

12862 and 12668 Dixie Road

Project Location: 12862 and 12668 Dixie Road
File Number: POPA 2021-0004, RZ 2021-006, SPA 2021-0012 (to be submitted following OPA/ZBA)
Town Planner: Aleah Clark, MHBC Planning, on behalf of the Town of Caledon

OPA/ZBA/SPA Submission Comments (February 8, 2022)

DEPT.	COMMENT	RESPONSE
	<p>Region of Peel May 25, 2021 Attention: Abiral Homagain, Junior Planner Development Services Phone: 905-791-7800 EXT. 8730 Fax: - Email: abiral.homagain@peelregion.ca</p>	
	<p>Regional staff have reviewed the first formal submission for the above noted Local Official Plan Amendment (LOPA), Rezoning (RZ) and Site Plan (SP) applications proposing to construct 4 industrial buildings for e-commerce uses and warehousing. The applicant is advised that the following comments are preliminary and based on application submitted on April 8, 2021 the associated materials received by the region on April 24, 2021 as well as latest information in relation to the Settlement Area Boundary Expansion (SABE) study as part of our Municipal Comprehensive Review (MCR). Additional comments will be provided as the municipal process move forward and additional materials are received in response to this letter.</p>	
	<p><u>Planning Information to Support A Future Resubmission</u></p>	
	<p><u>Land Use Designations:</u></p>	
	<p>Regional comments provided through the pre application (Regional File Number: DART-20-043C) advised that the lands shall be incorporated into the settlement area through a Regional Official Plan Amendment (ROPA) or by means of inclusion in the ongoing Settlement Area Boundary Expansion Study as part of our ongoing Municipal Comprehensive Review (MCR) prior to approval of a Local Official Plan Amendment (LOPA).</p>	ROPA no longer required.
	<p>Regional staff are satisfied with the formal applications made to the Town of Caledon and processing them concurrently with the Settlement Area Boundary Expansion (SABE) study as part of our Municipal Comprehensive Review (MCR), however; the applications do not meet the delegation criteria and therefore cannot proceed for approval by Town Council until such time as Regional staff advise that they are in conformity with the Region of Peel Official Plan.</p>	No longer relevant.
	<p><u>Regional Planning Framework</u></p>	
	<p>The subject lands are not currently within the Regional Urban Boundary or within an existing Rural Service Centre and is designated Prime Agricultural Area in the Region of Peel Official Plan. Therefore, the proposed designation to urban employment uses is not consistent with the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019) and the Region of Peel Official Plan.</p>	No longer relevant.
	<p>The Region is currently undertaking a Settlement Area Boundary Expansion Study as part of our Municipal Comprehensive Review (MCR), including preparation of the technical studies required by the Growth Plan to support selection of settlement boundary expansion areas for both residential and employment land to accommodate growth to 2051. Updated policies will be included in the Regional Official Plan that will guide future planning undertaken by the Town of Caledon including delineation of secondary plan areas, the need to undertake more detailed technical studies and will also include requirements related to staging and sequencing of growth. Until the MCR is complete and approved by the Province (anticipated by July 2022,) the 2051 settlement expansion lands and associated Regional policies will not be confirmed and therefore Regional staff are unable to comment on the conformity of the LOPA, RZ and Site Plan applications with the MCR work that is underway.</p>	No longer relevant.
	<p>If the applicant has undertaken technical studies to support submission of an application, it would be beneficial if that information was provided to Regional staff to consider as we complete our MCR and identify the recommended Settlement Area Boundary Expansion Area.</p>	No longer relevant.

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	<u>Regional Official Plan and Municipal Comprehensive Review:</u>	-
	Through the Peel 2041+ Official Plan and Municipal Comprehensive Review (MCR), the Region's Official Plan is currently being reviewed to conform to the goals and requirements of Provincial plans and legislation, and support Regional and local community building objectives. The applicant has made a submission for consideration of the subject lands to be included in the settlement area as part of the Settlement Area Boundary Expansion (SABE) study as part of our Municipal Comprehensive Review (MCR). This request by the applicant will be considered through this Peel 2041+ Official Plan and MCR process.	No longer relevant.
	It is mandated that the Region's Official Plan Amendment be approved by the Province by July 1, 2022. Further information on the Region's Official Plan Review is available at the following link: http://www.peelregion.ca/officialplan/review/	Noted.
	<u>Greenlands System and Water Resource System</u>	-
	Please note there is both 'in effect' Greenlands System mapping in the Regional OP (currently only Schedule A - Core Areas of the Greenlands System) and proposed Peel 2041+ Greenlands System mapping being developed for the Regional OP through Peel 2041+ (Core Areas on Draft Schedule Y1, Water Resource System Features and Areas on Draft Schedule X1, Core Areas, Natural Areas and Corridors (NACs) and Potential Natural Areas and Corridors (PNACs) on Draft Figure Y2, and Conservation Authority's Natural Heritage System (NHS) mapping on Draft Figure Y3), all of which are draft, undergoing review and subject to change, as well as in effect and draft proposed ROP policies that explain how the mapping is to be interpreted and implemented, which are still under development.	Noted.
	As noted previously, these applications involve lands outside of approved settlement areas. Should the subject lands be included in the SABE being considered in the Peel 2041+ OP Review SABE Study as a new settlement area in Caledon, there is also Greenlands System/NHS and Water Resource System mapping that is being developed for the Settlement Area Boundary Expansion (SABE) through a Scoped Subwatershed Study that will provide recommendations for implementing Greenlands System and Water Resource System policies and mapping in the SABE area through the Region of Peel and Town of Caledon Official Plans and through secondary plans subject to more detailed studies at the local level and subject to the policy direction being developed in the Peel 2041+ ROP Review. Implementation of Water Resource System and Greenlands System/NHS mapping in the SABE area will need to take into account the existing and proposed policy direction of the Region of Peel Official Plan and recommendations that will be provided through the Scoped SWS. As mapping in the Scoped SWS is currently draft and not final, we are not able to provide Scoped SWS Study mapping data at this time; however, the Region is posting information, including mapping in PDF format, on the Peel 2041+ project website as information becomes available, which is available here Settlement Area Boundary Expansion - 2041 Official Plan review - Region of Peel (peelregion.ca).	No longer relevant.
	Please note the Toronto and Region Conservation (TRCA) is the Region's technical advisor on matters related to the environment. Prior to the Region's support of the development proposal for the LOPA, TRCA must be satisfied that any technical comments the TRCA have has been sufficiently addressed.	Noted.
	<p>The application proposes a both municipal water servicing and private septic system which is considered to be "Partial Servicing" under s.1.6.6 of the Provincial Policy Statement (2020). As per PPS policy 1.6.6.5 partial servicing is only permitted in the following circumstances:</p> <ul style="list-style-type: none"> • where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or • within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts. <p>As the proposed development does not meet the above criteria, "partial servicing" is not permitted.</p>	Noted. Partial Servicing is no longer proposed.
	<u>Prior to Local Official Plan and Zoning Bylaw Amendment Approval:</u>	-
	Should the lands be brought into the settlement boundary through an approved Regional Official Plan Amendment the following preliminary requirements, be completed by the applicant to the satisfaction of the Region prior to Local Official Plan Amendment and Zoning Bylaw Amendment Approval. Additional comments or revisions will be provided when available.	-
	Site Servicing	-

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	<ul style="list-style-type: none"> The site has no frontage onto municipal sanitary sewers, currently, there are no plans for the Region of Peel to extend the sanitary sewer infrastructure to the limits of the subject site. 	In a meeting on January 18, 2024. The Region indicated that the 600mm sanitary sewer will be extended on Dixie to Old School Road.
	<ul style="list-style-type: none"> There is an existing 150mm (Zone7) diameter watermain on Dixie Road and 150mm (Zone 7) diameter watermain on Old School Road. 	Noted.
	<ul style="list-style-type: none"> This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1) 	Noted. The Region has indicated that the existing 400mm watermain on Dixie Road will be extended north to Old School Road which we will propose to connect to.
	<ul style="list-style-type: none"> Partial Servicing is not permitted on the subject site. 	Noted.
	<ul style="list-style-type: none"> The following water infrastructure is planned near the vicinity of the proposed site: <ul style="list-style-type: none"> 400mm (Zone 7) watermain on Old School Road, timing to be confirmed 400mm (Zone 7) watermain on Dixie Road, timing to be confirmed 	-
	<p>Site Servicing Requirements</p> <ul style="list-style-type: none"> The Region will enter into a Site Plan/ Rezoning Agreement with the applicant. A processing fee will be required prior to its execution. As per By-law 6-2021. 	Noted.
	<ul style="list-style-type: none"> The Region of Peel is looking forward to work with the applicant, as servicing of the site may require completion of the SABE study, municipal or private easements and construction, extension, twinning and/or upgrading municipal services. 	Noted. We will coordinate with the Region to confirm the location and depths of the proposed municipal services and we will provide the estimated sanitary and water demands from the development to ensure that the proposed municipal services have sufficient capacity to service the development.
	<ul style="list-style-type: none"> Prior to Official Plan and Zoning Bylaw Amendment approval, a satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The Report shall be in digital format. 	A revised FSR has been submitted.
	<ul style="list-style-type: none"> A Functional Servicing Report dated Feb 24, 2021 and prepared by WSP has been received for review. Please be advised that revisions will be required prior to approval of the report and clearance of the application. Please ensure to address the following: 	-
	<ul style="list-style-type: none"> The existing 150m (Zone7) watermain on Dixie Road and Old School Road, respectively do not have sufficient pressure to accommodate required for demands for the proposed development. A hydrant flow test is required. The future 400mm (Zone 7) watermain on Dixie Road timing to be confirmed. 	Noted. The Region has indicated that the existing 400mm watermain on Dixie Road will be extended north to Old School Road which we will propose to connect to. Timing will be coordinated with the Region to ensure that the proposed municipal watermain is in place prior to the occupancy of the buildings.
	<ul style="list-style-type: none"> The FSR will be revised to reflect that the region currently has no plans to construct the 600mm sanitary service to subject site limits. 	In a meeting on January 18, 2024. The Region indicated that the 600mm sanitary sewer will be extended on Dixie to Old School Road.
	<ul style="list-style-type: none"> Modeling of the revised FSR will be required to assess the impacts to the downstream sewers, both existing and planned. 	In a meeting on January 18, 2024, the Region indicated that the design of the proposed 600mm municipal sanitary sewer is under way. We will coordinate with the Region to provide the estimated sanitary demands from the development to ensure that the municipal sewer system has sufficient capacity to service the development.
	<ul style="list-style-type: none"> Prior to Official Plan Amendment and Zoning Bylaw Amendment approval, the applicant shall submit the non-refundable \$515 Report Fee as per current fee by-law 6-2021. 	Noted.
	<ul style="list-style-type: none"> Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at siteplanservicing@peelregion.ca for the process to submit an Electronic Fund Transfer for your servicing application fees. 	Noted.

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REGION OF PEEL	<ul style="list-style-type: none"> • Prior to Official Plan Amendment and Zoning Bylaw Amendment approval, the Region will require revised drawings clearly identifying all easements to ensure there are no encroachments within the Region's easement. The drawings required include but are not limited to, site plan, landscaping, site grading and foundation drawings, each of which shall show: all existing easements and their limits; the purpose of each of the easements (e.g. water / sanitary sewer), the easement instrument number parts and reference plan number and the benefiting party (e.g. the Region / municipality). 	Noted. Easements are shown on the preliminary grading and servicing drawings.
	<ul style="list-style-type: none"> • Regional Site Servicing Connection approvals will not be issued until preliminary field clearance is granted by the Region of Peel for any external works. 	Noted.
	<ul style="list-style-type: none"> • No additional storm drainage may be conveyed from the subject site to Dixie Road and no additional grading will be permitted within the Right-of-way as per the Region of Peel Storm Sewer Design Criteria 2.0. Additionally, "Post-Development flows must be equal to or less than Pre-Development levels", as per the Region of Peel Storm Sewer Design Criteria 3.0. 	Noted.
	<p>Regional Traffic Requirements</p>	-
	<ul style="list-style-type: none"> • A Traffic Impact Study dated February 2021 and prepared by LEA Consulting Ltd. has been received for review. Please be advised that revisions will be required prior to our approval of the report and clearance of the application. Please ensure to address the following: 	See updated Study
	<ul style="list-style-type: none"> • Additional analyses to be conducted to consider the 10-year horizon for future traffic conditions. 	See updated Study
	<ul style="list-style-type: none"> • The study proposes three full-movement accesses along Dixie Road. 	See updated Study
	<ul style="list-style-type: none"> • As per the Region's RCS, this section of Dixie Road is characterized as a "Suburban Connector" and as a result, a minimum spacing of 300 metres is required between full-movement accesses; 	See updated Study
	<ul style="list-style-type: none"> o Considering that the proposed spacing between Site Access #1 and Site Access #2 does not meet that requirement, the Region cannot support the access configuration as it is currently proposed; 	See updated Study
	<ul style="list-style-type: none"> o The access configuration of Site Access #1 or #2 either needs to be revised to be a restricted access which would then adequately meet the spacing requirement for this section of Dixie Road as dictated within "Table 2 : Median Opening Spacing" within the RCS; 	See updated Study
	<ul style="list-style-type: none"> o The above accesses must also be equipped with auxiliary turn lanes into the access as per guidelines outlined within the Region's RCS "Table 5: Volume Thresholds for Access Control"; we will require a functional design for the proposed accesses which includes the appropriate storage and taper lengths as per TAC for our review and comment; 	See updated Study
	<ul style="list-style-type: none"> • Please note that the Region only installs traffic signals at intersections that are warranted as per the justifications outlined within the Ontario Traffic Manual Book 12. Therefore, the proposed intersections will not be approved for signalization as they do not meet the warrants. 	See updated Study
	<ul style="list-style-type: none"> • Please note that the current road character of Dixie Road is subject to change, as the Region is currently undertaking an MCR (Municipal Comprehensive Review) in the area. Thus, the above spacing requirements may need to be updated to reflect the changes. 	See updated Study
	<p>Waste Management Requirements</p>	
	<ul style="list-style-type: none"> • On site waste collection will be required through a private waste hauler. 	Noted.
	<p>Prior to Site Plan Approval:</p>	
	<p>The following requirements shall be completed by the applicant to the satisfaction of the Region prior to Site Plan Approval.</p>	To be addressed during the Site Plan stage.
	<p>Site Servicing Requirements</p>	To be addressed during the Site Plan stage.
	<ul style="list-style-type: none"> • Prior to Site Plan approval, copies of site servicing drawings are required for review. Submission of the site servicing drawings is required to begin the review process in order to issue Site Servicing approval(s). Please note that all servicing and grading drawings shall reflect both Regional and Municipal road widening requirements. 	To be addressed during the Site Plan stage.
	<ul style="list-style-type: none"> o To accompany the Site Servicing review, the applicant shall submit Mechanical Drawings for review. The Region shall be satisfied with the Mechanical Drawings prior to servicing approvals. 	To be addressed during the Site Plan stage.
<ul style="list-style-type: none"> • Prior to Site Plan approval, copies of grading and drainage drawings are required for review. Submission of these drawings is required to begin the review process in order to issue Site Servicing approval(s). Please note that all drawings shall reflect both Regional and Municipal road widening requirements. 	To be addressed during the Site Plan stage.	
<ul style="list-style-type: none"> • Prior to Site Plan approval, a satisfactory Draft Reference Plan will be required for review. 	To be addressed during the Site Plan stage.	

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	<ul style="list-style-type: none"> • Prior to Site Plan approval, a Storm Water Management Report (SMWR) satisfactory to the Region is required to determine the effect of the proposal on the existing structures and drainage within the existing regional right-of-way. 	To be addressed during the Site Plan stage.
	<ul style="list-style-type: none"> • Prior to Site Plan approval, the applicant shall provide copies of all registered easement documents and Parcel Abstracts (PINS). Failure to submit the required information or failure to identify existing and proposed encroachments will result in delays in the review of these applications. 	To be addressed during the Site Plan stage.
	o Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk	To be addressed during the Site Plan stage.
	Regional Traffic Requirements	To be addressed during the Site Plan stage.
	<u>Property Dedication</u>	To be addressed during the Site Plan stage.
	<ul style="list-style-type: none"> • A gratuitous dedication of lands to fulfil the Region’s Right of Way Requirements as per Schedule F of the Regional Official Plan and applicable policy is required prior to Site Plan Approval. The following materials shall be provided in support of this requirement. 	To be addressed during the Site Plan stage.
	o A Draft Reference Plan will be required for review and approval. The plan shall show the following:	To be addressed during the Site Plan stage.
	o The gratuitous dedication of lands to fulfil the Region’s Right of Way Requirements as per Schedule F of the Regional Official Plan.	To be addressed during the Site Plan stage.
	o Regional Road 4 (Dixie Road) has a designated mid-block right-of-way of 36 metres (18 metres from the centreline). In addition, an additional (5.5 or 9 metres) is required within 245 metres of intersections to protect for the provision of, but not limited to: turning lanes, utilities, sidewalks, multiuse pathways and transit bay/shelters which equals 41.5 metres, 20.75 metres from the centreline of the road allowance for a single left-turn lane configuration.	To be addressed during the Site Plan stage.
	o A 0.3 metre reserve along the frontage of Regional Road 4 (Dixie Road) behind the property line and the daylight triangles except at the approved access locations.	To be addressed during the Site Plan stage.
	<ul style="list-style-type: none"> • Lands dedicated to the Region must be gratuitous and be free and clear of all encumbrances, and all costs associated with land conveyances are the responsibility of the developer. After Regional approval has been issued for the Draft Reference Plan, the applicant must register the transfer of lands prior to clearance. 	To be addressed during the Site Plan stage.
	o The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right-of-way;	To be addressed during the Site Plan stage.
	o A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of the road and access works.	To be addressed during the Site Plan stage.
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	<u>Traffic Engineering Requirements</u>	-
	<ul style="list-style-type: none"> • A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped, and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region’s right-of-way must be designed in accordance to the Public Works “Design Criteria and Development Procedures Manual” and “Material Specifications and Standard Drawings Manual”; 	Site Plan submission to follow OPA/ZBA.
	o The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right-of-way;	Site Plan submission to follow OPA/ZBA.
	o A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of the road and access works.	Site Plan submission to follow OPA/ZBA.
	Notes	
	For further assistance, please review the notes below:	-
	<u>Site Servicing Notes:</u>	-
	<ul style="list-style-type: none"> • To service the site, completion of the SABE study, additional easements (municipal or private) or upgrades to the existing municipal services may be required. All works associated with the servicing and development of this site will be at the applicant’s expense. 	-
	<ul style="list-style-type: none"> • The Region of Peel has an Environmental Compliance Approval (9582-B9TRLW) 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. 	-
	<ul style="list-style-type: none"> • Development flows are to be directed to the Local Municipality’s storm sewer system or watercourses, to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies. 	-
	<ul style="list-style-type: none"> • Alternatively, flows can be mitigated using Low Impact Development Technologies. Developers are required to demonstrate how this will be achieved through a Stormwater Management Report. 	-
	<ul style="list-style-type: none"> • Please indicate if the applicant will be pursuing LEED certification. 	-

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	<ul style="list-style-type: none"> Final site servicing approvals are required prior to the local municipality issuing a building permit. 	-
	<ul style="list-style-type: none"> All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications. 	-
	<ul style="list-style-type: none"> Confirmation of approval by the Town of Caledon for fire protection is required prior to site servicing approvals. 	-
	<ul style="list-style-type: none"> All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at https://www.peelregion.ca/public-works/design-standards/#procedures 	-
	<ul style="list-style-type: none"> Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found at the following link: http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf 	-
	<ul style="list-style-type: none"> Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws https://www.peelregion.ca/council/bylaws/archive.asp 	-
	<ul style="list-style-type: none"> Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval. 	-
	<ul style="list-style-type: none"> Please review the Region's engineering submission requirements found at the following link: http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/subdivision-process-july-2009-final.pdf 	-
	<ul style="list-style-type: none"> Please review the Region's Water Design Criteria for more information found at the following link: http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf 	-
	<ul style="list-style-type: none"> Please refer to the Region's Storm Water Management Report Criteria found at the following link: http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf 	-
	<ul style="list-style-type: none"> Please refer to the Region's Functional Servicing Report Criteria found at the following link: http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf 	-
	<ul style="list-style-type: none"> For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at PWServiceRequests@peelregion.ca 	-
	<ul style="list-style-type: none"> For Underground Locate Requests please go to the following link: https://www.peelregion.ca/pw/locaterequest/ 	-
	<ul style="list-style-type: none"> For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email siteplanservicing@peelregion.ca 	-
	<ul style="list-style-type: none"> The subject land is to be serviced according to the Ontario Building Code (OBC) and current Region of Peel standards. 	-
	<ul style="list-style-type: none"> Should the tenure change to condominium, please notify us if the servicing drawings are revised to reflect the Local Municipality's Requirements for the Ontario Building Code. We may have Additional comments and requirements. 	-
	<u>Traffic Engineering Notes</u>	-
	<ul style="list-style-type: none"> The Owner will be required to submit the following prior to the commencement of any works taking place in the right-of-way: <ul style="list-style-type: none"> o Completed Road Occupancy Permit and permit fee; o Completed Notice to Commence Work; o Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor. o Approved engineering drawings will be required to be circulated for PUCG approval. Please note that any proposed construction with the Region of Peel's right-of-way is pending PUCG approval (minimum six to eight weeks process). o All costs associated with the design and construction of road and access works will be 100% paid by the Owner. 	-
	<u>Regional Public Works</u>	-
	<ul style="list-style-type: none"> Please note that the subject site is within the limits of a current Regional Public Works Projects. 	-
	<ul style="list-style-type: none"> The proposed development is within the limits of an ongoing Regional Capital Project for road widening for Dixie Road (Capital Project 13-1392). The project manager is Darrin Dodds (Darrin.Dodds@peelregion.ca). 	-
	<ul style="list-style-type: none"> All requirements for the above noted capital projects, is requested gratuitously from the owner in advance of the site plan application. 	-
	<u>Public Health</u>	-
	<ul style="list-style-type: none"> Consider the addition of lighting near the proposed entrance points and through the parking lot to promote safety. 	-
	Concluding Comments	-

