant is asked to revise the design of the outfall to comply with Appendix E of TRCA's Stormwater Management Criteria document (2012) more closely. It is also noted that the design of the emergency spillway should also be revised as rip rap can deter wildlife passage. TRCA staff would like to confirm basic design details of the outfall and emergency spillway to confirm feasibility at this time.	Masongsong	The revised SWM design provides an alternative concept for review and consideration.
Geotechnical Engineering:			
161.	When considering alternative design solutions for the outfall and emergency spillway to address Ecology's concerns, the applicant must also ensure erosion is mitigated due to discharge onto the slope.	Masongsong	The revised SWM design provides an alternative concept for review and consideration.
Comments for Detailed Design:			
Geotechnical Engineering:			
162.	It is noted that at detailed design, grading information and cross-sections depicting the proposed elevations compared to the existing grade will be required for the outfall. However, a basic level of feasibility for the outfall design should be demonstrated by the applicant at this time.	Masongsong	The revised SWM design provides an alternative concept for review and consideration.
Ecology:			
163.	At detailed design, the applicant asked us to include a snow storage area that is outside of all environmental features and buffers. A permanent fence along the limit of the proposed works is also recommended to prevent encroachment into the natural system.	MGP	Acknowledged.
164.	At detailed design, a robust planting plan will be required for the buffer area to demonstrate a net ecological gain.	M&M	Acknowledged.
Erosion and Sediment Control:			
165.	Drawing No. EC-1 identifies the proposed temporary sediment pond that is to be used. However, it does not appear to have been designed in accordance with TRCA's Erosion and Sediment Control Guide for Urban Construction (2019) – Appendix B: pages B2-32-37. At detailed design, the applicant will be required to prepare an ESC report and plans for the various stages of construction. Details, location and supporting calculations for each measure should be included in the plans/report.	Masongsong	The proposed temporary sediment pond shown on Drawing EC-1 has been designed in accordance with the design criteria and typical details provided in Appendix B (Pages B2-32 to B2-37) of the TRCA Erosion and Sediment Control Guideline for Urban

#	Comment	Consultant	Response
			Construction (2019). The ESC drawings have been updated accordingly.
Further to the above, TRCA staff also note the following ESC related issues:			
166.	The temporary sediment control ponds need 3 treatment cells, currently they only have either 1 or 2. Please revise.	Masongsong	Addressed. The proposed pond design is revised to include 3 cells.
167.	The current configuration of the sediment pond outlet within the Salt Creek results in point source discharge which will likely result in erosion of the downgradient areas. Please revise to allow for sheet flow.	Masongsong	Addressed. A min. 10m vegetative filter strip is proposed to disperse the pond discharge. The vegetation dissipates energy and promotes sheet flow.
168.	Please provide erosion and sediment controls for the proposed outfalls.	Masongsong	Addressed. Erosion protection measures have been added at all proposed outfalls, including riprap outlet protection and erosion control measures, as shown on the ESC Plan.
169.	Please stabilize the side slopes of the temporary sediment ponds with erosion controls to avoid erosion of the slopes.	Masongsong	Addressed. Temporary sediment pond side slopes have been revised to include erosion control blankets and temporary stabilization measures. The ESC Plan and details have been updated accordingly.
170.	Please revise the dewatering notes to indicate the sediment bag is to be placed in a well vegetated area a minimum of 30 m from a surface water feature.	Masongsong	Addressed. The dewatering notes have been revised to specify that sediment bags shall discharge to a well-vegetated area located a minimum of 30 m from any watercourse, wetland, or other surface water feature.
171.	The temporary swale cross-section requires erosion controls to be added. Please refer to TRCA’s ESC Guidelines for Urban Construction (2019) for additional details.	Masongsong	Addressed. Temporary siltsoxx are installed at regular intervals as flow interruption devices to reduce potential swale erosion.
172.	Please provide erosion controls for the proposed topsoil stockpile to be consistent with TRCA’s ESC Guideline for Urban Construction (2019).	Masongsong	Addressed. Erosion and sediment control measures for temporary topsoil stockpiles have been added, including perimeter sediment control fence, temporary stabilization where required, and appropriate setback from watercourses in accordance with the TRCA ESC Guidelines (2019).
173.	Please revise the typical detail for the Sediment Control Fence to only include non-woven geotextile, as TRCA no longer accepts the woven fabric due to performance issues.	Masongsong	Addressed. The Sediment Control Fence detail has been revised to specify non-woven geotextile only, consistent with the current TRCA ESC Guidelines.
174.	Please provide the proposed size and spacing of the Temporary Silt Soxx for the drainage swales and ensure they conform to the manufacturer’s specifications for ditch controls.	Masongsong	Addressed. Temporary Silt Soxx detail on ESC Plan. It specifies the Temporary Silt Soxx dimensions and installation spacing in accordance with the manufacturer's recommendations for ditch and swale applications.
175.	Please provide a typical detail for the proposed catchbasin sediment control device.	Masongsong	Addressed. Standard No. 302 for the proposed catchbasin sediment control device has been added to the ESC drawings.
176.	Please provide the proposed seed mix as the Phase 2 Notes refer to seeding.	Masongsong	Addressed. Notes for the proposed temporary seed mix for disturbed areas.
177.	Please provide typical details for the proposed sediment traps as referenced in Phase 2.	Masongsong	Addressed. Note is updated to read sediment ponds as sediment traps are not applicable in this site.
178.	Please provide typical details for the proposed silt sack as referred to in Phase 2.	Masongsong	Addressed. Note is updated to read catch basin sediment trap as silt sack is not proposed. Town Standard No.302 for the catch basin sediment trap is provided on the EC plan.