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	Regional staff look forward to working collaboratively with the Town of Caledon and applicant to advance these applications. At present this application does not meet the criteria for exemption within Section 7.9.2.12 of the ROP. The applicant is advised that lands shall be incorporated into the settlement area through a ROPA or by means of inclusion in the ongoing Settlement Area Boundary Expansion (SABE) study as part of our Municipal Comprehensive Review (MCR) prior to approval of a Local Official Plan Amendment (LOPA).	ROPA no longer required.
	We look forward to engaging further in this process with the applicant to address detailed comments. We are making accommodation for a concurrent review, until such time the site is brought into the settlement area boundary. We look forward to working with you as the one window service for review of these development applications.	Noted.
	<p>MHBC, On Behalf Of Development Review Services, Planning Department (February 8, 2022) Attention: Aleah Clarke Phone: - Fax: - Email: aclarke@mhbcplan.com</p>	
	Executive Summary of Comments	
	At this time staff are unable to support the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan applications, for reasons detailed within this letter and summarized briefly below:	Noted
	<ul style="list-style-type: none"> • Prior to Local Official Plan and Zoning By-law Amendment approval, the subject lands shall be brought into the Settlement Area Boundary through the new Region of Peel Official Plan and designated employment area. 	Noted - this has occurred.
	<ul style="list-style-type: none"> • The development proposal will need to be reevaluated under the new Regional Official Plan, once the plan is adopted. 	Noted - this has occurred.
	<ul style="list-style-type: none"> • Additional consideration is required relating to the conservation of the significant cultural heritage resources located on the subject lands and the resource shall be designated under part IV of the Heritage Act. 	The heritage farmstead is proposed to be moved, and remain on the property. Further information can be found in the updated CHIS.
	<ul style="list-style-type: none"> • Further analysis of Provincial, Regional and Town planning policy documents is required to justify the conversion of the subject lands to employment uses. 	See PJR Addendum.
	<ul style="list-style-type: none"> • Further analysis of the Draft Zoning By-law is required to justify the site specific zoning standards and permitted uses proposed. 	See PJR Addendum.
	<ul style="list-style-type: none"> • The development will require full municipal services, partial servicing in the interim will not be permitted. 	The Region of Peel is advancing full municipal services along Dixie Road.
	<ul style="list-style-type: none"> • Further analysis of the development's long term traffic impacts is required through revisions to the Traffic Impact Statement. 	Noted.
	<ul style="list-style-type: none"> • The development must be revised to ensure that all development is located outside of the Greenbelt Plan Area/Natural System. 	Noted.
	<ul style="list-style-type: none"> • Amendments are required to various material to address comments contained in this letter. 	Noted.
	General (Advisory) Comments	
1	1. Various letters, emails and telephone calls have been received from members of the public raising their concerns with the proposed applications. Attached to this letter are comments that have been received. Please prepare a document with your resubmission that addresses these comments. There may be additional comments received in the future at a Public Meeting or otherwise which will also require a response. Those future comments will be provided under separate cover and will require responses prior to a staff report being brought forward for consideration by Planning and Development Committee and Council. (Town of Caledon, Planning Department, Development Review Services)	Public comment matrix provided with resubmission.
2	2. The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/ telecommunication infrastructure needed to service the development. Please refer to the attached comments from Bell Canada for further details. (Bell Canada)	To be addressed at Site Plan stage.
3	3. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. This will be included in any potential Site Plan Agreement. (Bell Canada)	To be addressed at Site Plan stage.
4	4. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost. This will be included in any potential Site Plan Agreement. (Bell Canada)	To be addressed at Site Plan stage.

DEPT.	COMMENT		RESPONSE
	5	5. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.	To be addressed at Site Plan stage.
	a	a. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development. (Bell Canada)	Noted.
	6	6. The subject property, 12862 DIXIE ROAD is currently assessed as mostly Farmland (\$3.363 million CVA). The Town's share of taxes levied, based on current value assessment is approximately \$4,700. As at January 11, 2022, this property tax account in the name of AMAZON CANADA FUFILLMENT SERVICES ULC, is determined to be current. (Town of Caledon, Finance Department)	Noted.
	7	7. If the proposed development (includes the construction of four industrial buildings), were to proceed as planned, the property's taxable assessment value would change to reflect the development that would have taken place. (Town of Caledon, Finance Department)	Noted.
	8	8. The applicable Development Charges for new or added industrial floor space, will be at the following Non-Residential (Industrial) rates that were in effect when the site plan applications were completed, i.e. April 8, 2021.	Noted.
	a	a. Town of Caledon: \$58.41 per m ² of new or added industrial floor space.	Noted.
	b	b. Region of Peel: \$174.92 per m ² of added industrial floor space.	Noted.
	c	c. Education: \$9.69 per m ² of new or added industrial floor space. (Town of Caledon, Finance Department)	Noted.
	9	9. Interest on Development Charges will apply for the period April 9, 2021 through to the date on which those charges are received by the Town. (Town of Caledon, Finance Department)	Noted.
	10	10. For the purposes of Development Charges, the term 'industrial floor space' should comply with the definition of an 'industrial building', as outlined in the Town's By-law No. 2019-31, or as amended. If compliance is not met, then the Non-Residential (Other) rates will apply. (Town of Caledon, Finance Department)	Noted.
	11	11. The Development Charges comments and estimates above are as at January 11, 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. (Town of Caledon, Finance Department)	Noted.
	12	12. The Dufferin-Peel Catholic District School Board has reviewed the above-noted application and since the proposed development is for industrial uses, no students are anticipated from this development. The Board has no comments or objection to the further processing of this application. (Dufferin-Peel Catholic District School Board)	Noted.
	13	13. Based on the Board's School Accommodation Criteria, the Board has no comment as this application is for non-residential development, and no students are anticipated. (Peel District School Board)	Noted.
	14	14. The circulation letter (and current Town records) identify that a municipal number of 12862 Dixie Road was issued for this property. This address was issued in relation to the existing driveway configuration/location of the property. Should the development be approved the current address will cease to exist and be replaced with new municipal numbers based on entrance/access location. Municipal numbers will be issued in relation to Site Plan Approval for SPA 21-12 – Buildings 'A', 'B', 'C' and 'D' in accordance with the Municipal Numbering Guideline and By-law. (Town of Caledon, Planning Department, Municipal Numbering)	Noted.
	15	15. Each building on the site will be issued a separate municipal number in accordance with the Town's Municipal Numbering By-law and Guidelines and shall be issued in increments of 10, unless otherwise required by the Town. (Town of Caledon, Planning Department, Municipal Numbering)	Noted.

DEPT.	COMMENT		RESPONSE
	16	16. Staff require confirmation from the applicant that a municipal number will be identified on a ground sign or sign located on the building (or both) for all buildings. It is strongly suggested that the building be clearly identified to assist in emergency service response. If the addresses are not identified on a sign, a green municipal number sign will be required to be installed at the entrance for each building. The green sign and pole will be provided to the applicant at their cost and it is their responsibility to have the sign installed in accordance with the Municipal Numbering By-law and Guidelines. A municipal number will not be issued until such time that appropriate signage to identify the number has been approved. The site plan and elevations are to include the location of the addresses. (Town of Caledon, Planning Department, Municipal Numbering)	To be addressed at Site Plan stage.
	17	17. Based on the site plan received, it appears that building 'A', 'B', 'C' and 'D's are single tenant. Prior to municipal numbers being issued staff require confirmation from the owner of:	To be addressed at Site Plan stage.
	a	a. The number of units per building.	To be addressed at Site Plan stage.
	b	b. The preferred unit type from the owner (i.e. suite, unit) and can be illustrated on the floor plans. The municipal number issued will include identification of the units. (Town of Caledon, Planning Department, Municipal Numbering)	To be addressed at Site Plan stage.
	18	18. Staff require an explanation of how the proposed site will be built-out and how the buildings will be accessed. See questions below:	To be addressed at Site Plan stage.
	a	a. Where is the approved fire route?	To be addressed at Site Plan stage.
	b	b. From the applicant's perspective, where is the primary access for each of the buildings? i.e. how is traffic flowing through the site? (Town of Caledon, Planning Department, Municipal Numbering)	To be addressed at Site Plan stage.
	19	19. All of these factors will be considered in issuing municipal numbers that also meet the Town's By-law and Guidelines. (Town of Caledon, Planning Department, Municipal Numbering)	To be addressed at Site Plan stage.
	20	20. A municipal number(s) will be issued at the earliest of: site grading approval, site servicing approval, or satisfactory site plan approval. Once the site plan has reached one of these stages, the Lead Planner will provide a copy of the site plan (and answers to the above-noted questions) to municipal numbering staff at municipalnumbers@caledon.ca. Town staff will issue the number(s) and the applicant and owner will be notified of the address in writing. The applicant is not required to contact municipal numbering staff to request a number. If a municipal number is being requested in advance of these approvals, confirmation from the Lead Planner and Manager of Development and Design is required to confirm that a number can be issued and the driveway locations will not change. (Town of Caledon, Planning Department, Municipal Numbering)	To be addressed at Site Plan stage.
	21	21. The subject lands are listed as a non-designated property on the Town of Caledon's Heritage Register and contain a mid-19th century farmstead identified as Highly Significant on the Town of Caledon's Built Heritage Resource Inventory (BHRI). (Town of Caledon, Planning Department, Heritage)	Noted
	22	22. The subject lands are adjacent and/or near to several other cultural heritage resource listed on the Town of Caledon's Heritage Register or identified on the Built Heritage Resource Inventory (BHRI):	Noted
	a	a. 12861 Dixie Road (listed);	Noted
	b	b. 12489 Dixie Road (listed);	Noted
	c	c. 12863 Heart Lake Road (listed);	Noted
	d	d. 12434 Dixie Road (listed); and,	Noted
	e	e. 4428 Old School Road (BHRI). (Town of Caledon, Planning Department, Heritage)	Noted
	23	23. Heritage staff have the following comments related to heritage conservation concerns:	-
	a	a. Heritage staff cannot support approval of the development applications in their current form, given the lack of consideration for the conservation of the significant cultural heritage resources on the property.	Addressed with the revised HIA. Residence will be conserved and relocated fronting on Dixie Road.
	b	b. Given that the Cultural Heritage Impact Statement (CHIS) (Stantec Consulting, February 25, 2021) identifies the cultural heritage resources on the subject lands as having cultural heritage value and interest, the Town will be looking to ensure that these resources are conserved through designation under Part IV of the Ontario Heritage Act and a heritage easement agreement.	Noted.
	c	c. The cultural heritage resource shall be accommodated on the subject lands and all avenues for its in situ retention must be explored prior to relocation being considered.	Addressed with the revised HIA. Residence will be conserved and relocated fronting on Dixie Road.

DEPT.	COMMENT		RESPONSE
	d	d. Should relocation be deemed necessary, a suitable location could be found in placing it and the barn in front of the protected woodlot, facing Dixie Road. This relocation would provide a suitable setting for the farmhouse and barn, and aligns with the protected natural lands on the east side of Dixie Road.	Addressed with the revised HIA. Residence will be conserved and relocated fronting on Dixie Road.
	e	e. Appropriate zoning shall be provided for the cultural heritage resources to provide them with a range of uses, including but not limited to continued agricultural and residential uses to ensure that the cultural heritage resources can be adaptively re-used.	Noted.
	f	f. Heritage staff require a meeting with the development proponent and internal staff to achieve a solution to the conservation of the farmhouse and barn that retains it in situ or relocation on the subject lands. (Town of Caledon, Planning Department, Heritage)	Stantec has met with the Town to discuss relocation and determined an appropriate location.
Comments to be Addressed Prior to Official Plan Amendment			
		Should the subject lands be included within the Region of Peel's 2051 Settlement Area Boundary, the following comments are to be addressed prior to a recommendation report being brought forward on the Official Plan Amendment application:	
	24	<u>Planning Justification Report ("PJR") and Official Plan Amendment ("OPA") Comments:</u>	
	a	a. The legal description in PJR, draft Official Plan Amendment and draft Zoning By-law Amendment should read "Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy) designated as Part 1 on 43R-15184 except Parts 30 to 33 and 35 to 37 on 43R-20345 and Part 23 on 43R-20416; Town of Caledon;Regional Municipality of Peel". Please see marked up Official Plan Amendment and Zoning By-law Amendment attached.	Corrected in PJR Addendum.
	b	b. The Region of Peel has completed the Draft 2051 Land Needs Assessment Report, which can be accessed on the region's website. References to the Land Needs Assessment throughout the PJR should be revised to reflect the most up to date regional projects and analysis.	Regional Official Plan Review complete. Revised ROP section provided in PJR Addendum.
	c	c. The Region is currently undertaking a Municipal Comprehensive Review (MCR) and Official Plan Review to determine if additional employment lands are required in the Region, and to establish where these lands are appropriate. As such, the employment lands analysis throughout the report requires justification, as the Region has not yet determined if the subject lands will be designated for employment uses.	Regional Official Plan Review complete. The subject site lands are designated as Employment Area (Schedule E-2). ROP section revised.
	d	d. Throughout the report, reference is made to the GTA West Corridor, and how this new transportation infrastructure will support the proposed development. It is important to note that although it can be considered, the GTA West Corridor has not yet been approved or constructed.	Noted.
	e	e. The tables on page 8 and 9 should be revised to reference the correct property address.	Tables no longer applicable and have been removed.
	f	f. Reference to Figure 5 on page 10 of the PJR should be corrected to reference Figure 6.	Noted.
	g	g. Please ensure that when discussing job creation associated with the development, focus is on the subject lands, not the separate development application located at 12035 Dixie Road or the two sites combined. The two developments are being processed and considered separately and should not be contingent on each other.	Noted.
		i. Job creation calculations in section 2.4 should be revised.	Updated in PJR Addendum.
	h	h. Please ensure that the total number of jobs created on 12892 Dixie Road is consistent throughout the PJR. Currently, reference to jobs (not including trucking jobs) ranges from 1,750 to 1,774 throughout the report.	Noted.
	i	i. Page 19 requires further information about how transit is proposed to access the subject lands, as Caledon does not currently have a transit system.	Further clarification added under the Proposed Development Section of the PJR Addendum.
	j	j. Section 3.1 requires evaluation of the following sections of the Provincial Policy Statement:	
		i. Section 1.2.6 of the PPS should be analyzed relating to land use compatibility between the proposed industrial uses and remaining rural residential and agricultural lands in the area;	See PJR Addendum.
		ii. Section 1.3.2.2 and 1.3.2.3 should be evaluated in the context of compatibility between industrial uses and sensitive land uses;	See PJR Addendum.
		iii. Section 1.6.6.5;	No longer applicable as partial servicing is no longer proposed.
		iv. Section 1.7.1., specifically e), i) and j);	See PJR Addendum.
		v. Section 1.8.1.f);	See PJR Addendum.

DEPT.	COMMENT		RESPONSE
	k	k. Page 22 requires clarification relating to active transportation. Currently there are no active transportation routes leading to the subject lands.	Further clarification added under the Proposed Development Section of the PJR Addendum. Through the proposed front-ending agreement, the full urbanization of Dixie Road will include sidewalks.
	l	l. Page 24 should be corrected to reflect that the subject lands are designated "Greater Golden Horseshoe Growth Plan Area", not "Designated Greenfield"	See PJR Addendum.
	m	m. Page 24 should be revised to reflect that the current land use planning framework through the Region of Peel and Town of Caledon Official Plans do not currently identify the subject lands within the settlement area. The current draft of the new Regional Official Plan does not identify the subject lands as employment. Justification for the conversion of these lands to employment uses is required.	No longer applicable.
	n	n. On page 25, the proposed density of jobs per hectare on the subject lands is significantly lower than the Growth Plan targets. Please provide further justification on why this low density is appropriate.	No longer applicable.
	o	o. Page 26 should be revised to clarify that a Regional Official Plan Amendment was not submitted, and as such the policies of section 2.2.8.5 of A Place to Grow do not apply. Instead Section 2.2.8.2 and 2.2.8.3 of A Place to Grow should be analyzed.	No longer applicable.
	p	p. Page 26 requires further clarification on how transit will be provided on Dixie Road, as there are currently no transit routes in Caledon, with the exception of limited connections to Brampton.	Further clarification added under the Proposed Development Section of the PJR Addendum.
	q	q. Page 27 requires analysis of Section 4.2.2.3 a) and Section 4.2.7.	See PJR Addendum.
	r	r. Page 27 includes references to Figures 9 and 10, these should be corrected to Figures 10 and 11.	See PJR Addendum.
	s	s. On Page 27, please clarify the statement "in most cases, appropriate buffers have been applied to the key natural heritage features". Appropriate buffers should be applied around all key natural heritage features, and justification for reductions to buffers where applicable should be provided.	See PJR Addendum.
	t	t. Page 27 should be revised to ensure that the description of natural heritage features, specifically relating to Figure 12, is consistent with the description of the subject lands in the Comprehensive Environmental Impact Statement and Management Plan (CEISMP), specifically Figure 1 of Appendix A.	See PJR Addendum.
	u	u. Page 28 should clarify what is meant by the phrase "the worse of the three". Please clarify if this means the most restrictive setback is applied.	See PJR Addendum.
	v	v. Please correct page 28, as the site plan does not identify a Stormwater Management Area D.	No longer applicable.
	w	w. Page 28 requires discussion relating to Stormwater Management Area B and C which appears to be located within the Greenbelt Plan Area.	No longer applicable.
	x	x. Section 3.3 of the PJR requires analysis of section 4.1 and 4.4 of the Greenbelt Plan.	See CEISMP.
	y	y. Please include analysis of Region of Peel Official Plan (OP) Policies 2.2.10.4 and 2.2.10.5 on page 30.	No longer applicable.
	z	z. Page 30 should include analysis of section 3.2.2 of the Regional OP and identify that the conversion of the land's use is not possible until the Settlement Area is expanded within the Regional OP.	No longer applicable.
	aa	aa. Page 31 should note that once the Regional MCR is complete and the Regional OP is updated, the development will be reviewed against the new Regional OP policies.	Analysis provided in PJR Addendum.
	bb	bb. Please include analysis of Section 5.5.4.2.3, 5.6.2.13, 5.9.4.2.5, 5.9.4.2.6, 5.9.9.2.1.d), 6.5.2.5 of the Regional OP on page 32 and 33.	No longer applicable.
	cc	cc. On Page 33, please identify how bus transit is proposed to extend to the subject lands.	Further clarification added under the Proposed Development Section of the PJR Addendum.
	dd	dd. On page 34, please note that servicing capacity to serve the proposed development will need to be confirmed by the Region of Peel.	No longer applicable.
	ee	ee. Page 35 requires analysis of section 3.2.5 of the Town of Caledon Official Plan.	Analysis provided in PJR Addendum.
	ff	ff. Page 35 should be revised to property reference the Town of Caledon Official Plan, rather than the Region of Peel Official Plan. The Figure 21 reference should be removed or the designation description should be corrected.	See PJR Addendum.
	gg	gg. Figure 23 should be updated to identify that the subject lands are also designated Prime Agricultural Area.	See PJR Addendum.
	hh	hh. Page 35 should be updated to identify that Schedule A1 of the Town's Official Plan will also need to be amended.	See PJR Addendum.
	ii	ii. Page 36 should be revised once the Region's required jobs per hectare calculation is updated to meet 2019 Growth Plan Targets.	See PJR Addendum.
		i. The Hemson Target quoted is now outdated and the June 2: 2051 Addendum released by the Region suggests that the minimum jobs per hectare will be adjusted. A revised Land Needs Assessment is planned to be released in the fall of 2021.	See PJR Addendum.

DEPT.	COMMENT		RESPONSE
	jj	jj. Page 36 should be revised to reflect that the Town will not be able to advance an Official Plan Amendment until the Region's MCR and new Official Plan are in effect. The subject Local Official Plan Amendment will need to be reviewed against the new regional policies including employment forecasts and allocations.	No longer applicable. The new ROP is in effect.
	kk	kk. Page 37 requires analysis of Section 5.1 of the Town's Official Plan.	No longer applicable as the Regional Official Plan designated these lands and surrounding lands as Employment Area.
	ll	ll. Page 37 should include analysis of section 5.5.7 of the Town's OP in more detail, specifically section 5.5.7.2 regarding lands adjacent to residential uses and identify what is meant by "where possible, enhanced elevations and landscaping has been provided".	See PJR Addendum.
		i. Please clarify what these enhancements are and where/how they will buffer between neighbouring residential uses.	See PJR Addendum.
	mm	mm. Page 37 requires further analysis of the Caledon 2020-2030 Economic Development Strategy, as the strategy identifies that Transportation and Warehousing are already well established in Caledon, and should be managed, not targeted for growth.	The Report further notes that Warehousing and logistic uses will continue to be attracted to large sites on the urban periphery which feature ready access to multiple highways. These lands are ideally sited for these uses.
		i. Although the strategy identified a lack of undeveloped employment land, this was directed at uses which would diversify the economy and attract higher density development as opposed to warehousing and distribution facilities which typically yield lower densities.	The Report further notes that Warehousing and logistic uses will continue to be attracted to large sites on the urban periphery which feature ready access to multiple highways. These lands are ideally sited for these uses.
	nn	nn. Page 37 should identify that the site will require full municipal services to be designated as General Industrial, as per sections 5.5.3.21 and 5.5.5 of the Town's Official Plan.	Noted - the PJR Addendum notes that full municipal servicing through a front-ending agreement with the Region is underway.
		i. It is also noted that Section 1.6.6.5 of the PPS also would not permit partial servicing.	Noted - no longer applicable.
	oo	oo. Page 37 requires analysis of section 5.7.3.1.8 of the Town's Official Plan regarding the planned ownership of the EPA lands.	5.7.3.1.9 notes that not all EPA lands will be purchased or otherwise brought into public ownership. The Applicants are open to discussing should the Town wish to ultimately own these EPA lands.
	pp	pp. Page 37 should be revised as Figure 12 Wetland Feature is mislabeled with no Feature 2, and two feature 3s.	See PJR Addendum.
	qq	qq. Page 37 identifies that transit will be extended from Brampton. Please provide additional detail relating to whether Brampton Transit has been consulted regarding this proposed route extension and if they are in support of the expansion.	See PJR Addendum.
	rr	rr. Page 37 should be revised to identify that the GTA west corridor has not yet been approved, as such it should not be relied upon as a highway network connection to support the subject development.	The original PJR merely notes that the GTA west study is underway. The PJR also notes that the subject site is located only a short distance away from the existing Highway 410/Mayfield interchange.
		i. Please confirm if existing transportation infrastructure can support the development.	The proposed development does not rely on the future GTA west highway, but will benefit from addition 400-series highway access.
	ss	ss. Page 37 should include analysis of Section 5.9.5.1 of the Town's Official Plan, which encourages common access to limit property access on Arterial and collector roads.	Discussion added to PJR Addendum
	tt	tt. Page 37 should include analysis of Section 5.9.5.10 of the Official Plan, relating to Trucking and Goods Movement.	Discussion added to PJR Addendum
		i. Page 37 requires a discussion of section 5.9.5.10.6 regarding the impact on neighbouring residential land uses.	Discussion added to PJR Addendum
	uu	uu. Page 38 should include analysis of section 5.10.3.18 regarding lands forming part of the Greenbelt Plan.	No longer applicable as this Policy deals with the expansion of settlement areas.
	vv	vv. Page 38 requires further discussion regarding protection of cultural heritage resources.	The PJR Addendum includes more information under the Proposed Development Section.
	ww	ww. Page 38 and 40 both make reference to an interim servicing solution, but the use of partial servicing is not permitted in the General Industrial land use designation as of right. Please see Section 5.5.5 of the Town's Official Plan.	No longer applicable.
	xx	xx. Page 39 should be revised as it is premature to state that regional policies are met as the MCR and new Regional Official Plan are not yet approved and in effect.	No longer applicable.

DEPT.	COMMENT		RESPONSE
	yy	yy. Page 39 should be revised to acknowledge that at this time, Section 5.10.3.25 j) of the Town's Official Plan is not met as the lands are outside the Region's Settlement Area boundary.	No longer applicable.
	zz	zz. Page 40 requires an evaluation of the following Sections of the Town of Caledon Official Plan:	Discussion added to Planning Justification Report Addendum
		i. Section 7.12.3.4;	Discussion added to Planning Justification Report Addendum
		ii. Section 7.12.12;	Discussion added to Planning Justification Report Addendum
		iii. Section 7.12.12.1.6;	Discussion added to Planning Justification Report Addendum
		iv. Section 7.12.12.1.7;	Discussion added to Planning Justification Report Addendum
		v. Section 7.12.12.1.9;	Discussion added to Planning Justification Report Addendum
		vi. Section 7.12.13, including 7.12.13.4;	Discussion added to Planning Justification Report Addendum
		vii. Section 7.12.15;	Discussion added to Planning Justification Report Addendum
		viii. Section 7.12.16;	Discussion added to Planning Justification Report Addendum
		ix. Section 7.12.17;	Discussion added to Planning Justification Report Addendum
		x. Section 7.13.3.1;	No longer applicable.
		xi. Section 7.13.3.4.	No longer applicable.
	aaa	aaa. The following comments apply to the Section 5.0 of the PJR:	-
		i. The Cultural Heritage Impact Assessment recommended retention, please justify why the retention of the farmstead is not an option and elaborate upon what "development constraints" will impede retention.	The heritage farmstead is proposed to be moved, and remain on the property. Further information can be found in the PJR Addendum.
		ii. The Economic Benefits Study summary within the PJR should focus on the specific findings for 12892 Dixie Road, not both the 12892 and 12035 Dixie Road sites.	<p>The following summary represents the subject site (12892 and 12668 Dixie Road): The development provides a significant positive impact on the Town and Region including substantial job creation (1,750 jobs), increased assessment base (\$198 million), property tax generation (\$4.9 million), development charges for the Town (\$14 million), and development charges for the Region (\$43 million).</p> <p>It is important to note that this study was completed in 2020 and reflects 2020 values. As this is not a required study, an update to this report has not been provided and this summary is provided for information only.</p>
		iii. The economic benefits study overlooked the findings of the town's 2020-2030 Economic Development Strategy which identified the need to diversify Caledon's employment base, not only to focus on transportation and warehousing which Caledon already has an abundance of.	Noted, however, these lands are best sited for large-scale industrial uses, with end users ready to begin construction upon receiving approvals.
		iv. Please ensure that all report names and company names when referencing supporting studies in the PJR are consistent with submitted studies.	Noted.
	bbb	bbb. The conclusion section of the PJR should be revised to identify that the development is not consistent with current policy in the Town, Region or Province as it has not yet been included in the Town's Settlement Area Boundary.	No longer applicable as the Town's Official Plan is not in compliance with the Regional Official Plan.
	ccc	ccc. Page 46 states that the development is being carried out as a subdivision; however, the submitted application was for Site Plan Approval, please correct or provide clarification.	The intent is for the proposed development to be approved through Site Plan.
	ddd	ddd. Please note, the Environmental Noise and Vibration Study will need to be updated should the Region of Peel approve "2051 New Community Area" on the surrounding lands.	Not applicable as surrounding lands have been designated Employment Area in the Regional Official Plan.
	eee	eee. The entirety of the channel and buffer area on the site should be designated as Environmental Policy Area, not Prime Agricultural Area.	The intent of the OPA is to redesignate all of the Prime Agricultural lands.
	fff	fff. The Economic Benefits Study will require a Peer Review at the sole cost of the owner. (Town of Caledon, Planning Department, Development Review Services)	Noted.

DEPT.	COMMENT		RESPONSE
	25	25. A satisfactory digital submission is required from the applicant in accordance with the Town's Digital Submission Standards. (Town of Caledon, Information Technology, GIS and Planning Departments, Development Review Services)	Noted.
	26	26. Please refer to the attached TRCA comments letter and Appendix A for detailed TRCA comments. (Toronto Region Conservation Authority)	Noted.
	27	27. Please refer to the attached Region of Peel letter for detailed comments. (Region of Peel)	-
	28	28. The Town is undertaking a Multi Modal Transportation study in support of the Official Plan Review that will identify right of way widths for Old School Road to support future growth expected in the Town. The right of way widths determined by the Multi Modal Transportation Study are to be conveyed as dedicated road allowance to the Town as a requirement of this application, gratuitously and free of encumbrances, along the Old School Road frontage. This requirement should be included in all proposed Council reports associated with the above noted applications. (Town of Caledon, Engineering Services Department, Development Engineering)	See revised TIS.
	29	29. Truck access should be via Dixie Road only as Old School Road is signed as "No Trucks" at both ends of the street. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	30	30. Please include the available storage lengths and link distances in all the capacity analysis tables for comparison purposes. If average queue lengths are expected to exceed the available storage lengths or link distances, appropriate mitigation measures should be identified. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	31	31. Considering the size of the development and the traffic generation forecast, the study should also consider a 10-year horizon to the year 2031. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	32	32. The site statistics for 12035 Dixie Road in the background analysis does not match the TIS submitted for the 12035 Dixie Road application. Please update the background analysis and provide a breakdown of the growth and background development traffic volumes in separate figures. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	33	33. Please provide justification for the background growth rate such as historical TMCs, ATR or AADT data, etc. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	34	34. The site statistics for Building A does not match the site plan, and trip generation calculations do not add up. Please revise the trip generation summary in Table 4-2 of the TIS accordingly. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	35	35. The Transportation Impact Study includes a review of parking requirements based on the Town's Zoning By-law for a warehouse land use. However, the proposed development is described as four industrial buildings in the corresponding Planning Rationale Report with warehouse being one of the five uses. The parking calculations should be revised accordingly to include all proposed uses. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	36	36. The parking review should confirm if the supply of 1,857 spaces includes truck and trailer parking spaces. Truck and trailer parking spaces should not be counted towards the parking minimums. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	37	37. The TIS should also include a review of the accessible parking requirements contained within Schedule K of the Town's Traffic By-Law 2015-058. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	38	38. Please provide an illustration of future active transportation connections from the site to the boundary AT network. (Town of Caledon, Engineering Services Department, Transportation Engineering)	See revised TIS.
	39	39. Confirmation from the Region of Peel that this site is serviced with an adequate water supply for firefighting and for fire protection equipment within each building is required. (Town of Caledon, Fire and Emergency Services)	Revised FSR provided with resubmission.
	40	40. Prior to approval of POPA 2021-0004 and RZ 2021-0006, the following heritage comments must be addressed:	-
	a	a. Urban Design Brief:	-
		i. The Urban Design brief shall be revised to address the significant cultural heritage resources on the subject lands. Currently there is no reference to the existence of the cultural heritage resources on site.	Heritage Resources noted in UDB.
	b	b. Cultural Heritage Impact Statement (CHIS):	-
		i. The CHIS (Stantec Consulting, February 25, 2021) must be revised to satisfactorily address Heritage staff's comments, provided under separate cover.	Updated CHIS provided.
		ii. Should the development proposal change significantly in scope or design, and if related development applications are submitted, further revisions and/or additional cultural heritage investigations will be required.	Noted.

DEPT.	COMMENT	RESPONSE
	iii. Any mitigative measures, as specified in the CHIS and/or by Town of Caledon Heritage staff, shall be undertaken to the satisfaction of Heritage staff at the Town of Caledon.	Noted.
c	c. The submitted archaeological assessment requires revision.	-
	i. Section 2 of the Archaeological Assessment does not provide adequate information regarding the Indigenous history relate to these lands.	A section on the Indigenous Archaeological Land Use has been provided along with relevant traditional knowledge. As the generally used Indigenous histories are not agreed to by all Nations and may be conflicting, the Indigenous Context section as provided by IHI in the revised report reflects our firms practices in this regard and as accepted and approved by Indigenous Nations at the MCM
	ii. The archaeological assessment does not include enough detailed information related to the history of the subject lands to provide context for the post-contact sites found. As a result, the conclusions related to these sites are vague, such as "a 19th century settlement of some type". Proper and thorough documentation of the property's history would provide a fulsome understanding of these sites. The archaeological consultant should refer to the development proponent's CHIS for further historical information to support the assessment.	Please note that provincial archaeological standards do not require detailed 19th century affiliations within a Stage 2 AA context. The archaeological reasoning is that a Stage 2 will yield insufficient artifact quantities to make any historical assertions. As such, archival research and potential site analysis are to be made at the conclusion of a Stage 3 report when a larger and thus more appropriate archaeological sample has been obtained. However, the report has been updated to include the data from the heritage report. Historical affiliation and assumptions beyond the very cursory site types has still been limited so as to not run afoul of the provincial archaeological review.
	iii. Section 2, Map 5 should be a reference to the 1877 Peel County Atlas, not the 1878 Historic Atlas of the County of Durham (Belden 1878). Additional historical information on the property can be sourced from the applicant's HIA, once this document has been revised to the satisfaction of Heritage staff.	The report has been updated to correct this.
	iv. Section 3.5 on page 9 should be revised to identify that the property at 12892 Dixie Road is listed as a non-designated property on the Town of Caledon's Heritage Register.	The report has been updated to correct this.
	v. Please review for numerous spelling and grammatical errors throughout, ie. Pg. 24, "In depth historical and arrival archival research as required...."	The report has been updated to correct this.
	vi. All historic maps must be properly referenced and referred to, including their source and the County.	All maps are now appropriately referenced and sourced.
d	d. As noted in the submitted Stage 1 & 2 Archaeological Assessment, the woodlot on the subject lands was not assessed as part of the Stage 2 field work. As this section of the subject lands is included in the applications, the proponent shall engage a qualified consulting archaeologist to complete a Stage 2 Archaeological Assessment of the remainder of the subject lands.	The woodlot has been subject to a Stage 2 Archaeological Assessment Survey with no archaeological resources being identified.
e	e. The Town must be in receipt of, to their satisfaction, all completed Stages 1 & 2 archaeological assessment report(s), in both hard copy and PDF format, and the MHSTCI compliance letter(s) indicating that all archaeological licensing and technical review requirements have been satisfied and the report(s) have been entered into the Public Registry.	The report has been submitted to the Archaeological Program Units of the MCM and it is estimated that the Letter of Compliance will be issued by end of January.
	(Town of Caledon, Planning Department, Heritage)	-
	<u>Comments to be Addressed Prior to Zoning By-law Amendment</u>	-
	Should the Official Plan Amendment be approved, the following comments are to be addressed prior to a staff report being brought forward on the Zoning By-law Amendment:	-
41	<u>41. Planning Justification Report ("PJR") and Zoning By-law Amendment ("ZBA") Comments:</u>	-
a	a. Section 4.0 requires justification as to why the northern Stormwater Management Area (Area A on Plan A-1.0) is not zoned OS.	No longer applicable.
b	b. Section 4.0 should be revised to identify that the proposed ZBA does not currently meet the intent of the Regional OP or Town OP as the subject lands are outside the Settlement Area Boundary.	No longer applicable.

DEPT.	COMMENT		RESPONSE
c		c. The proposed ZBA adds Retail Store as a permitted use, however, this use is not permitted as of right in the MS Zone. Please remove or provide justification for the addition of the Retail Store use.	Retail Store, Accessory' is requested which would permit retail uses accessory to industrial uses.
d		d. Please remove Schedule B and the severance language from the draft Zoning By-law. If a severance is anticipated, the by-law should be written to accommodate it through revised provisions instead of a lot line schedule.	Removed. Noting that the front lot line for 12862 Dixie Road is Old School Road; and the front lot line for 12668 Dixie Road is Dixie Road.
e		e. Building area is already defined in by-law 2006-50 and there is no justification provided for the alternative definition. The definition should be removed and the same definition used as for the rest of the Town.	See revised proposed zoning.
		i. If the EPA lands are conveyed to public ownership, they will not form part of the lot area for measuring the building area.	To be determined with the Town of Caledon.
f		f. The lot frontage and building area (maxima) does not need to be included in the ZBA as it has not been altered from the MS zone.	See revised proposed zoning.
g		g. The interior side yard is proposed as 6.0 m. Justification for this setback is required as the lands located adjacent to the interior side yard contain a residential use.	See revised proposed zoning.
h		h. Provide justification for the increased building height from 18m to 45m, specifically in relation to Official Plan policy 7.12.12.1.6. Please provide confirmation on what is proposed for that building height.	Revised height proposed. 35 m is requested as it allows for a denser, more efficient, development.
i		i. The landscape area appears to align with the MS zone, thus it can be removed from site specific zoning.	See revised proposed zoning.
j		j. Provide justification for the removal and reduction of planting strip sizes. Please take into account existing and proposed uses on the abutting lands, specifically lands that could become "2051 New Community Area" through the Region's settlement area expansion.	See revised proposed zoning.
k		k. Please reword the draft by-law to be consistent with the MS zone, the following section should be updated from "except where there are trucks" to "Where truck parking or loading spaces are provided".	See revised proposed zoning.
l		l. Please justify the decreased parking setback from the front lot line, and please reword the by-law to remains consistent with the Town's zoning by-law which measures from the lot line, and not from the street.	See revised proposed zoning.
m		m. The wording that "Truck and trailer parking spaces count toward parking minimums" should be removed from the by-law.	-
		i. If this wording will be kept, it needs to be justified. The Town has concerns as these parking spaces offer a different function and purpose than motor vehicle parking spaces.	See revised proposed zoning.
		ii. If trailer parking spaces are to be counted towards the minimum parking space calculations and are "provided", they must be included in the calculation for barrier-free parking spaces.	See revised proposed zoning.
n		n. Please provide justification for why amendments are required to the Zoning by-law relating to fencing restrictions. If an amendment is required to section 4.34.2 of the Zoning by-law, this should be clearly identified and justified in the PJR.	See revised proposed zoning.
		i. Please note, the Town has a separate Fence by-law 2017-68. If the policies of this by-law can't be met, a fence variance application will be required.	Noted.
o		o. Please provide minimum planting strip provisions for the areas adjacent to the EPA zone and storm water management facilities. Justification for the proposed provisions should also be provided.	See revised proposed zoning.
p		p. Section 2 of the ZBA document should be corrected to identify the proposed zone as MS-XX, EPA 1 and OS, not MP-XX and EPA 1.	Revised.
q		q. Please add the Town's loading space requirements to the zoning matrix and site plan (see table 5.3 and section 5.3.6 of the Town's zoning by-law).	The Conceptual Site Plan included with the submission includes a revised zoning matrix.
r		r. Please confirm the loading space setbacks provided on the Site Plan's Zoning Matrix.	The Conceptual Site Plan included with the submission includes a revised zoning matrix.
s		s. The zoning matrix should be updated to match the proposed site plan, including but not limited to proposed setbacks, coverage, building height, frontage, etc.	The Conceptual Site Plan included with the submission includes a revised zoning matrix.
		i. Please add the applicable zone code (MS or MS-XX)	The Conceptual Site Plan included with the submission includes a revised zoning matrix.
t		t. Please note, Zoning By-law Amendment 2021-055 to By-law 2006-50 was approved in June 2021 and is currently under appeal. The amendment has revised some definitions which will impact the subject lands. The amendment also added additional provisions for screening the storage of tractor trailer parking and zone standards for industrial zones.	Noted.
		i. A copy of amendment 2021-055 to Zoning By-law 2006-50 is attached for your review.	Noted.
		ii. The submitted site plan includes parking for a transportation depot within the front yard and exterior side yard, and adjacent to lot lines which abut lots containing residential uses. This is a violation of the Table 8.2 Footnote (24).	No longer applicable. Truck parking and loading is not proposed in front yards.
		iii. Should the amendment come into full force and effect, the proposed development will need to comply with the new provisions.	Noted.