#	Comment	Consultant	Response
Bell Canada <i>Divya Purushothaman</i> <i>Dated October 5th, 2022</i>			
179.	Existing and/or proposed Bell Canada underground plant are indicated on the attached plan	Owner	Acknowledged.
180.	Not for PUCC approval - Mark up only	Owner	Acknowledged.
181.	Caution - Bell has plant around proposed area. Tie-in measurements are a guideline only and physical verification may be required by applicant to determine the true separation between plant. Call for locates. Maintain min 0.6m horizontal clearance and min 0.3m vertical clearance when crossing Bell. Within 1m of Bell and when crossing Bell, hand dig.	Owner	Acknowledged.
182.	PROCEDURES TO FOLLOW: 1. Request locates prior to construction 1-800-400-2255 2. If exact location and depth are critical – test pits are recommended 3. Bell Canada plant location information is approximate 4. If the location of your proposed design changes, it will be necessary to re-apply 5. Permits expire six (6) months from approval date	Owner	Acknowledged.
G-tel Engineering Inc. on behalf of Hydro One – Distribution Damage Prevention Team <i>Dated September 30, 2022</i>			
183.	THIS IS A PLANNING TICKET (A COPY OF UTILITY RECORD ONLY) AND NOT VALID FOR EXCAVATION. WHEN YOU ARE READY TO DIG, PLEASE PLACE A STANDARD DIG TICKET WITH ON1CALL FOR A SITE VISIT AND LOCATES WITH MARKINGS(PAINT/FLAGS) AND/OR CLEARANCES.	Owner	Acknowledged.
184.	If or when you are ready to dig, please place a STANDARD DIG REQUEST TICKET with https://ontarioonecall.ca/ to initiate a site visit and locates with markings (paint/flags) and/or Clearances for your dig area.	Owner	Acknowledged.
185.	Planning Request Disclaimer This letter is to indicate that the drawing(s) and information provided is the property of Hydro One and its licensees (all rights reserved), and is to be used for planning and design purposes only solely to assist you in reviewing your project. The drawing(s) and information is not to be altered or used for any other purpose. Please note that the attached drawings represent Hydro One distribution lines. The attached drawing(s) and information do not include Hydro One transmission line information and they do not include privately owned/third party owned conductor. The drawing(s) and information is not to be used for excavation purposes. The distribution lines and equipment locations indicated should not be relied upon for construction purposes as being exact. The exact location, configuration and/or materials used may not be accurately represented. The drawing(s) and information are not to be relied upon by any third parties. Hydro One assumes no liability for the incorrect reliance or use of the drawing(s) or information.	Owner	Acknowledged.

#	Comment	Consultant	Response
	You understand that you must contact Ontario One Call (1-800-400-2255) for more details for your excavation purposes, and must contact Ontario One Call to obtain locates a minimum of 5 business days prior to your excavation needs.		
G-tel Engineering Inc. on behalf of Hydro One – Distribution Damage Prevention Team <i>Dated September 30, 2022</i>			
186.	THIS IS A PLANNING TICKET (A COPY OF UTILITY RECORD ONLY) AND NOT VALID FOR EXCAVATION. WHEN YOU ARE READY TO DIG, PLEASE PLACE A STANDARD DIG TICKET WITH ON1CALL FOR A SITE VISIT AND LOCATES WITH MARKINGS(PAINT/FLAGS) AND/OR CLEARANCES.	Owner	Acknowledged.