DEPT.	COMMENT	RESPONSE
	(Town of Caledon, Planning Department, Development Review Services)	-
42	42. A Digital submission is required from the applicant in accordance with the Town's Digital Submission Standards. (Town of Caledon, Information Technology, GIS and Planning Departments, Development Review Services)	Noted.
43	43. Regarding lot areas, it was reviewed as proposed by the draft zoning by-law (that For the purposes of this exception, all provisions are related to the entirety of the lot municipally known as 12892 Dixie Road, as described above, also as described on Schedule B, on the date of passing this by-law. (Town of Caledon, Planning Department, Zoning)	Noted.
44	44. Please note that the future development of Building C was not part of the review. (Town of Caledon, Planning Department, Zoning)	No longer applicable.
45	45. Regarding Building Area, please note that 37.76% is shown on the overall site statistics. This appears to exclude the environmental areas. The draft by-law includes a provision to calculate the building area using the entirety of the lot. This provision in the draft by-law was modified to include the OS zone for clarity. As a result, the entire lot area of 790,553.67 m2 should be used for the calculation and the building area should be rounded to 1 decimal point. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
46	46. Regarding building height, some roofs appear to exceed a height of 20m, please confirm which areas on the elevations are considered "refrigeration towers" for the purpose of a height exemption from 20m to 45m. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
47	47. Planting Strip Location (Front Yard) provision was modified. Please review. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
48	48. Please dimension entrance setbacks between other entrances along the street line. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
49	49. Please dimension entrance width (south entrance on Dixie) at its widest point at the street line (property line). Please review section 4.3.4 and 4.3.5 of Zoning By-law 2006-50, as amended for more information on entrance standards. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
50	50. Please note, the proposed entrance width of 7.5m for the north van parking lot does not comply with the minimum entrance width requirement of 9m (Section 4.3.6). Please revise or include in the draft zoning by-law. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
51	51. Applicant to confirm compliance with Section 4.35.3 by indicating any existing livestock facility or manure storage facility located within the Minimum Distance Separation guidelines. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
52	52. Please note that the parking requirements were based on the proposed use of "Warehouse Use", should such use change or should another use prevail, the parking requirement is subject to change. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
53	53. Please note that parking areas between the office areas of Building A and B have a setback of less than 2m from the building (Section 5.2.18). Please revise or include in the draft zoning by-law. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
54	54. Please revise site plan notes about site illumination (Plan A-1.0), to include note that it shall comply with Section 5.2.19. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
55	55. Please note that the parking calculations are provided based on GFA, whereas Town requirements are based on net floor area. Please revise calculations based on net floor area. Parking requirements for regular and barrier free parking spaces will be reviewed upon receipt of revised plans. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
56	56. Please note that loading space calculations are provided based on GFA, whereas Town requirements are based on net floor area. Please revise calculations based on net floor area. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
57	57. Please identify and provide typical dimensions of loading spaces on the drawing and the zoning schedule. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
58	58. Please note that 1,656 spaces were identified as requirement on site plan matrix. As the lot is to be considered as a whole for the purposes of zoning, separate parking calculations per building are not required. The combined net floor area of all buildings will determine the required parking. (Town of Caledon, Planning Department, Zoning)	See revised Conceptual Site Plan / proposed zoning.
59	59. A draft zoning by-law template (word document) has been provided. Once comments have been addressed for the next submission, please add all amendments required with tracked changes enabled for review. (Town of Caledon, Planning Department, Zoning)	Given all the site plan and ownership changes, we're provided a clean copy.
60	60. A comprehensive traffic impact study is to be completed in relation to this proposed development application to assesses whether the surrounding Town road infrastructure is suitable to support any additional commercial vehicle traffic that may accompany this development of a commercial warehousing and distribution center. Presently most of the secondary roads surrounding the proposed development are prohibited for use by commercial vehicles under current Town of Caledon Bylaws. Town staff must be satisfied with the proposed Traffic Impact Study. (OPP, Caledon Detachment)	See revised TIS.

DEPT.	COMMENT		RESPONSE
61		61. Schedule J in the Town's Official Plan classifies Dixie Road as a medium capacity arterial road. Section 8: Industrial Zones of the Town's Zoning By-law requires a minimum 9.0m Planting Strip Width as per (17) Table 8.2 for arterial roads. (Town of Caledon, Planning Department, Landscape)	See revised Conceptual Site Plan / proposed zoning. 9.0m planting strip proposed towards Dixie Rd.
62		62. Please provide a minimum 6.0m wide landscape strip adjacent Old School Road as per Section 8: Industrial Zones of the Town's Zoning By-law. (Town of Caledon, Planning Department, Landscape)	See revised Conceptual Site Plan / proposed zoning. 12.0m planting strip proposed towards Old School Rd.
63		63. Please refer to the attached Region of Peel letter for detailed comments. (Region of Peel)	Noted.
64		64. Please refer to the attached Heritage Staff Letter regarding POPA 2021-0004/RZ 2021-0006/SPA 2021-0012 for detailed comments. (Town of Caledon, Planning Department, Heritage)	Revised CHIS provided.
65		65. Heritage Staff have determined the CHIS to be deficient. Please refer to the attached Heritage Staff Letter regarding the Cultural Heritage Impact Statement for detailed comments. (Town of Caledon, Planning Department, Heritage)	Revised CHIS provided.
66		66. Please ensure that all exterior paths of travel are a minimum of 1.5 metres in width. In particular, certain walkways/sidewalks which are adjacent to buildings C and D do not appear to meet this requirement of the IAS. (Town of Caledon, Corporate Services Department, Accessibility)	The exterior pedestrian paths are min. 1.5m wide as required.
67		67. Please check the scales on Site Plans A-1.1 and A-1.2. Based on the 1:1250 scale for those site plans, the parking spaces appear to be approximately 5.0 m while they are identified as 6.0 m on the plans. (Town of Caledon, Corporate Services Department, Accessibility)	Parking stalls are 2.75 X 6.0 m with 6m two way drive aisle.
68		68. On Site Plan A-1.2, the leftmost accessible parking spaces do not appear to be in close proximity to a primary entrance. To the right, there is a principal entrance but this could not likely be accessed due to a landscape area. Further left of the spaces there appears to be a man door indicated for a mechanical/electrical and sprinkler rooms. If the accessible spaces are indented for this man door, please move the accessible spaces closer. (Town of Caledon, Corporate Services Department, Accessibility)	Noted. The design has been revised with a new scheme.
69		69. Accessible parking spaces shall include an accessible aisle on each side. Where more than one accessible parking space is placed side by side, the spaces may share one accessible aisle. Site plans shall be updated to ensure that all accessible parking spaces have an accessible aisle on each side. (Town of Caledon, Corporate Services Department, Accessibility)	Accessible parking stalls for 12668 Dixie have an accessible aisle on each side. Accessible parking stalls for 12862 Dixie Road have an accessible aisle on one side; however, these can be updated to provide an accessible aisle on both sides during detailed design/SPA.
70		70. As per the recommendations outlined in the Hydrogeological Report prepared by MTE Consultants, a door to door well inventory should be completed to confirm the location and the installation depths of water supply wells in the immediate vicinity of the site. Once the completed, a monitoring and contingency plan would be recommended for wells susceptible to interference during construction. (Town of Caledon, Engineering Services Department, Development Engineering)	Noted.
Comments to be Addressed Prior to Site Plan Approval			
Prior to Final Site Plan Approval, the Official Plan Amendment and Zoning By-law Amendment must be in effect and all above comments must be addressed			-
71		71. On Site Plan A-1.1 there are two accessible aisles that do not appear to include curb ramps. Pursuant to Traffic By-law 2015-058, an accessible aisle that directly leads to an access route or walkway shall contain a curb ramp. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.
72		72. On the Accessible Parking Space depiction on Site Plans A-1.0, A-1.1 and A-1.2 please remove reference to B.F. (RB-93) and replace it with "Accessible Parking Signage". RB-93 is not a relevant By-law. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.
73		73. Accessible parking signage shall be depicted on the site plan to confirm compliance with the following:	To be addressed at Site Plan stage.
a		a. The sign shall be erected on a post anchored securely to the ground or on a platform which cannot be moved by muscular power alone and which is capable of holding the sign erect during all weather conditions;	To be addressed at Site Plan stage.
b		b. The maximum height of the sign shall be no greater than 2.0 metres and the minimum height shall be no less than 1.0 metre measured from the surface of the parking lot; and	To be addressed at Site Plan stage.
c		c. Signage shall be included for all Type A accessible spaces only to identify the space as "Van Accessible".	To be addressed at Site Plan stage.
74		74. On Site Plan A-1.1 some of the curb ramps for accessible parking spaces have CD adjacent. This would normally stand for depressed curb. Please remove as curb ramps are depicted and required and no other accessible parking spaces include this undefined note. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
	75. All exterior paths of travel (sidewalks and walkways) shall be accessible when crossing from one to another by inclusion of features such as a depressed curb which shall comply fully with the Integrated Accessibility Standards (IAS) within the Accessibility for Ontarians with Disabilities Act (AODA). Depressed curbs shall be depicted on the Site Plans for confirmation. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.
	76. Should any traffic control signal systems with pedestrian controls be newly installed or replaced, they shall comply fully with the requirements of Section 80.28 of the IAS such as by inclusion of features like tactile arrows that align with the direction of crossing and audible and vibro-tactile walk indicators. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.
	77. Exterior lighting adjacent to the accessible parking spaces and building man door locations shall be a minimum of 35 lux. This should be noted on the site plan. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.
	78. Site Plans A-1.0, A-1.1 and A-1.2 shall include a note indicating that all man door locations shall be fully accessible to persons with a disability by inclusion of a power door operator or automatic sliding door. (Town of Caledon, Corporate Services Department, Accessibility)	To be addressed at Site Plan stage.
	79. Please see Open Space Design red-line comments on the following marked-up landscape drawings, reports and documents:	To be addressed at Site Plan stage.
	a. Buffer Landscape Cost Estimate, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd in the amount of \$336,085.00.	To be addressed at Site Plan stage.
	b. Proposed Industrial Development Site Landscape Cost Estimate, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd in the amount of \$967,088.00.	To be addressed at Site Plan stage.
	c. SWM Pond Landscape Cost Estimate, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd in the amount of \$333,215.00.	To be addressed at Site Plan stage.
	d. L-1, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - SEE COMMENTS ON L-10 - SPREAD THESE OUT MORE - ADD MINIMUM 5.0 WIDE LANDSCAPE ISLANDS FOR EVERY 20 PARKING SPOTS WITH PLANTING THROUGHOUT THIS PARKING LOT AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES.	To be addressed at Site Plan stage.
	e. L-2, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SOD ALL AREAS - ADD A DOUBLE ROW SHRUB BED - CREATE A MORE FULLSOME PLANTING ENTRY DESIGN - SPREAD THESE OUT MORE - ADD MINIMUM 5.0 WIDE LANDSCAPE ISLANDS FOR EVERY 20 PARKING SPOTS WITH PLANTING THROUGHOUT THIS PARKING LOT AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES. - REMOVE SHRUBS AS THEY WILL EVENTUALLY GET TAKEN OVER BY THE CONIFER TREES - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - REMOVE SHRUBS AS THEY WILL EVENTUALLY GET TAKEN OVER BY THE CONIFER TREES	To be addressed at Site Plan stage.
	f. L-3, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SOD ALL AREAS - ADD A DOUBLE ROW SHRUB BED - SEE COMMENTS ON L-10 - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - ADD MINIMUM 5.0 WIDE LANDSCAPE ISLANDS FOR EVERY 20 PARKING SPOTS WITH PLANTING THROUGHOUT THIS PARKING LOT AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
	<p>g. L-4, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - INCREASE TO 5.0m WIDE AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - ADD MINIMUM 5.0 WIDE LANDSCAPE ISLANDS FOR EVERY 20 PARKING SPOTS WITH PLANTING THROUGHOUT THIS PARKING LOT AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES 	To be addressed at Site Plan stage.
	<p>h. L-5, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - CLARIFY - ADD A DOUBLE ROW SHRUB BED - MOVE ROCKERY STONES TO THE BACK OF THE PLANT BED. 	To be addressed at Site Plan stage.
	<p>i. L-6, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - HYDRO SEEDING ACCEPTABLE IN THIS LOCATION - HYDRO SEEDING ACCEPTABLE IN THIS LOCATION - HYDRO SEEDING ACCEPTABLE IN THIS LOCATION - ADD NOTE: ADDITIONAL PLANTING TO BE ADDRESSED AT TIME OF FUTURE EXPANSION. - ADD DECIDUOUS AND CONIFEROUS TREE PLANTING 	To be addressed at Site Plan stage.
	<p>j. L-7, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - ADD A DOUBLE ROW SHRUB BED - SOD ZONE - HYDRO SEEDING ACCEPTABLE IN THIS LOCATION ONLY - ADD A PLANTING FEATURE SIMILAR TO THE SOUTH SIDE OF THE ENTRANCE - SEE COMMENTS ON L-10 - ADD DECIDUOUS AND CONIFEROUS TREE PLANTING - ADD MINIMUM 5.0 WIDE LANDSCAPE ISLANDS FOR EVERY 20 PARKING SPOTS WITH PLANTING THROUGHOUT THIS PARKING LOT AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - SEE COMMENTS ON L-10 	To be addressed at Site Plan stage.
	<p>k. L-8, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - ADD A DOUBLE ROW SHRUB BED - CREATE SOME INTEREST WITH UNIT PAVERS OR STAMPED CONCRETE DESIGN.) ADD TO ENGINEERING. - ADD MINIMUM 5.0 WIDE LANDSCAPE ISLANDS FOR EVERY 20 PARKING SPOTS WITH PLANTING THROUGHOUT THIS PARKING LOT AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - CREATE SOME INTEREST WITH UNIT PAVERS OR STAMPED CONCRETE DESIGN.) ADD TO ENGINEERING. - CREATE SOME INTEREST WITH UNIT PAVERS OR STAMPED CONCRETE DESIGN.) ADD TO ENGINEERING - HYDRO SEEDING ACCEPTABLE IN THIS LOCATION ONLY - WIDEN ISLAND TO 5.0m AND ADD PLANTING AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - ALLOW AMPLE SPACE FOR SNOW LOAD 	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
	<p>l. L-9, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - ADD A DOUBLE ROW SHRUB BED - THIS ENLARGEMENT IS NOT REFERENCED - PROVIDE A MORE FULLSOME PLANT BED DESIGN ALONG DIXIE ROAD THROUGHOUT - USE THIS DESIGN TYPE AS A TEMPLATE ALONG DIXIE ROAD - USE A 5 CONIFER STAGGERED ROW DESIGN THROUGHOUT ALONG DIXIE ROAD - MOVE PLANTING - MOVE SHRUB PLANTING FARTHER OUT FROM UNDERNEATH CONIFERS TO AVOID FUTURE ENCROACHMENT - IS THIS HARD OR SOFT LANDSCAPE? IF SOFT, ADD PLANTING AND SOD. IF HARD, CREATE SOME INTEREST WITH UNIT PAVERS OR STAMPED CONCRETE DESIGN. ADD TO ENGINEERING - WIDEN ISLAND TO 5.0m AND ADD PLANTING AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - SEE COMMENTS ON PLAN ??? 	To be addressed at Site Plan stage.
	<p>m. L-10, Landscape Enlargements, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - SOD ALL AREAS - MOVE STONES IN BEHIND SHRUBS - PROVIDE SIMILAR STONE AND SHRUB TREATMENT AS PER OPPOSITE SIDE OF ROAD. - COPY SAME ENTRANCE FEATURE DESIGN AS SHOWN ON L-9 ALONG DIXIE. - PROVIDE A MORE FULLSOME PLANT BED DESIGN ALONG OLD SCHOOL ROAD THROUGHOUT - USE THIS DESIGN TYPE AS A TEMPLATE ALONG OLD SCHOOL ROAD - WIDEN ISLAND TO 5.0m AND ADD PLANTING AS PER TOWN OF CALEDON INDUSTRIAL COMMERCIAL GUIDELINES - COPY SAME ENTRANCE FEATURE DESIGN AS SHOWN ON L-9 ALONG DIXIE - MIMIC PLANTING DESIGN AS PER OPPOSITE SIDE OF PARKING LOT - PLANTING ALONG THIS STRETCH IS NOT NECESSARY IF WALL WILL BE INSTALLED. INSTEAD ALLOW FOR SNOW STORAGE. - ADD A DOUBLE ROW SHRUB BED 	To be addressed at Site Plan stage.
	<p>n. D-1, Landscape Details, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - CONTINUOUS MULCH BED - WHAT IS IT COMPOSED OF? - REDUCE THE NUMBER OF WHITE PINES PARTICULARLY IN AREAS WITH HIGHER EXPOSURE TO WIND AND SALT. CONSIDER ADDING WHITE SPRUCE TO THE LIST AS A SUBSTITUTE IN THESE AREAS. - MOVE TO ARCHITECTURAL DRAWINGS/ SITE PLAN - CONSIDER REDUCING THE NUMBER THESE TWO SPECIES AS THEY HAVE STRUGGLED IN THE PAST IN CALEDON - CONSIDER USING A TILIA CULTIVAR INSTEAD AS THE STANDARD VERSION IS FAIRLY WEAK WOODED - UPDATE AMOUNTS BASED ON PLAN MODIFICATIONS 	To be addressed at Site Plan stage.
	<p>o. D-2, Landscape Details, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing)</p> <ul style="list-style-type: none"> - ADD WOOD FENCE DETAIL SIMILAR TO PROJECT #3416 - NOISE WALL DETAILS TO BE IN ENGINEERING DRAWINGS 	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
TOWN OF CALEDON	<p>p. F-1, Fencing Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ENSURE THE ACOUSTIC FENCING DETAILS ARE SHOWN ON THE ENGINEERING DRAWINGS. COST ESTIMATE FOR ACOUSTIC FENCING TO BE ON ENGINEERING DRAWINGS. ADD REFERENCE ON LANDSCAPE DRAWINGS TO SEE ENGINEERING DRAWINGS FOR ACOUSTIC FENCE - 1.8m WOOD PRIVACY FENCE - ADD WOOD PRIVACY FENCE - SWITCH TO WOOD PRIVACY FENCE - SWITCH TO WOOD PRIVACY FENCE</p>	To be addressed at Site Plan stage.
	<p>q. F-2, Fencing Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ENSURE THE ACOUSTIC FENCING DETAILS ARE SHOWN ON THE ENGINEERING DRAWINGS. COST ESTIMATE FOR ACOUSTIC FENCING TO BE ON ENGINEERING DRAWINGS. ADD REFERENCE ON LANDSCAPE DRAWINGS TO SEE ENGINEERING DRAWINGS FOR ACOUSTIC FENCE - 1.8m WOOD PRIVACY FENCE - SWITCH TO WOOD PRIVACY FENCE - SWITCH TO WOOD PRIVACY FENCE - ADD CHAIN LINK FENCE - ADD CHAIN LINK FENCE</p>	To be addressed at Site Plan stage.
	<p>r. B-1, SWM Pond 'A1' Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SEE ENGINEERING - ADD MORE WHIP PLANTING. SEE NOTE ON DRAWING B-1 - FINAL APPROVAL - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSUTLING CAN BE INCLUDED IN THIS CHANNEL. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING. - IS 1 GAL. CORRECT? - CREATE A SEPARATE COMPENSATION TREE PLANTING LIST BASED ON THE EXISTING TREE BEING REMOVED. REFER TO ARBORIST REPORT BY CANOPY CONSULTING. - UPDATE AMOUNTS BASED ON PLAN MODIFICATIONS - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION. ADD EXTRA WHIPS OR TREES ACCORDINGLY</p>	To be addressed at Site Plan stage.
	<p>s. B-2, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SEE ENGINEERING - FINAL APPROVAL</p>	To be addressed at Site Plan stage.
	<p>t. B-3, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SEE ENGINEERING - FINAL APPROVAL</p>	To be addressed at Site Plan stage.
	<p>u. B-4, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SEE ENGINEERING - FINAL APPROVAL</p>	To be addressed at Site Plan stage.
	<p>v. B-5, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SEE ENGINEERING - FINAL APPROVAL - UPDATE AMOUNTS BASED ON PLAN MODIFICATIONS - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION. ADD EXTRA WHIPS OR TREES ACCORDINGLY</p>	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
w	<p>w. B-6, Creek Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - SEE ENGINEERING - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION. ADD EXTRA WHIPS OR TREES ACCORDINGLY - CREATE A SEPARATE COMPENSATION TREE PLANTING LIST BASED ON THE EXISTING TREE BEING REMOVED. REFER TO ARBORIST REPORT BY CANOPY CONSULTING.) - PROVIDE WILDLIFE FEATURES (EG. RAPTOR POLES, SNAKE HIBERNACULUMS, ETC.) - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSUTLING CAN BE INCLUDED IN THIS CHANNEL. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING. - ADD MORE WHIP PLANTING. SEE NOTE ON DRAWING B-1. - FINAL APPROVAL</p>	To be addressed at Site Plan stage.
x	<p>x. BD-1, Landscape Details, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. - ADD COMPANY NAME - MOVE TO ENGINEERING DRAWINGS AND REFERENCE 'SEE ENGINEERING' ON THE PLANS</p>	To be addressed at Site Plan stage.
y	<p>y. PD-1, SWM Pond 'A' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ADD MORE PLANTING. SEE NOTE ON DRAWING PD-1 ??? - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSULTING CAN BE INCLUDED IN THIS POND. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING. - THIS IS THE INCORRECT CALCULATION METHOD FOR STORMWATER MANAGEMENT PONDS WITHIN TRCA REGULATED AREAS. USE THE TRCA'S 'STORMWATER MANAGEMENT POND PLANTING GUIDELINES' DOCUMENT TO DETERMINE THE PLANTING DENSITY FOR THIS POND. SEE COMMENTS FOR LINK TO DOCUMENT - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION - ADD MORE PLANTING. SEE NOTE ON DRAWING PD-1 ??? - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSULTING CAN BE INCLUDED IN THIS POND. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING</p>	To be addressed at Site Plan stage.
z	<p>z. PD-2, SWM Pond 'A1' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ADD MORE PLANTING. SEE NOTE ON DRAWING PD-2 - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSULTING CAN BE INCLUDED IN THIS POND. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING. - THIS IS THE INCORRECT CALCULATION METHOD FOR STORMWATER MANAGEMENT PONDS WITHIN TRCA REGULATED AREAS. USE THE TRCA'S 'STORMWATER MANAGEMENT POND PLANTING GUIDELINES' DOCUMENT TO DETERMINE THE PLANTING DENSITY FOR THIS POND. SEE COMMENTS FOR LINK TO DOCUMENT - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION</p>	To be addressed at Site Plan stage.
aa	<p>aa. PD-3, SWM Pond 'B' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ADD MORE PLANTING. SEE NOTE ON DRAWING PD-3 - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSULTING CAN BE INCLUDED IN THIS POND. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING. - THIS IS THE INCORRECT CALCULATION METHOD FOR STORMWATER MANAGEMENT PONDS WITHIN TRCA REGULATED AREAS. USE THE TRCA'S 'STORMWATER MANAGEMENT POND PLANTING GUIDELINES' DOCUMENT TO DETERMINE THE PLANTING DENSITY FOR THIS POND. SEE COMMENTS FOR LINK TO DOCUMENT - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION</p>	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
bb	bb. PD-4, SWM Pond 'C' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ADD MORE PLANTING. SEE NOTE ON DRAWING PD-1 - A PORTION OF THE COMPENSATION PLANTING (131 TOTAL) AS NOTED IN THE ARBORIST REPORT BY CANOPY CONSULTING CAN BE INCLUDED IN THIS POND. A SEPARATE PLANT LIST IS TO BE INCLUDED ON DRAWING. - THIS IS THE INCORRECT CALCULATION METHOD FOR STORMWATER MANAGEMENT PONDS WITHIN TRCA REGULATED AREAS. USE THE TRCA'S "STORMWATER MANAGEMENT POND PLANTING GUIDELINES' DOCUMENT TO DETERMINE THE PLANTING DENSITY FOR THIS POND. SEE COMMENTS FOR LINK TO DOCUMENT - 3 WHIPS SHOULD BE CONSIDERED EQUIVALENT TO 1 TREE IN THIS CALCULATION	To be addressed at Site Plan stage.
cc	cc. PD-6, Master Plant List and Specifications, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd. Comments on the drawing: (Please see the drawing for more details and also other required compoments that identified on the drawing) - ADD COMPANY NAME - CREATE A SEPARATE COMPENSATION TREE PLANTING LIST BASED ON THE EXISTING TREE BEING REMOVED. REFER TO ARBORIST REPORT BY CANOPY CONSULTING - IS 1 GAL. CORRECT? - UPDATE AMOUNTS BASED ON PLAN MODIFICATIONS	To be addressed at Site Plan stage.
dd	dd. Arborist Report & Tree Protection Plan, dated February 24, 2021, prepared by Canopy Consulting.	To be addressed at Site Plan stage.
	(Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
80	80. In conjunction with the Town's Comprehensive Town-Wide Design Guidelines, Town's Development Standards, Industrial Commercial Guidelines and to keep consistent with the adjoining site plan by the same applicant, please adhere to the following:	To be addressed at Site Plan stage.
a	a. Provide additional planting throughout the development to enhance the building facades and provide additional screening of all internal parking areas as shown on the marked-up drawings.	To be addressed at Site Plan stage.
b	b. To aid in screening and softening of the front parking areas, please add additional plant material to the landscape strip between the parking stalls and Dixie/Old School Roads as shown on the marked-up drawings.	To be addressed at Site Plan stage.
c	c. Please provide an enhanced entry planting designs at all entrances into the site where shown on the marked-up drawings.	To be addressed at Site Plan stage.
d	d. All proposed hydroseeding and terraseeding (with the exception of the storm ponds buffers and future development areas) shall be switched to sod.	To be addressed at Site Plan stage.
e	e. Moving the planting further from the back of the curbs provides a larger area to distribute the snow load and provides the opportunity not to hinder tree planting. Please see marked up drawings showing areas of opportunity.	To be addressed at Site Plan stage.
	(Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
81	81. Add minimum 5.0 m wide landscape islands for every 20 parking spots with planting where shown on the marked-up drawings as per the Town of Caledon Industrial Commercial Guidelines. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
82	82. Cash-in-lieu of parkland dedication ('CIL') is a requirement of the site plan process. The applicant is required to pay CIL prior to the issuance of a building permit. In order to determine the amount of CIL payment, the applicant shall have an AACI Long Form appraisal completed for the subject property. The long form appraisal must be prepared by an AACI certified appraiser. The Town will review the appraisal and if there is a concern about the value of the appraisal then a peer review of the report may be required. The peer review shall be done at the cost of the applicant. An appraisal is only valid for six months, so the applicant should ensure that an appraisal is done at an appropriate time in the site plan process so as to not de-lay the issuance of a building permit or cause an updated appraisal to be done. CIL payment shall be based on 2% of the approved appraised value of the subject lands. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
83	83. Please add a general note to the landscape plans indicating all shrub beds are to be irrigated. Please include a line item within the landscape cost estimate to account for irrigation. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
84	84. Any future acoustic fencing requirements shall be referenced on the engineering drawings and cost estimate. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
85	85. An overall plan of the site shall be included in the Key Map on all drawings. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
86	86. Wildlife features (raptor poles, snake hibernaculums, etc.) shall be considered with the creek buffer where shown on the drawings. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
87	87. Please revise and re-submit a landscape cost estimates and landscape letter of conformance based on the proposed landscape materials and comments provided above. The landscape cost estimate and landscape letter of conformance needs to be originally stamped, signed and dated by a full member of the Ontario Association of Landscape Architects (OALA) in good standing. The amount of landscape securities the Town requires is based on 100% of the total cost of the landscape works. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
88	88. Please note that for final approval, two full size sets of landscape plans with an original stamp, signature and date are required. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
89	89. 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. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
90	90. Please note that further revisions resulting from other departments or agencies comments may result in a further review and possible additional changes. Please note that review has been limited to the standards affected by the development proposed through this application only. (Town of Caledon, Planning Department, Landscape)	To be addressed at Site Plan stage.
91	91. Fire and Emergency Services has the following comments related to the overall site:	To be addressed at Site Plan stage.
a	a. Fire Access route signage to be provided at all entrances into the site from public thoroughfares.	To be addressed at Site Plan stage.
b	b. Each building shall have a municipal number in accordance with the Municipal Numbering By-law. (Town of Caledon, Fire and Emergency Services)	To be addressed at Site Plan stage.
92	92. Fire and Emergency Services has the following comments related to Building 'A':	To be addressed at Site Plan stage.
a	a. Confirm Fire Access Route on the east side is less than 90 m as a turn-around facility has not been provided.	To be addressed at Site Plan stage.
b	b. Additional Fire Route Signage required on the south and east side of building.	To be addressed at Site Plan stage.
c	c. Pressurized Hydrant shall be provided as required by 3.2.5.7. of the Ontario Building Code.	To be addressed at Site Plan stage.
d	d. Pressurized hydrant shall be located within 45m of the Fire Department Connection and shall be in the fire access route. (Town of Caledon, Fire and Emergency Services)	To be addressed at Site Plan stage.
93	93. Fire and Emergency Services has the following comments related to Building 'B':	To be addressed at Site Plan stage.
a	a. Confirm Fire Access Route on the east side is less than 90m as a turn-around facility has not been provided.	To be addressed at Site Plan stage.
b	b. Additional Fire Route Signage required on the north, south and east side of building.	To be addressed at Site Plan stage.
c	c. Pressurized Hydrant shall be provided as required by 3.2.5.7. of the Ontario Building Code.	To be addressed at Site Plan stage.
d	d. Pressurized hydrant shall be located within 45m of the Fire Department Connection and shall be in the fire access route. (Town of Caledon, Fire and Emergency Services)	To be addressed at Site Plan stage.
94	94. Fire and Emergency Services has the following comments related to Building 'C':	To be addressed at Site Plan stage.
a	a. Additional Fire Route Signage required on the north and east side of building.	To be addressed at Site Plan stage.
b	b. Pressurized Hydrant shall be provided as required by 3.2.5.7. of the Ontario Building Code.	To be addressed at Site Plan stage.
c	c. Pressurized hydrant shall be located within 45m of the Fire Department Connection and shall be in the fire access route (Town of Caledon, Fire and Emergency Services)	To be addressed at Site Plan stage.
95	95. Fire and Emergency Services has the following comments related to Building 'D':	To be addressed at Site Plan stage.
a	a. Confirm Fire Access Route on the east side is less than 90m as a turn-around facility has not been provided.	To be addressed at Site Plan stage.
b	b. Additional Fire Route Signage required on the north and east side of building.	To be addressed at Site Plan stage.
c	c. Pressurized Hydrant shall be provided as required by 3.2.5.7. of the Ontario Building Code.	To be addressed at Site Plan stage.
d	d. Pressurized hydrant shall be located within 45m of the Fire Department Connection and shall be in the fire access route (Town of Caledon, Fire and Emergency Services)	To be addressed at Site Plan stage.
96	96. Please refer to the attached Region of Peel letter for detailed comments. (Region of Peel)	To be addressed at Site Plan stage.
97	97. Additional consideration is required relating to the provision of connections to the surrounding municipal road network and the subject development's role in providing connections to neighbouring proposed employment lands. The development proposal should be revised to include public roads, in addition to private driveways to the satisfaction of the Town. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.

DEPT.	COMMENT		RESPONSE
98		98. As a portion of the subject lands are located within a TRCA regulated area, a permit will be required from the TRCA as per Ontario Regulation 166/06. In this regard, the TRCA is responsible to review and approve all stormwater management and conveyance systems associated with the site. This should include but not limited to the review of all proposed sediment and erosion control measures, conveyance systems for external drainage (i.e. by-pass pipe and swales) and the review and approval of the proposed stormwater management ponds. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
99		99. All proposed entrances and associated works proposed on Dixie Road will require the Region's approval. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
100		100. All proposed entrances and associated works proposed on Old School Road will require a Road Occupancy Permit from the Town's Engineering Services Department. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
101		101. The proposed design of all Stormwater Management Ponds will require an Environmental Compliance Approval from the MECF. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
102		102. Please be advised that the Town will be reconstructing Old School Road from Highway 10 to Dixie Road in 2021(Contract 2020-148) and all detail engineering drawings have been finalized. In this regard, it's important that the applicant obtain all the applicable engineering drawings from the Town prior to finalizing his site plan to ensure that all drainage from Old School Road is adequately accommodated. Also, all storm drainage from Old School Road proposed to be conveyed through the site must be contained within municipal drainage and access easement of adequate size to allow for any emergency maintenance and to allow for the continual conveyance of flows to its ultimate approved outlet. It should be noted that all future maintenance including any removal and replacement shall be the responsibility of the applicant. The applicant shall also be responsible to provide the necessary supporting hydraulic calculations for the design of any drainage systems required to accommodate external stormwater flows from Old School Road. The requirement for a municipal easement should be included in all proposed Council reports associated with the above noted applications. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
103		103. Provide a minimum of two cross-sections together with supporting hydraulic calculations for the proposed drainage swale locate along the westerly property line required to accommodate external flows. Please noted that the proposed swale must be appropriately sized to accommodate all storm events up to and including the 100yr year storm. In this regard, the applicant shall also be responsible to provide a private drainage easement in favour of the existing westerly landowner. The requirement for a private easement should be included in all proposed Council reports associated with the above noted applications. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
104		104. Provide on all grading plans overland flow directional arrows together with additional spot elevations for all existing residential property surrounding the site to clearly identified the direction of stormwater flow. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
105		105. Provide a street lighting and photometrics plan prepared by a qualified electrical consultant. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
106		106. Provide a cut/full plan for the entire site. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
107		107. Provide a topsoil and fill management report and plan which identifies quantities, stockpile locations and the amount of topsoil and fill to be used on-site and to be exported off-site. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
108		108. Provide a detail and several cross-sections of the proposed retaining walls within the site. The retaining walls should be identified on both the grading and servicing plans. Details for the proposed retaining walls completed with the stamp and signature of the design engineer are to be provided to Development Engineering for review and approval prior to site plan approval as the retaining walls are greater than 1.0m. Note that protective fencing or railing is required where the exposed retaining wall face height exceeds 0.6m. Retaining wall details shall include a note stating that the subject walls have been designed in accordance with accepted engineering principles and the wall is suitable for the geotechnical condition of the site and for the type of loading. (Town of Caledon, Engineering Services Department, Development Engineering)	
109		109. All sediment and erosion plans should identify existing elevation along all property lines. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.

DEPT.	COMMENT		RESPONSE
	110	110. Please confirm whether the proposed westerly cutoff swale required for sediment and erosion control will be accommodating existing stormwater flows from the lands west of the site. If so, please ensure that it's sized accordingly. If not, identify how the noted flows will be accommodated. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	111	111. Due to the size of the site plan and the potential impact noise may have on the existing residential properties on Dixie Road and Old School Road, the Environmental Noise and Vibration Study prepared by SLR dated February 2021 will require a peer review by a qualified noise consultant, at the sole cost of the Owner. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	112	112. Provide a detail and a minimum of two cross-sections of all proposed noise wall/berm. Please note that the maximum height of both berm and wall is 4.8 metres. The proposed noise wall/berm should be identified on both the grading and servicing plans. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	113	113. If possible, all main storm sewer lines should have a minimum slope of 0.4%. If not, all storm sewers must be designed with a self-cleaning velocity. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	114	114. It is recommended that a maintenance access be provided to the base of both the forebay and permanent pool of all stormwater ponds to assist in the future removal of sediment. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	115	115. Provide a detail on how storm flows from the forebays will spill over into the permanent pool for all proposed stormwater management ponds. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	116	116. Provide a detail and a cross-section together with supporting hydraulic calculations for all emergency spillways. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	117	117. The proposed Stormwater Management Report should include a maintenance section to address the future maintenance requirements associated with the stormwater management ponds. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	118	118. The cost estimate is to be dated, stamped and signed by a Professional Engineer. Please include the Towns Site Plan Application Number on the cost estimate (SPA 2021-0012). (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	119	119. Please be advised that the Engineering Securities Policy at the Town of Caledon has recently changed. The new 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 \$1,000,000.00. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	120	120. Development Engineering requests that the Engineer provide a response letter with the re-submission package detailing how each of the above comments is addressed. Should you require any further clarification or additional information, please do not hesitate to contact this department directly. (Town of Caledon, Engineering Services Department, Development Engineering)	To be addressed at Site Plan stage.
	121	121. Any mitigative measures, as specified in the CHIS and/or by Town of Caledon Heritage staff, shall be undertaken to the satisfaction of Heritage staff at the Town of Caledon. (Town of Caledon, Planning Department, Heritage)	To be addressed at Site Plan stage.
	122	122. Further to the findings and recommendations of the Stage 1 & 2 Archaeological Assessment, revised as necessary, the development proponent shall mitigate any adverse impacts to identified archaeological resources through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of MHSTCI 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 (Town of Caledon, Planning Department, Heritage)	To be addressed at Site Plan stage.
	123	123. 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 MHSTCI 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. (Town of Caledon, Planning Department, Heritage)	To be addressed at Site Plan stage.
	124	124. 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. (Town of Caledon, Planning Department, Heritage)	To be addressed at Site Plan stage.
	125	125. Please refer to the attached Heritage Staff letter regarding POPA 2021-0004/RZ 2021-0006/SPA 2021-0012 for detailed comments. (Town of Caledon, Planning Department, Heritage)	To be addressed at Site Plan stage.
	126	126. Barrier-free accessible spaces should be designed according to the requirements contained within Schedule K of the Town's Traffic By-Law 2015-058. (Town of Caledon, Engineering Services Department, Transportation Engineering)	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
127	127. An AutoTURN assessment should be provided for critical parking spaces such as at dead-end aisles and for vehicles entering/exiting the "Drive In Door" entrances. (Town of Caledon, Engineering Services Department, Transportation Engineering)	To be addressed at Site Plan stage.
128	128. A pavement marking and signage plan should be provided for the development. (Town of Caledon, Engineering Services Department, Transportation Engineering)	To be addressed at Site Plan stage.
	<p>The following agencies and departments have no concerns:</p> <ul style="list-style-type: none"> • Dufferin-Peel Catholic District School Board – April 29, 2021 • Peel District School Board – April 26, 2021 • Enbridge Gas Inc. – May 19, 2021 • Hydro One – April 30, 2021 • Town of Caledon, Planning Department, Street Naming – January 31, 2022 	Noted.
	<p>Comments from the following agencies and departments are attached for your review:</p> <ul style="list-style-type: none"> • Enbridge Gas Inc. – May 19, 2021 • Bell Canada – April 30, 2021 • Town of Caledon, Planning Department, Heritage (POPA 21-04) – January 26, 2022 • Town of Caledon, Planning Department, Heritage (CHIS) – June 16, 2021 • Town of Caledon, Planning Department, Landscape – June 22, 2021 • Toronto and Region Conservation Authority – March 30, 2021 • Region of Peel – May 25, 2021 	Noted.
	<p>Comments from the following agencies remain outstanding and will be forwarded to you upon receipt:</p> <ul style="list-style-type: none"> • Canada Post • GO Transit • Municipal Property Assessment Corporation (MPAC) • Rogers Communications • M. Behar Planning & Design Limited 	Noted.
Conclusion		
	A comment review meeting will be arranged with the appropriate internal and external commenting agencies to discuss the comments in this letter, assisting you in ensuring that the next submission will be complete and address all comments as required. I ask that you provide an agenda a minimum of three (3) days prior to the comment review meeting.	-
	Partial resubmissions, which do not address all deficiencies listed in the letter, will not be accepted for processing. In preparing your resubmission, please provide the following with your next submission meeting the Electronic Submission Standards:	-

DEPT.	COMMENT	RESPONSE
	<ol style="list-style-type: none"> 1. Cover Letter and Response Matrix Addressing All Comments Contained in this Letter and Attachments 2. Response Matrix to Members of the Public comments, questions, concerns etc. 3. Revised Draft Zoning By-law Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD) 4. Revised Draft Official Plan Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD) 5. Revised Planning Rationale Report 6. Revised Zoning Matrix 7. Revised Urban Design Brief 8. Revised Site Plans 9. Revised Floor Plans 10. Revised Roof Plan 11. Revised Elevations 12. Revised Agricultural Impact Assessment (if required by Peer Review) 13. Letter from Consulting Engineering addressing all Engineering Comments 14. Revised Erosion and Sediment Control Plan 15. Revised Functional Servicing Report 16. Revised Stormwater Management Report 17. Mechanical Drawings 18. Revised Engineering Cost Estimate 19. Revised Engineering Letter of Conformance 20. Revised Grading Plan 21. Revised Servicing Plan 22. Revised Comprehensive Environmental Impact Statement and Management Plan 	
	<ol style="list-style-type: none"> 23. Letter from Landscape Architect addressing all Landscape Comments 24. Revised Arborist Report 25. Revised Tree Protection Plan 26. Revised Landscape Cost Estimates 27. Revised Landscape Plans, Landscape Enlargements, Landscape Details, Fencing Plans, and Master Plant List and Specifications 28. Revised Landscape Letter of Conformance 29. Revised Geotechnical Investigation 30. Cut/Full Plan 31. Topsoil and Fill management report and plan 32. Door to Door well inventory, including a monitoring and Contingency Plan 33. Revised Noise Impact Study (if required by Peer Review Comments) 34. Revised Traffic Impact Study with AutoTURN assessment 35. Active Transportation Plan 36. Retaining Wall Details and Cross-Sections 37. Noise Wall/Berm Cross-Sections and Details 38. Drainage Swale Cross-sections and Hydraulic Calculations 39. Lighting Photometric Plan 40. Pavement Marking and Signage Plan 41. Revised Cultural Heritage Impact Statement 42. Revised Stage 1 & 2 Archaeological Assessment 43. The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) compliance letter associated with the archaeological assessment 44. Heritage Conservation Plan 45. Revised Economic Benefits Study (if required by Peer Review Comments) 46. Any other applicable materials 	

DEPT.	COMMENT	RESPONSE
	Note: An Appraisal for Cash in Lieu of Parkland is required. However, this is only valid for 6 months, please submit the appraisal at an appropriate time in the process.	
	The Town is only accepting electronic submissions. To assist, the Town has created a document which identifies how material is to be submitted. Please click here to access the Town's website for details and ensure that any submission material you are preparing will meet the attached requirements.	
	To submit a revised submission, please visit the Town's website and complete the additional information form online at www.caledon.ca/development , under the heading "For Existing Applications" and click on either Official Plan Amendments, Zoning By-law Amendments or Site Plans. All of these links will bring you to the same form to complete. As the resubmission will be of a substantial file size, all supporting documents will be required to be uploaded to a secure Planning FTP site. Should you not have access to the folder, please let me know. Once a submission has been made as per above, please advise me for efficient processing.	
	Please note:	
	1. The latest Town of Caledon's Development Standard Policies and Guidelines (Version 5) have been released. An electronic copy is available on the Town of Caledon website for viewing as per the following link: https://www.caledon.ca/en/townhall/development-standards-policies-guidelines.asp . Please ensure all future engineering drawings are designed in accordance with the latest Town's engineering standard.	
	2. The Town's Fees By-law requires recirculation fees for Official Plan Amendment and Zoning By-law Amendment and Site Plan Approval (fees subject to change) for any resubmission after the 3rd submission. You are encouraged to address all comments in the next submission	Noted.
Town of Caledon June 16, 2021 Attention: Cassandra Jasinski, MA, CAHP, Heritage Planner, Policy, Heritage and Design Phone: - Fax: - Email: -		
	General	
	<ul style="list-style-type: none"> The CHIS must also consider the development's impact on surrounding cultural heritage resources, of which there is one directly across the road and several in close proximity or adjacent to the subject lands. 	At this stage, the proponent is resubmitting for OPA and ZBA approvals. Impacts to adjacent properties can be undertaken at site plan approvals. A separate CHIS is being prepared for 12861 Dixie Road.
	<ul style="list-style-type: none"> While the barn might not be able to be relocated in one piece, it can be documented, dismantled and reconstructed at another area of the site in order to retain its context with the farmhouse on site. 	Barn was removed in 2021
	<ul style="list-style-type: none"> As the structural assessment prepared by Stephenson Engineering for the barn structure is referenced several times in the CHIS and is a rationale for recommendations related to the barn, it should be included as an Appendix to the report. 	Added as Appendix A
	<ul style="list-style-type: none"> Retention in situ has not been explored as a solution and no integration of the built heritage resources in the development has been attempted by the development proponent. Further discussion within the CHIS is required related to why the development was not altered, for example to include fewer or smaller buildings, in order to conserve the cultural heritage resources on site. 	As discussed with the Town and planning consultants, the residence will be relocated fronting on Dixie Road.
	<ul style="list-style-type: none"> As part of the CHIS, the heritage consultant must explore options for the relocation of the built heritage resources on site and propose these potential locations and any revisions to the current development plans that may be required. Graphics showing these potential locations must be provided. 	As discussed with the Town and planning consultants, the residence will be relocated fronting on Dixie Road.
	<ul style="list-style-type: none"> The recommendation for the building condition assessment shall be revised to stipulate that the assessment be undertaken by a qualified engineer with experience in heritage conservation. 	Noted
	<ul style="list-style-type: none"> The recommendations for the relocation of the heritage building must be revised. If the farmhouse and barn cannot be relocated on site – and every opportunity should be explored for this outcome prior to consideration of the farmhouse and barn being relocated off site – the developer shall cover the cost of the relocation of the built heritage resources to an alternative property, at no expense to the potential purchaser. The conservation work shall be secured by the Town through the taking of securities and the entering into of a legal agreement regarding the relocation of the farmhouse to its new location. 	As discussed with the Town and planning consultants, the residence will be relocated fronting on Dixie Road.

DEPT.	COMMENT	RESPONSE
	<ul style="list-style-type: none"> The CHIS must include recommendations related to the heritage status of the property resulting from the assessment of its cultural heritage value using O. Reg. 9/06. Recommendations for follow up documents, such as a Heritage Conservation Plan and Heritage Easement Agreement, should also be included in the CHIS. 	Recommendations for a Conservation Plan have been made.
	<ul style="list-style-type: none"> If any outbuildings are proposed to be demolished, they should be identified in the CHIS in both text and images. A 60 days' Notice of Intention to Demolish specifying the outbuildings to be demolished will be required for the demolition of any structures on the site and shall be accompanied by this CHIS as well as a letter identifying the building(s)/structure(s) proposed for removal and detailing rationale for the same. 	Four outbuildings and silos were removed in 2021.
	<ul style="list-style-type: none"> The CHIS comments should be read in conjunction with the POPA 2021-0004/RZ 2021-0006/SPA 2021-0012 12892 Dixie Road – Heritage Comments. 	Noted
	<ul style="list-style-type: none"> Please ensure that the document meets accessibility standards. 	Noted
	Section 1.1 Study Purpose	Added to Section 1
	<ul style="list-style-type: none"> Reference should be made within the report to the Town of Caledon's Built Heritage Resource Inventory (BHRI) as well, which contains additional information on the subject lands' cultural heritage resources. The information from this source is summarized below: 	Added to Section 1
	o Property contains:	Added to Section 1
	▪ Red and buff brick Neoclassical farmhouse c. 1850-1874	Added to Section 1
	▪ Vertical board, central Ontario gable roof barn c. 1850-1874	Added to Section 1
	▪ Driveshed/carriage house/garage	Added to Section 1
	▪ Tree-lined lane, Norway Spruce and Sugar Maple along lane; wooded creek bank	Added to Section 1
	▪ Mid-19th century farmstead across the road from turn of the 20th century farmstead at 12861 Dixie Road	Added to Section 1
	▪ Property of High Significance	Added to Section 1
	<ul style="list-style-type: none"> Shared/severed lot. Field corrected. 	Section 4 provides an overview of when porch areas were enclosed and an addition was added to the residence. The value identified in Section 6.6 relates to the original portion of the residence. A phasing plan is not needed for this information.
	Section 4.3 Site Description Residence	
	<ul style="list-style-type: none"> As there appear to be a number of additions to the residence, provide a phasing plan for the house outlining the construction timeline and identify those portions which are of cultural heritage value/interest. Rationale, based on documentary and physical evidence, should be provided for the phasing of the structure. 	Added dates and date ranges in the site description in Section 4. A phasing plan is not needed.
	<ul style="list-style-type: none"> The CHIS should also include images from the interior of all structures, as the interior layout can further inform understanding of alterations and additions to the structures over time. 	Interior photographs added for the residence.
	Section 4.4 Barn and 4.5 Outbuildings	
	<ul style="list-style-type: none"> Provide an estimated date of construction for the barn and all outbuildings, including the silos, and a phasing plan for the barn indicating the timing of the additions. 	Added in Section 2.2
	<ul style="list-style-type: none"> In order to properly differentiate between the structures, provide an overhead view and identify all of the structures on site. 	The William Perkins Bull family fonds was consulted but there was no file for Thornton. Cemetery, census records, and directories we access using Ancestry.
	Section 6.0 Evaluation of Cultural Heritage Value or Interest	The background research did not determine a historical connection between these properties owners. Both 12861 and 12862 Dixie Road are set back from the roadway on a rise behind vegetation, as such there is not a clear visual connection between the properties. There is no physical or functional relationship.
	<ul style="list-style-type: none"> All buildings and structures on the subject lands must be assessed for their cultural heritage value or interest, including all silos and outbuildings 	Landscape features were assessed in Section 6.0
	Section 6.3 Historic or Associative Value	-

DEPT.	COMMENT	RESPONSE
	<ul style="list-style-type: none"> Further clarification is required as to the sources consulted regarding the historical or associative value of the families associated with the property. 	References have been added
	<ul style="list-style-type: none"> While the heritage consultant references PAMA in Section 11, there is no indication that the William Perkins Bull family fonds were consulted, or that Ancestry, ourontario.ca or other digitally available newspapers and online resources were searched 	References have been added
	Section 6.4 Contextual Value	-
	<ul style="list-style-type: none"> The assessment of the property's contextual value is incomplete as its potential associations with the cultural heritage resources in the surrounding area were not explored. In particular, 12861 Dixie Road is located directly across the road and was owned in 1877 by one William Little, and another farm just to the southwest was owned by the Speirs family. 	Revised accordingly
	<ul style="list-style-type: none"> Given the proximity of these resources to 12892 Dixie Road, the heritage consultant should assess whether they are contextually linked as they may form a cultural heritage landscape of agricultural properties. 	Text revised in section 6.4
	<ul style="list-style-type: none"> While lots once associated with the subject lands were severed to accommodate houses in the mid-20th century, the majority of the land in this area is still decidedly agricultural in nature and contrary to the statement by the heritage consultant, Heritage staff at the Town of Caledon argue that the property, as a representative of an evolved farmstead, contributes to the understanding of the history of the area and maintains its overall agricultural character. The property is linked to its surroundings through its continued association with other historic agricultural properties along Dixie Road, including the property at 12861 Dixie Road. 	Stantec respectfully disagrees.
	Section 6.5 Summary of Evaluation	-
	<ul style="list-style-type: none"> The CHVI of the entire property must be assessed, including landscape features, as these features may be as important to the cultural heritage value of the property as the built heritage resources. 	Landscape features were considered but not found to be significant
	Section 6.6.3 Heritage Attributes	-
	<ul style="list-style-type: none"> The heritage attributes should include reference to the T-shaped plan of the original structure and should exclude any additions which are not of heritage value. 	Added
	<ul style="list-style-type: none"> The attributes associated with the farmhouse should also specify the nature of the bonding pattern for the brickwork, being Flemish bond on the south façade and common bond on the other façades. 	Added
	<ul style="list-style-type: none"> Please specify if the return eaves are of wood construction. 	Added
	<ul style="list-style-type: none"> Please specify which windows are original. The window and door openings should also be included as attributes. 	Added
	Section 8.1.1 InfoSheet #5 Mitigation Options	-
	<ul style="list-style-type: none"> Clearly identify the site constraints and why changes to the development as a whole (such as smaller/fewer buildings) were not considered for the subject lands in order to retain the context of the cultural heritage resources on site. 	The report has been revised to address proposed relocation of the building
	Section 8.1.3 Relocation	-
	<ul style="list-style-type: none"> Further exploration is required regarding the relocation of the Farmhouse and reconstruction of the barn in front of the protected woodlot on the property. The proposed location(s) should be shown using a plan or aerial of the property. 	The report has been revised to address proposed relocation of the building
	<ul style="list-style-type: none"> The recommendations related to relocation shall be revised to state that the development proponent shall cover the cost of the relocation of the built heritage resources to an alternative property, at no expense to the potential purchaser. The conservation work shall be secured by the Town through the taking of securities and the entering into of a legal agreement regarding the relocation of the farmhouse to its new location. However, this should be a last resort, as there is more than enough land on the property to accommodate the farmhouse and barn. 	The report has been revised to address proposed relocation of the building within the site.
	9.0 Recommendations	-
	<ul style="list-style-type: none"> Should the development go forward, as the farmstead is determined to have CHVI as a representative example of a farmstead, documentation should occur for the entirety of the farmstead regardless of the outcome for the farmhouse and barn. 	Noted. This will occur during the Conservation Plan phase.
	<ul style="list-style-type: none"> The recommendation for the building condition assessment shall be revised to stipulate that the assessment be undertaken by a qualified engineer with experience in heritage conservation. 	Noted
	<ul style="list-style-type: none"> Recommendations shall further include: 	Noted
	o Provision of a Heritage Conservation Plan	Added
	o Designation	These are not recommendations to be made by the consultant, but by the Town.
	o Heritage Easement Agreement	These are not recommendations to be made by the consultant, but by the Town.

DEPT.	COMMENT	RESPONSE
	<ul style="list-style-type: none"> Recommendations should also identify which structures do not have cultural heritage value and which are proposed to be demolished. 	Outbuildings have already been removed
	Appendices	-
	<ul style="list-style-type: none"> Please provide all census records and land abstracts referenced for this property as an Appendix to the CHIS 	This makes for a lengthy appendix which we believe is unnecessary given that the pertinent information is contained within the report. This is not required for other historical sources.
Town of Caledon January 26, 2022		
Attention: Sally Drummond, MA CAHP, Heritage Resource Officer, Strategic Policy Planning		
Phone: - Fax: - Email: -		
General Comments		
	Information – Heritage Register	-
1	1) The subject lands are listed as a non-designated property on the Town of Caledon’s Heritage Register and contain a mid-19th century farmstead identified as Highly Significant on the Town of Caledon’s Built Heritage Resource Inventory (BHRI).	Not required for a CHIS
2	2) The subject lands are adjacent and/or near to several other cultural heritage resource listed on the Town of Caledon’s Heritage Register or identified on its Built Heritage Resources Inventory (BHRI): a) 12861 Dixie Road (listed); b) 12489 Dixie Road (listed); c) 12863 Heart Lake Road (listed); d) 12434 Dixie Road (listed); and, e) 4428 Old School Road (BHRI).	Acknowledged and noted in Section 1.
	Heritage Conservation Concerns	-
3	3) Heritage staff cannot support approval of the development applications in their current form, given the lack of consideration for the conservation of the significant cultural heritage resources on the property.	The report has been revised to address proposed relocation of the building within the site.
4	4) Given that the Cultural Heritage Impact Statement (CHIS) (Stantec Consulting, February 25, 2021) identifies the cultural heritage resources on the subject lands as having cultural heritage value and interest, the Town will be looking to ensure that these resources are conserved through designation under Part IV of the Ontario Heritage Act and a heritage easement agreement.	Noted
5	5) The cultural heritage resources shall be accommodated on the subject lands, and all avenues for their in situ retention must be explored prior to relocation being considered.	The report has been revised to address proposed relocation of the building within the site.
6	6) Should relocation be deemed necessary, a suitable location could be found in placing the farmhouse and the barn in front of the protected woodlot, facing Dixie Road. This relocation would provide a suitable setting for the farmhouse and barn, and aligns with the protected natural lands on the east side of Dixie Road.	The report has been revised to address proposed relocation of the building within the site.
7	7) Appropriate zoning shall be provided for the cultural heritage resources to allow a range of uses, including but not limited to continued agricultural and residential uses, to ensure that they can be adaptively re-used.	Noted
8	8) Heritage staff require a meeting with the development proponent and internal staff to achieve a solution to the conservation of the farmhouse and barn that retains them in situ or relocated on the subject lands.	Stantec has met with the Town to discuss relocation and determined an appropriate location.
POPA 2021-0004/RZ 2021-0006		
	Prior to approval of POPA 2021-0004 and RZ 2021-0006, the following heritage comments must be addressed:	
	Urban Design Brief	
9	9) The Urban Design brief shall be revised to acknowledge and address the significant cultural heritage resources on the subject lands. Currently, the Urban Design Brief makes no reference to the existence of the cultural heritage resources on site.	The UDB notes the heritage resources.
	Cultural Heritage Impact Statement (CHIS)	-
10	10) The CHIS (Stantec Consulting, February 25, 2021) must be revised to satisfactorily address Heritage staff’s comments, provided under separate cover.	CHIS revised.
11	11) Should the development proposal change significantly in scope or design, and if related development applications are submitted, further revisions and/or additional cultural heritage investigations will be required.	Noted.

DEPT.	COMMENT		RESPONSE
	12	12) Any mitigative measures, as specified in the CHIS and/or by Town of Caledon Heritage staff, shall be undertaken to the satisfaction of Heritage staff at the Town of Caledon.	Noted.
	Archaeological Assessment		
	13	13) Based on Heritage staff's review, the Stage 1 & 2 Archaeological Assessment, prepared by Irvin Heritage Inc., dated February 6, 2021, requires revision:	Revised Stage 1/2 provided.
	a	a) Section 2 of the Archaeological Assessment does not provide adequate information regarding the Indigenous history related to these lands.	Revised Stage 1/2 provided.
	b	b) The archaeological assessment does not include enough detailed information related to the colonial history of the subject lands to provide context for the post-contact sites found. As a result, the conclusions related to these sites are vague, such as "a 19th century settlement of some type". Proper and thorough documentation of the property's history would provide a fulsome understanding of these sites. The archaeological consultant should refer to the proponent's Cultural Heritage Impact Statement (CHIS) for further historical information to support the archaeological assessment.	Revised Stage 1/2 provided.
	c	c) Section 2, Map 5 should be a reference to the 1877 Peel County Atlas, not the 1878 Historic Atlas of the County of Durham (Belden 1878). Additional historical information on the property can be sourced from the applicant's CHIS, once this document has been revised to the satisfaction of Heritage staff.	Revised Stage 1/2 provided.
	d	d) Section 3.5 on page 9 should be revised to identify that the property at 12892 Dixie Road is listed as a non-designated property on the Town of Caledon's Heritage Register.	Revised Stage 1/2 provided.
	e	e) Please review for numerous spelling and grammatical errors throughout, ie. Pg. 24, "In depth historical and arrival archival research as required..."	Revised Stage 1/2 provided.
	f	f) All historic maps must be properly referenced and referred to, including their source and the County.	Revised Stage 1/2 provided.
	14	14) As noted in the submitted Stage 1 & 2 Archaeological Assessment, the woodlot on the subject lands was not assessed as part of the Stage 2 field work. As this section of the subject lands is included in the applications, the entirety of the subject lands, the proponent shall engage a qualified consulting archaeologist to complete a Stage 2 Archaeological Assessment of the remainder of the subject lands.	Revised Stage 1/2 provided.
	15	15) The Town must be in receipt of, to their satisfaction, all completed Stages 1 & 2 archaeological assessment report(s), in both hard copy and PDF format, and the MHSTCI 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.	Revised Stage 1/2 provided.
	POPA 2021-0004/RZ 2021-0006		
	Prior to approval of SPA 2021-0012, the following heritage comments must be addressed:		
	16	16) Any mitigative measures, as specified in the revised CHIS and/or by Town of Caledon Heritage staff, shall be undertaken to the satisfaction of Heritage staff at the Town of Caledon.	To be addressed at Site Plan stage.
	17	17) Further to the findings and recommendations of the Stage 1 & 2 Archaeological Assessment, revised as necessary, the development proponent shall mitigate any adverse impacts to identified archaeological resources through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of MHSTCI 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	To be addressed at Site Plan stage.
	18	18) 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 MHSTCI 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.	To be addressed at Site Plan stage.
	19	19) 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.	To be addressed at Site Plan stage.
	Town of Caledon (June 22, 2021) Attention: Nick Pirzas, OALA, CSLA Senior Landscape Architect, Open Space Design Phone: - Fax: - Email: aclarke@mhbcpplan.com		

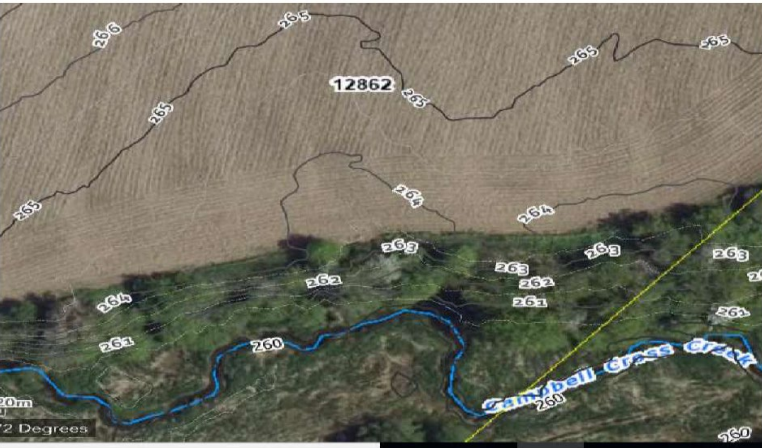
DEPT.	COMMENT	RESPONSE
	Detailed OPA comments are as follows:	
1	No Comments	Noted.
	Detailed RZ comments are as follows:	
1	Schedule J in the Town's Official Plan classifies Dixie Road as a medium capacity arterial road. Section 8: Industrial Zones of the Town's Zoning By-law requires a minimum 9.0m Planting Strip Width as per (17) Table 8.2 for arterial roads.	See revised Conceptual Site Plan.
2	Provide a minimum 6.0m wide landscape strip adjacent Old School Road as per Section 8: Industrial Zones of the Town's Zoning By-law.	See revised Conceptual Site Plan.
	Detailed SPA comments are as follows:	
1	Please see Open Space Design red-line comments on the following marked-up landscape drawings, reports and documents:	-
	Buffer Landscape Cost Estimate, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd in the amount of \$336,085.00.	To be addressed at Site Plan stage.
		To be addressed at Site Plan stage.
	SWM Pond Landscape Cost Estimate, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd in the amount of \$333,215.00.	To be addressed at Site Plan stage.
	L-1, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-2, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-3, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-4, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-5, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-6, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-7, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-8, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-9, Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	L-10, Landscape Enlargements, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	D-1, Landscape Details, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	D-2, Landscape Details, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	F-1, Fencing Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	F-2, Fencing Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	B-1, SWM Pond 'A1' Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	B-2, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
	B-3, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	B-4, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	B-5, Woodlot Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	B-6, Creek Buffer Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	BD-1, Landscape Details, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	PD-1, SWM Pond 'A' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	PD-2, SWM Pond 'A1' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	PD-3, SWM Pond 'B' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	PD-4, SWM Pond 'C' Landscape Plan, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	PD-6, Master Plant List and Specifications, revision #1, dated February 24, 2021, prepared by Alexander Budrevics & Associates Ltd.	To be addressed at Site Plan stage.
	Arborist Report & Tree Protection Plan, dated February 24, 2021, prepared by Canopy Consulting.	To be addressed at Site Plan stage.
2	In conjunction with the Town's Comprehensive Town-Wide Design Guidelines, Town's Development Standards, Industrial Commercial Guidelines and to keep consistent with the adjoining site plan by the same applicant, please adhere to the following:	To be addressed at Site Plan stage.
	• Provide additional planting throughout the development to enhance the building facades and provide additional screening of all internal parking areas as shown on the marked up drawings.	To be addressed at Site Plan stage.
	• To aid in screening and softening of the front parking areas, please add additional plant material to the landscape strip between the parking stalls and Dixie/Old School Roads as shown on the marked up drawings.	To be addressed at Site Plan stage.
	• Please provide an enhanced entry planting designs at all entrances into the site where shown on the marked up drawings	To be addressed at Site Plan stage.
	• All proposed hydroseeding and terraseeding (with the exception of the storm ponds buffers and future development areas) shall be switched to sod.	To be addressed at Site Plan stage.
	• Moving the planting further from the back of the curbs provides a larger area to distribute the snow load and provides the opportunity not to hinder tree planting. Please see marked up drawings showing areas of opportunity.	To be addressed at Site Plan stage.
3	Add minimum 5.0m wide landscape islands for every 20 parking spots with planting where shown on the marked up drawings as per the Town of Caledon Industrial Commercial Guidelines.	To be addressed at Site Plan stage.
4	Cash-in-lieu of parkland dedication ('CIL') is a requirement of the site plan process. The applicant is required to pay CIL prior to the issuance of a building permit. In order to determine the amount of CIL payment, the applicant shall have an AACI Long Form appraisal completed for the subject property. The long form appraisal must be prepared by an AACI certified appraiser. The Town will review the appraisal and if there is a concern about the value of the appraisal then a peer review of the report may be required. The peer review shall be done at the cost of the applicant. An appraisal is only valid for six months, so the applicant should ensure that an appraisal is done at an appropriate time in the site plan process so as to not de-lay the issuance of a building permit or cause an updated appraisal to be done. CIL payment shall be based on 2% of the approved appraised value of the subject lands.	To be addressed at Site Plan stage.
5	Please add a general note to the landscape plans indicating all shrub beds are to be irrigated. Please include a line item within the landscape cost estimate to account for irrigation.	To be addressed at Site Plan stage.
6	Any future acoustic fencing requirements shall be referenced on the engineering drawings and cost estimate	To be addressed at Site Plan stage.
7	An overall plan of the site shall be included in the Key Map on all drawings	To be addressed at Site Plan stage.

DEPT.	COMMENT		RESPONSE
	8	Wildlife features (raptor poles, snake hibernaculums, etc.) shall be considered with the creek buffer where shown on the drawings	To be addressed at Site Plan stage.
	9	Please revise and re-submit a landscape cost estimates and landscape letter of conformance based on the proposed landscape materials and comments provided above. The landscape cost estimate and landscape letter of conformance needs to be originally stamped, signed and dated by a full member of the Ontario Association of Landscape Architects (OALA) in good standing. The amount of landscape securities the Town requires is based on 100% of the total cost of the landscape works	To be addressed at Site Plan stage.
	10	Please note that for final approval, two full size sets of landscape plans with an original stamp, signature and date are required	To be addressed at Site Plan stage.
	11	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	To be addressed at Site Plan stage.
	12	Please note that further revisions resulting from other departments or agencies comments may result in a further review and possible additional changes. Please note that review has been limited to the standards affected by the development proposed through this application only	To be addressed at Site Plan stage.
	TRCA Development, Planning and Permits March 30, 2021 Attention: Jason Wagler, MCIP RPP Senior Planner Phone:416-661-6600, ext. 5370 Fax: - Email: Jason.Wagler@trca.ca		
	TRCA Recommendation		
		Based on our review of the materials submitted, TRCA staff have several key issues that will need to be addressed before staff can endorse the proposal at a planning and permitting level. The threshold or key issues are as follows:	
		<ul style="list-style-type: none"> • Portions of the development appear to be within the Greenbelt Plan Area/Natural System. It is our understanding that all development must be located outside of the Greenbelt Plan area. The surveyed Greenbelt Plan boundary needs to be shown on the revised submission drawings and the development modified to be consistent with the Greenbelt Plan policies 	Aside a portion of a Stormwater Management Pond in the southwest portion of the proposed development, all development has been removed from the Greenbelt Plan Area. Although a portion of the Stormwater Management Pond is within the Greenbelt Plan area, it is located outside of retained natural features associated with the Kilamanagh Creek valley (watercourse, Regulated Redside Dace habitat, wetland, valleyland) and their setbacks.
		<ul style="list-style-type: none"> • Limits of the Natural Heritage System (NHS) have not been adequately illustrated on all submitted drawings. The components of the system (i.e., stable top of slope, wetland, etc.) must be labelled with a staking date if applicable and a buffer width from the outer most constraint must also be labelled. All development, including temporary grading, must be outside of the NHS limits in accordance with TRCA's LCPs. 	A new figure (Figure 3 in Appendix A) has been included as part of the CEISMP showing all agency-verified and surveyed feature limits.
		<ul style="list-style-type: none"> • A feature-based water balance assessment is outstanding and is needed to determine if the proposal will negatively impact components of the NHS 	This is underway and will be provided when available.
		<ul style="list-style-type: none"> • Potential Impacts to Kilamanagh Creek and Outfall Details – TRCA staff have concerns with the number of outfalls to Kilamanagh Creek. We also require additional drawing details at all proposed outlets 	The design has been updated to reduce discharge to Kilmanagh Creek to 2 outlets. Detailed drawings showing the outlet details will be provided at the Site Plan Stage.
		Based on the above key issues and comments noted in Appendix A, TRCA staff are of the opinion that the planning applications and TRCA permit application are premature as currently submitted	Noted.
	APPENDIX A: TRCA COMMENTS - FIRST SUBMISSION (TRCA FILE # CFN 64554)		
	TRCA Development Planning and Permitting		

DEPT.	COMMENT	RESPONSE
1	<p>Greenbelt Plan - Portions of the property are within the Protected Countryside Area, and these areas are subject to the entirety of the Greenbelt Plan, except Section 6. The portion of the lands within the Protected Countryside are also entirely within the Natural Heritage System, which is an overlay on top of the agricultural land base designations of the Agricultural System. The boundary of the Greenbelt Plan, in accordance with Section 5.4.1, is prescribed by Ontario Regulation 59/05 and the regulation provides information for surveying the boundary of the Greenbelt Plan on the subject lands. While Figure 2 of the CEISMP shows the Greenbelt limit, it is not clear if the limit is georeferenced. Figure 2 also does not overlay the proposed development in relation to the shown Greenbelt limit. Please ensure that all drawings show the Greenbelt Plan limits on the property.</p> <p>The Greenbelt Plan Boundary cannot be refined as part of this application. Internal boundaries such as the Natural Heritage System can be refined as part of the municipal conformity exercise in a manner consistent with the Plan AND that is consistent with the system shown on Schedule 4 of the Greenbelt Plan. Key Natural Heritage Features and Key Hydrologic Features can be refined under this application through the staking exercises and studies already undertaken.</p> <p>The Greenbelt Plan limit, which on this property also represents the Natural Heritage system limit, must be surveyed on all applicable site plan drawings and civil set drawings for reviewing agencies. Based on our review, development is proposed within the Greenbelt Plan boundary and as a result, the development, including parking areas, would need to be removed from this area to be in conformity with the Greenbelt Plan. (Public Body/MOU/RMA)</p>	<p>Aside from a portion of the Stormwater Management Pond in the southwestern portion of the proposed development, all parking and other development has been removed from the Greenbelt Plan Area.</p>
2	<p>Section 6.5.2.5 of the CEISMP notes that valley features on the property may meet significant valleyland criteria as recommended in the NHRM and Greenbelt Plan, 2005 Technical guide. Section 6.5.2.5 also notes a minimum 20m from the staked top of bank adjacent to Kilamanagh Creek is proposed. We note that the outer constraint of any Significant Valleyland is the LTSTOS. The CEISMP should assess Kilamanagh Creek for significance as a KNHF under the Greenbelt Plan using its technical paper. The Greenbelt Plan nor its associated 2005 technical paper "Technical Definitions and Criteria for KNHF in the NHS of the Protected Countryside Area", prescribe a MVPZ for Significant Valleylands. Please clarify why the CEISMP refers to a 20m setback from the staked top of bank. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	<p>Noted. The Kilamanagh Creek valley is considered Significant Valleyland per the 2005 Technical Guide. Commentary in the CEISMP has been updated to reflect this conclusion. In addition, the Tributary 5 valley may meet criteria in the Natural Heritage Reference Manual (MNRF, 2010) to be considered a Significant Valleyland. This feature has been retained in full with a minimum 10 m setback from the top of bank. See discussion in Section 6.5.2 of the CEISMP.</p>
3	<p>Following the MNRF's 2002 Erosion Hazard Limit Guideline, to discern the erosion hazard limit, a toe erosion allowance is applied at the base of slope, followed by the stable slope angle; this, plus an erosion access allowance (minimum of 6m per MNRF, 10m under TRCA's LCP's) represents the Erosion Hazard Limit (EHL). The Figure on pg. 46 illustrates a 5m setback, 10m erosion access allowance, the top of slope (presumably the limit staked with TRCA staff), and a LTSTOS. It isn't clear how the limits shown on this figure relate to each other and where the 5m erosion setback is derived from. This figure should be revised as necessary along with a response. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	<p>Noted.</p>
4	<p>Dwg. ESC-1 -Temporary Sediment Pond #1 – Eastern limit of pond appears to encroach over top of bank. Please revise to comply with TRCA LCP policies, which require 10 metres from surveyed top of slope to limit of grading or temporary work. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	<p>ESC Plans to be provided at the Site Plan Application Stage</p>
5	<p>Dwg. ESC-1b – Temporary Sediment Pond #3 – Constraints are not shown on surveyed drawing. In addition, the temporary pond limits need to meet TRCA's policies and Greenbelt NHS policies. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	<p>ESC Plans to be provided at the Site Plan Application Stage</p>
6	<p>Dwg. ESC-1b – Cut-off swales and flow spreaders around central woodlot – Please ensure that grading is outside of the Significant Woodland MVPZ. Please update drawing to label constraints. (Public Body/MOU/RMA)</p>	<p>ESC Plans to be provided at the Site Plan Application Stage</p>
7	<p>Dwg. SG-2 – Shows Environmental Area 'A' – Surveyed constraints and buffer limit/width need to be shown on drawing to demonstrate conformity with TRCA's LCP. Development, including grading, must be outside the 10m buffer. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	<p>Environmental constraints are identified on the preliminary servicing and grading plans</p>
8	<p>Dwg. SG-3 – Please update the drawing to show and label the surveyed dripline and buffer width. (Public Body/MOU/RMA)</p>	<p>Environmental constraints are identified on the preliminary servicing and grading plans</p>

DEPT.	COMMENT		RESPONSE
9		Dwg. SG-4 – Environmental Area ‘B’ – Please update the drawing to label the constraint and buffer lines on both sides of the feature. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Environmental constraints are identified on the preliminary servicing and grading plans
10		Dwg. SG-7 – Please update to show surveyed top of bank and site walk date. Please also show the buffer width along this staked reach as it appears to vary in several locations. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Environmental constraints are identified on the preliminary servicing and grading plans
11		Figure 2 – MAM2-2 shown along Kilmanagh Creek. It is our understanding that a 30m setback from this wetland has been provided; however, this remains unclear based on the constraint lines shown in the submitted civil set. Please update and label accordingly. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Environmental constraints are identified on the preliminary servicing and grading plans
12		CEISMP 7.3 - Monitoring – We note this section includes biological monitoring, however, no additional monitoring is proposed. A Comprehensive, Adaptive Monitoring Program is expected and needs to consider other parameters such as infiltration performance, fluvial changes to Kilmanagh Creek, erosion at the outfall locations, sediment turbidity, etc. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Noted. This will be provided at a later date.
13		It is our expectation that through these combined planning processes, the NHS, including the buffers, will be placed in an appropriate protective land use and zoning category and gratuitously dedicated into public ownership for long-term conservation. (Public Body/MOU/RMA)	To be confirmed with the Town of Caledon and the Applicants.
		<u>Water Resources Engineering</u>	
14		Floodplain Management 14. It is noted that the Floodlines are not identified on the plan. Please identify the Regulatory Floodlines on the drawings. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Floodlines have been identified on the preliminary grading and servicing plans.
15		Stormwater Management – Quantity Control 15. The quantity control criteria used to size the proposed stormwater management facilities and the provided storage volumes of all facilities are acceptable. No further information is required. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Noted.
16		16. It is noted that the SWM report confirms that all proposed SWM facilities are sized to control the Regional Storm event. No further action is required. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Noted.
17		17. It is noted that each proposed SWM facility sized to provide 80% TSS removal. No further information is required. (/Regulator/Public Body/MOU/RMA)	Noted.
18		Site Water Balance 18. It is noted that infiltration galleries are proposed to retain 5mm runoff on site. No further information is required. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Noted.
19		Feature Based Water Balance 19. It appears that significant portion of contributing drainage areas to the woodland area are diverted and these areas are sources of overland flow that flows to the woodland. Please note that these overland flows need to be estimated using continuous hydrology model and the deficiency needs to be supplemented with runoff generated from some of roof of the proposed building. (Regulator/Public Body/MOU/RMA)	To be provided at a later date.
20		Erosion and Sediment Control 20. Please use the most recent TRCA’s Erosion Sediment Control Guideline and it can be downloaded from the following link. https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2020/01/30145157/ESC-Guide-for-Urban-Construction_FINAL.pdf (Delegated Authority/Regulator/Public Body/MOU/RMA)	Noted.
		<u>Hydrogeology</u>	
21		21. TRCA hydrogeology staff have reviewed the hydrogeology report and have no concerns with findings and recommendations of the report. It is our expectation that all the recommendations of the report will be implemented. (Regulator/Public Body/MOU/RMA)	Noted.
		<u>Geotechnical Engineering</u>	
22		22. The determination of the erosion hazard setbacks by the geotechnical report by MTL; Dated February 22, 2021 is acceptable; however, it is required that the erosion hazard limits be plotted on all submitted site plans including site grading and servicing plans. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Revisions to detailed drawings to be provided during Site Plan Stage.

DEPT.	COMMENT		RESPONSE
TRCA	23	<p>23. As per the site plans, it appears that the proposed development has less than 10 m setback from the Long-term Stable Top of Slope (LTSTOS). Furthermore, it also appears that the setback for the development from the LTSTOS may be even less than 6 m for the erosion access allowance. Please plot the LTSTOS line on all site plans and verify if the buffer or erosion access allowance behind the LTSTOS is adequate. In the case that a reduced buffer or erosion access allowance is acceptable by the municipality and TRCA Planning and Development, the geotechnical engineer (MTL) needs to review the drawings and the development position with respect to the determined LTSTOS line and to confirm if the setback for the development behind the LTSTOS is adequate to satisfactorily provide the erosion access allowance for the slope remediation and repair in an event of slope failure or unforeseen erosion in the future. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	Revisions to detailed drawings to be provided during Site Plan Stage.
	24	<p>24. The CEISMP report on Appendix A – Figure 3 needs to plot the LTSTOS line determined by the geotechnical report along with other site constraints. Provided the LTSTOS line can be between 5 to 6.3 m setback from the physical top of slope (See Sections A to C in the geotechnical report by MTL), therefore, the buffer of 10 m from the physical top of bank results in significantly less setback for the development from the LTSTOS line (3.7 to 5 m from the physical top of slope). (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	
	25	<p>25. Drawings SG-7 and SG-8 shows an emergency spillway proposed at the corner of the site close to the site boundaries, which will run on the slope where the position of the LTSTOS has some setback from the top of slope because of the potential future erosion hazards by both the toe erosion process at the base of slope and existing steep slopes. Furthermore, the contours as well as aerial photos show that the area of the emergency spillway has steep slopes with the watercourse meandering towards the toe of slope with the signs of active erosion (see the appended Figure). Provided those above, the emergency spillway will run on a steep slope with the risk of further erosion and recession undermining the slope and emergency spillway. To eliminate the long-term risk of erosion at the area of emergency spillway, the following is needed:</p>	Noted.
	i	<p>Preferably, the eliminate the emergency spillway proposed at this area and develop other alternatives for the stormwater management without a need for the above-mentioned emergency spillway; or,</p>	An emergency spillway is required to convey flows overland as a precautionary measure.
	ii	<p>If this emergency spillway is absolutely needed, the geotechnical engineer and fluvial geomorphologist need to work together to develop the appropriate means of stabilization for the slope as well as toe protection measures for the corridor that the emergency spillway runs through to ensure that the risk of erosion hazards and slope instability are appropriately mitigated for the area of the emergency spillway. The design needs to be provided in the form of the review reports by both geotechnical engineer and fluvial geomorphologist as well the drawings showing all necessary details for the stabilization and protection against the erosion hazard for the area of the emergency spillway. (Delegated Authority/Regulator/Public Body/MOU/RMA)</p>	Noted. Detailed design details for the emergency spillway will be provided at the Site Plan Application Stage
		<p>Figure 1. Aerial Photo of Emergency Spillway Area with Signs of Erosion and Future Risk.</p>  <p>The image is an aerial photograph showing a topographic map overlaid on a landscape. The map features contour lines with numerical values such as 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300. A blue line representing a watercourse, labeled 'Campbell Creek Drain', flows through the area. A yellow dashed line indicates a proposed spillway path. The terrain shows signs of erosion and future risk. A scale bar indicates 20m and 2 Degrees.</p>	

DEPT.	COMMENT		RESPONSE
26		26. Advisory Comment - Design of Retaining Wall by Qualified Civil or Structural Engineer (at Detailed Design Stage) – Given that we are at the detailed design stage, the retaining wall should be reviewed and designed by a qualified civil or structural engineer. All requisite engineering documents including the design briefs, and engineer-stamped drawings showing all details, dimensions and specifications should be provided to the Town as per the review by civil or structural engineer. Since this retaining wall is outside of any valley and stream corridor, the review rests with Town staff. Note that TRCA staff are available to review the design details if requested by the Town. (MOU)	To be addressed at Site Plan stage.
		Natural Heritage	
27		27. Constraints - Please note that the proposed development appears to be encroaching within the Greenbelt Natural Heritage System line in several areas. Please provide an updated constraints figure in which delineates all features, hazards and the proposed setbacks in conjunction with the Greenbelt Line overlay. Please ensure that all development is located outside of the most restrictive line, including the Greenbelt NHS boundary. (Delegated Authority/Regulator/Public Body/MOU/RMA)	An updated constraints figure has been included in the CEISMP. See Figure 3 in Appendix A of that report.
		28. Constraints - Please note that the surveyed limits of the staked wetland on Trib 4 (Environmental Area 'B') only shows one side of the feature. Please update the survey to show all limits (east and west) of the staked feature and ensure that an appropriate buffer (e.g. 10 m) is applied on all figures and drawings. (Regulator/Public Body/MOU/RMA)	Noted. The precise limits of the east side of Tributary 4 will be staked and surveyed as part of future Site Plan Applications.
		29. Constraints - Please note that a meander belt analysis for Kilamanagh Creek could not be located within the submission. It is our understanding that the meander belt is a critical limit in defining Redside dace regulated habitat. Moreover, the meander belt line may feed into the siting of any outfall structures. Please provide the meander belt line on all appropriate figures and drawings. (Delegated Authority/Regulator/Public Body/MOU/RMA)	The Fluvial Geomorphological Assessment was discussed in Section 4.6.3 of the CEISMP. Based on the confined valley setting of Kilamanagh Creek, the toe of slope of the reach within the south parcel has been used in defining the regulated Redside Dace habitat (toe of slope + 30 m). This limit has been included on Figure 3 of the updated CEISMP. Refinement to the location of the toe of slope will occur as part of future Site Plan Applications.
		30. Constraints - Please note that Pond C is in the Greenbelt NHS at Environmental Area "D". Please remove the Pond from the NHS to the extent possible. Staff recommend the NHS area could potentially be utilized for end-of-pipe polishing (e.g. created wetland) and to transition stormwater from the SWM Pond to the natural system better. Please update the application accordingly. (Public Body/MOU/RMA)	No longer applicable based on updated site plan.
		31. Constraints - It appears that a buffer from the TRCA staked line of contiguous vegetation at Trib 5 (Environmental Area 'A') has not been provided and several trees are proposed to be removed in this area. TRCA staff do not support the removal of any contiguous vegetation associated with the valley and an appropriate buffer (e.g. 10 m) should be applied to the staked line. Staff could entertain some refinements of the buffer at certain pinch points where it has been demonstrated there is an ecological net gain (increased buffer elsewhere); however, staff cannot accept a reduction or removal of the feature. Please update the application accordingly. (Regulator/Public Body/MOU/RMA)	The access road to the north parcel in this location has been modified to avoid encroaching into the limit of contiguous vegetation. Portions of the access road are within 10 m of this limit, however, the access road is greater than 10 m from this limit in other locations.
		32. Constraints - Please note the Headwater Drainage Feature Assessment has been completed during inappropriate sample times; however, TRCA staff are comfortable moving forward with the CEISMP management recommendation of 'Mitigation' for the features identified as HDF1a, HDF2a, HDF3, HDF4, HDF5a and HDF5b (located outside of the Greenbelt NHS). However, all HDF Features located within the Greenbelt NHS boundary should be identified as "Protection" and proper segment breaks should be applied to the HDF analysis. Please update the report accordingly. (Regulator/Public Body/MOU/RMA)	An updated HDF assessment was completed following submission of the February 2021 CEISMP. This updated assessment is discussed in Sections 3.2.2 and 4.6.3 of the current CEISMP and speaks to refined conclusions. We agree that the features within the Significant Woodland (Tributaries 2 and 3) will be retained in full, as well as Tributary 4. These features are not shown as HDF's on the CEISMP figures, rather they are shown as watercourses.
		33. CEISMP - Please note that Table 3: Potential Impacts and Proposed Mitigation Measures of the CEISMP report groups features and impacts together; however, staff do not agree with this approach. The Table should be updated to clearly identify each feature (i.e. Tribs 1 through 5, wetlands, woodlands etc.) on the site and identify the specific impact to each feature and how it will be mitigated on an individual basis. Please update the table accordingly. (Regulator/Public Body/MOU/RMA)	

DEPT.	COMMENT	RESPONSE
	34. CEISMP - Please note there are four (4) stormwater outfall structures ("clean" water and "dirty" water) proposed within Environmental Area 'D' (Kilamanagh Creek), which cannot be accepted by TRCA staff. Please reduce the aggregate number of encroachments into the NHS and explore opportunities to discharge to alternate locations (e.g. Dixie Road roadside ditch, to Online Pond through HDF2, etc.) in efforts to avoid encroachments into ESA habitat and the most sensitive ecological feature on the site. If all alternative discharge locations have been exhausted, the location of the outfall for Kilamanagh Creek needs to be ecologically justified (i.e. located in the least sensitive location) and an end-of-pipe treatment (e.g. constructed wetland) would be required. Staff also expect that any unavoidable intrusion into the NHS will be mitigated appropriately. Please update the CEISMP report accordingly. (Delegated Authority/Regulator/Public Body/MOU/RMA)	The number of stormwater outfalls to Kilamanagh Creek has been reduced from 4 to 2. Further details including outlet design and precise locations will be included in future submissions as design progresses.
	35. FBWB - A) Please note that a Feature Based Water Balance is required for features Trib 2, 3 and 4 and the central woodlot. Please ensure the stormwater management/LID strategy mimics pre to post hydrology of the features. B) Appropriate LID techniques should be implemented based on the results of the FBWB and from the HDF management recommendation (e.g. replicate/ enhance functions) and is to be carried forward to the detailed design drawings. (Regulator/Public Body/MOU/RMA)	See Feature Based Water Balance Assessment.
	36. FBWB - It is unclear how the hydrology of Tib 4 in Environmental Area 'B' is being maintained. Moreover, it is unclear how the management recommendation of HDF 5b of "mitigation" is being implemented. Please update the application to demonstrate how the function (e.g. supply of clean water and allochthonous inputs) of HDF 5b is being mitigated (e.g. roof water to bioswale) and how the hydrology of Trib 4 is being maintained as part of the application; this should be outlined in the FBWB. (Regulator/Public Body/MOU/RMA)	See Feature Based Water Balance Assessment.
	37. SWM - Insufficient Details for the outlet of SWM Pond A1 have not been provided. Figures on SW2 are too rudimentary and do not provide an accurate representation of the design and construction of the outfall needed for detailed design implementation. The outfall to Kilamanagh Creek is a significant component of the design and may have significant negative ecological effects to the receiving system. Please see ecology comments regarding outfall locations and design. Moreover, MOECP input on the allowance and design of the outfall is warranted. (Delegated Authority/Regulator/Public Body/MOU/RMA)	Detailed pond and outfall drawings will be provided at the Site Plan Stage.
	38. SWM - Please note that it is our experience that stormwater ponds result in thermal impacts to the receiving stream and can also cause in-stream erosion. Given that the receiving watercourse is considered to support cold water species, staff suggests that Stormtech chambers, infiltration galleries, soakaway pits, bioretention swales, Silva Cells, prescriptive shading etc. be fully examined to the greatest extent possible throughout the site in efforts to reduce thermal impacts, maintain water balance and reduce potential erosion of the watercourse. (Regulator/Public Body/MOU/RMA)	Noted.
	39. SWM - Details for the outlet and location of SWM Pond B have not been provided. Please provide details of the outfall and ensure it is designed to meet the TRCA Stormwater Management Criteria Document Appendix E (E2) submission requirements. (Delegated Authority/Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.
	40. SWM - Explore opportunities to bioengineer the SWMP Emergency Spillways. (Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.
	41. EMP - Please note that a Long-term Environmental Monitoring Plan and Comprehensive Adaptive Management Plan (CAMP) for both during and post construction have not been provided. Please include a monitoring plan complete with adaptive management strategies for all features that may be impacted by the proposed works. Environmental parameters and triggers should be included within the reports. (Delegated Authority/Regulator/Public Body/MOU/RMA)	See revised CEISMP.
	42. Landscape Plans - Please note that only the 10m buffer from the features is proposed to be planted. TRCA staff expect the Landscape Plans correspond to the setback requirements and that the full extent of all approved buffers/MVPZs (from the further extent of the feature and/or hazard) to be planted with appropriate native woody vegetation and ground cover as part of this detailed design submission. Please refer to the TRCA Post-Construction Restoration Guideline for further assistance. (Regulator/Public Body/MOU/RMA)	To be addressed in the future site plan submission.
	43. ESC - Please note that the proposed double row silt fencing appears to be encroaching into the buffer/MVPZ and Greenbelt NHS line in several areas. Moreover, the constraint lines are not shown on the drawings. Staff expect the location of the silt fencing to be refined to the limit of grading, which should correspond with the limit of the most restrictive development line. Please update the ESC drawings accordingly. (Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
	44. ESC – Please note that Trib 4 Environmental Area 'B' does not appear to be isolated in Phase 1. Please isolate all protected environmental features during all phases of construction. (Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.
	45. ESC - Please note that works for the proposed outfalls do not appear to be isolated. Please update the drawings accordingly. As noted above, the location and design of the outfalls (particularly in Environmental Area 'D' (Kilamanagh Creek) is not supported by TRCA staff at this time). (Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.
	46. ESC - Please note that the stormwater management ponds and cut off swales should be constructed and stabilized prior to allowing any earth works in Phase 1. (Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.
	47. ESC - TRCA staff does not support construction-generated stormwater to passively discharge to the natural system through the outfalls during construction. The SWMP outfalls should be not be turned online until the development has been completed and stabilized and the ponds cleaned out for final operation. Staff have seen great success where the ponds are mechanically (pumped) unwatered to a set of filter bags/filter rings in an appropriate location after a rain event or once a trigger elevation has been reached. Please update the drawings to illustrate active unwatering of the ponds and ensure the phasing of the outfalls are not online until ultimate buildout. (Regulator/Public Body/MOU/RMA)	To be addressed at Site Plan stage.
BELL		
	We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:	
	"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."	To be addressed at Site Plan stage.
	The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.	To be addressed at Site Plan stage.
	It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.	To be addressed at Site Plan stage.
	If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this developmen	To be addressed at Site Plan stage.
	To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations	To be addressed at Site Plan stage.
	Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.	To be addressed at Site Plan stage.
ENBRIDGE GAS INC.	ENBRIDGE GAS INC. May 19, 2021 Attention: Alice Coleman Municipal Planning Analyst, Long Range Distribution Planning Phone: 416-495-5386 Fax: - Email: MunicipalPlanning@enbridge.com	
	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Noted.
	This response does not constitute a pipe locate, clearance for construction or availability of gas.	Noted.
	The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.	To be addressed at Site Plan stage.

DEPT.	COMMENT	RESPONSE
ENE	If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.	To be addressed at Site Plan stage.
	In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.	To be addressed at Site Plan stage.

OPA and ZBA Resubmission Requirements (October 18, 2013)

DEPT.	COMMENT	RESPONSE
TOWN OF CALEDON	Resubmission Requirements for POPA 2021-004 and RZ 2021-006:	-
	1 Cover Letter and Response Matrix Addressing All Comments Contained in this Letter and Attachments	Provided.
	2 Response Matrix to Members of the Public comments, questions, concerns etc.	Provided.
	3 Revised Draft Zoning By-law Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD)	Provided.
	4 Revised Draft Official Plan Amendment (PDF and Microsoft Word) and Schedule (PDF and CAD)	Provided.
	5 Revised Planning Rationale Report	Provided.
	6 Revised Zoning Matrix	Provided.
	7 Scoped Urban Design Brief for Phase 1 and 2 (Look at Phase 1 and 2 comprehensively and address the Town wide design guidelines and urban design guidelines of the Official Plan)	Provided. The revised design is not phased.
	7a Include conceptual elevations and massing for Phase 1	Provided in Urban Design Brief. Conceptual elevations and perspective views have been provided for all buildings.
	8 Concept Plan	Provided.
	9 Revised Agricultural Impact Assessment (if required by Peer Review)	No Peer review comments provided.
	10 Revised Functional Servicing Report*	Provided.
	10a Conceptual Grading and Servicing Plans	Provided.
	13 Revised Stormwater Management Report*	Provided.
	14 Revised Comprehensive Environmental Impact Statement and Management Plan (CEISMP) and Feature Based Water Balance*	Provided.
	15 Revised Hydrogeology Report or Addendum Letter (The report/addendum must address the updated concept. It may also need to be revised to address additional woodlot monitoring and FBWB, unless this information is located in a separate report)	Provided.
	16 Revised Geotechnical Investigation	Provided.
	17 Revised Noise Impact Study (if required by Peer Review Comments)	No Peer review comments provided.
	18 Revised Traffic Impact Study	Provided.
	19 Active Transportation Plan	Provided within TIS.
	20 Revised Cultural Heritage Impact Statement	Provided.
	21 Revised Stage 1 & 2 Archaeological Assessment	Provided.
	22 The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) compliance letter associated with the archaeological assessment	Provided.
	23 Heritage Conservation Plan	To be provided with Site Plan submission as confirmed by Municipal heritage staff.
	24 Revised Economic Benefits Study (if required by Peer Review Comments)	No Peer review comments provided.
	-	

Enhanced Review Comments (May 17, 2023)

DEPT.	COMMENT	RESPONSE
	Sally Drummond, Senior Heritage Planner; Cassandra Jasinski, Heritage Planner, Town of Caledon, Strategic Policy Planning, Planning Department	
1	Information – Heritage Register	-
1a	The subject lands are listed as a non-designated property on the Town of Caledon’s Heritage Register and contain a mid-19th century farmstead identified as Highly Significant on the Town of Caledon’s Built Heritage Resource Inventory (BHRI).	Not required for a CHIS.

DEPT.	COMMENT		RESPONSE
	1b	The subject lands are adjacent and/or near to several other cultural heritage resource listed on the Town of Caledon's Heritage Register or identified on its Built Heritage Resources Inventory (BHRI): i. 12861 Dixie Road (listed); ii. 12489 Dixie Road (listed); iii. 12863 Heart Lake Road (listed); iv. 12434 Dixie Road (listed); and, v. 4428 Old School Road (BHRI).	Acknowledged and noted in Section 1.
	2	Heritage Conservation Concerns	-
	2a	Heritage staff cannot support approval of the development applications in their current form, given the lack of consideration for the conservation of the significant cultural heritage resources on the property.	The report has been revised to address proposed relocation of the building within the site.
	2b	Given that the Cultural Heritage Impact Statement (CHIS) (Stantec Consulting, February 25, 2021) identifies the cultural heritage resources on the subject lands as having cultural heritage value and interest, the Town will pursue designation under Part IV of the Ontario Heritage Act and a heritage easement agreement.	Noted
	2c	The cultural heritage resources shall be accommodated on the subject lands, and all avenues for their in situ retention must be explored prior to relocation being considered.	The report has been revised to address proposed relocation of the building within the site.
	2d	Should relocation be deemed necessary, a suitable location could be found in placing the farmhouse and the barn in front of the protected woodlot, facing Dixie Road. This relocation would provide a suitable setting for the farmhouse and barn, and aligns with the protected natural lands on the east side of Dixie Road.	The report has been revised to address proposed relocation of the building within the site.
	2e	Appropriate zoning shall be provided for the cultural heritage resources to allow a range of uses, including but not limited to continued agricultural and residential uses, to ensure that they can be adaptively re-used.	Noted
	2f	Heritage staff require a meeting with the development proponent and internal staff to achieve a solution to the conservation of the farmhouse and barn that retains them in situ or relocated on the subject lands.	Stantec has met with the Town to discuss relocation and determined an appropriate location.
	3	Prior to approval of POPA 2021-0004 and RZ 2021-0006, the following heritage comments must be addressed:	-
	3a	Urban Design Brief	-
	3ai	The Urban Design brief shall be revised to acknowledge and address the significant cultural heritage resources on the subject lands. Currently, the Urban Design Brief makes no reference to the existence of the cultural heritage resources on site.	The UDB notes the heriatge resources.
	3b	Cultural Heritage Impact Statement (CHIS)	-
	3bi	The CHIS (Stantec Consulting, February 25, 2021) must be revised to satisfactorily address Heritage staff's comments, provided under separate cover as part of previous submissions.	CHIS revised.
	3bii	Should the development proposal change significantly in scope or design, and if related development applications are submitted, further revisions and/or additional cultural heritage investigations will be required.	Noted.
	3biii	Any mitigative measures, as specified in the CHIS and/or by Town of Caledon Heritage staff, shall be undertaken to the satisfaction of Heritage staff at the Town of Caledon.	Noted.
	3c	Designation	-
	3ci	The proponent must agree to support designation of the Farmhouse currently located at 12862 Dixie Road and enter into an agreement to extend designation by-law timelines as enabled by Ontario Regulation 385/22.	The proponent is open to this discussion with Town staff.
	3d	Heritage House Zoning	-
	3di	Confirm, to the satisfaction of Heritage staff, the proposed lot for the Farmhouse	-
	3dii	Provide, as part of the zoning by-law amendment application, appropriate zoning to support the adaptive re-use of the farmhouse in its current or new location.	The proposed zoning supports a number of uses including restaurants and business offices.
	3e	Archaeological Assessment	-
	3ei	Based on Heritage staff's review, the Stage 1 & 2 Archaeological Assessment, prepared by Irvin Heritage Inc., dated February 6, 2021, requires revision:	-

DEPT.	COMMENT		RESPONSE
3ei1		Section 2 of the Archaeological Assessment does not provide adequate information regarding the Indigenous history related to these lands.	A section on the Indigenous Archaeological Land Use has been provided along with relevant traditional knowledge. As the generally used Indigenous histories are not agreed to by all Nations and may be conflicting, the Indigenous Context section as provided by IHI in the revised report reflects our firms practices in this regard and as accepted and approved by Indigenous Nations at the MCM
3ei2		The archaeological assessment does not include enough detailed information related to the colonial history of the subject lands to provide context for the post-contact sites found. As a result, the conclusions related to these sites are vague, such as "a 19th century settlement of some type". Proper and thorough documentation of the property's history would provide a fulsome understanding of these sites. The archaeological consultant should refer to the proponent's Cultural Heritage Impact Statement (CHIS) for further historical information to support the archaeological assessment.	Please note that provincial archaeological standards do not require detailed 19th century affiliations within a Stage 2 AA context. The archaeological reasoning is that a Stage 2 will yield insufficient artifact quantities to make any historical assertions. As such, archival research and potential site analysis are to be made at the conclusion of a Stage 3 report when a larger and thus more appropriate archaeological sample has been obtained. However, the report has been updated to include the data from the heritage report. Historical affiliation and assumptions beyond the very cursory site types has still been limited so as to not run afoul of the provincial archaeological review.
3ei3		Section 2, Map 5 should be a reference to the 1877 Peel County Atlas, not the 1878 Historic Atlas of the County of Durham (Belden 1878). Additional historical information on the property can be sourced from the applicant's CHIS, once this document has been revised to the satisfaction of Heritage staff.	The report has been updated to correct this.
3ei4		Section 3.5 on page 9 should be revised to identify that the property at 12892 Dixie Road is listed as a non-designated property on the Town of Caledon's Heritage Register.	The report has been updated to correct this.
3ei5		Please review for numerous spelling and grammatical errors throughout, ie. Pg. 24, "In depth historical and arrival research as required...."	The report has been updated to correct this.
3ei6		All historic maps must be properly referenced and referred to, including their source and the County.	All maps are now appropriately referenced and sourced.
3f		As noted in the submitted Stage 1 & 2 Archaeological Assessment, the woodlot on the subject lands was not assessed as part of the Stage 2 field work. As this section of the subject lands is included in the applications, the entirety of the subject lands, the proponent shall engage a qualified consulting archaeologist to complete a Stage 2 Archaeological Assessment of the remainder of the subject lands.	The woodlot has been subject to a Stage 2 Archaeological Assessment Survey with no archaeological resources being identified.
3g		The Town must be in receipt of, to their satisfaction, all completed Stages 1 & 2 archaeological assessment report(s), in both hard copy and PDF format, and the Ministry of Citizenship and Multiculturalism (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.	Provided.
4		Prior to approval of a Draft Plan of Subdivision or SPA 2021-0012, the following heritage comments must be addressed:	Not applicable until Site Plan stage.
4a		Any mitigative measures, as specified in the revised CHIS and/or by Town of Caledon Heritage staff, shall be undertaken to the satisfaction of Heritage staff at the Town of Caledon.	Not applicable until Site Plan stage.
4b		The proponent must submit, to the satisfaction of Heritage Staff at the Town of Caledon:	Not applicable until Site Plan stage.
4bi		A Heritage Conservation Plan, including a cost estimate for all required conservation work	Not applicable until Site Plan stage.
4bii		A draft R Plan in support of the designation of the Farmhouse at its current location on the subject lands or at a new location	Not applicable until Site Plan stage.
4biii		Securities in accordance with the cost estimate submitted as part of the Heritage Conservation Plan, including a 30% contingency	Not applicable until Site Plan stage.
4biv		Enter into a Heritage Easement Agreement with the Town for the conservation of the Farmhouse	Not applicable until Site Plan stage.
4c		Further to the findings and recommendations of the Stage 1 & 2 Archaeological Assessment, revised as necessary, the development proponent shall mitigate any adverse impacts to identified archaeological resources through preservation or resource removal and documentation (Stages 3-4 archaeological assessment) to the satisfaction of 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.	Not applicable until Site Plan stage.

DEPT.	COMMENT		RESPONSE
4d	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.	Not applicable until Site Plan stage.	
4e	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.	Not applicable until Site Plan stage.	
5	Please refer to the attached memo from Heritage staff for detailed heritage planning comments.	Noted.	
	Town of Caledon, Planning Department, Landscape	-	
6	These comments are provided as supplementary to the Landscape comments provided previously by Nick Pirzas, dated November 21st, 2021. If there are any conflicting comments then these comments will take precedence over the previous comments.	Noted.	
7	Because there are other items to be worked through at a higher level it may be better to address the higher-level comments first as part of an iterative process, and address detailed comments to the Landscape Plans after the higher level comments have been addressed, unless they are directly related to the higher level comments.	Noted. Details to be worked out during Site Plan stage.	
8	There are policies in the PPS (2020), the Greenbelt Plan, Regional Official Plan, and the Town's Official Plan which support the use of "lands that have been restored or have the potential to be restored to a natural state" to provide "linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems." PPS (2020).	Linkage incorporated into updated design.	
9	Please review these supporting policies for the establishment and enhancement of natural features and integrate the natural heritage linkage through the south portion of the site connecting Environmental Area 'C' and 'D' identified in the Region's Settlement Area Boundary Expansion (SABE) sub-watershed study into the Landscape Plans. The linkage is shown on map DA2-11b and calls for a Major Landscape Linkage with a Minimum Vegetated Width of +/-120m and Permeable Landscape Zone of 60m (30m on each side) for a total width of +/-180m.	Linkage incorporated into updated design.	
10	The Town supports all TRCA comments related to Natural Heritage System (NHS)	Noted.	
11	Parking is shown within the limits of the Greenbelt. The Greenbelt Plan does not allow private development to be located within the Greenbelt. Please relocate the private SWM Pond and parking areas outside of the Greenbelt limits in order to conform to the Greenbelt Plan. The SWM Pond may be incorporated as part of the linkage if supported through the updated CEISMP.	Parking removed from Greenbelt, SWM pond remains.	
12	Please include all constraints and setbacks on the Landscape Plans, and ensure all proposed development respects these limits.	Provided.	
13	Please update all Landscape Cost Estimates to 2023 pricing.	Not applicable until Site Plan stage.	
14	Please consider providing additional LID green infrastructure on site.	To be considered during Site Plan stage.	
15	The snow storage shown at the southwest corner of the woodland should be an infiltration trench in order to encourage infiltration in order to recharge Tributary 2 of the Humber River in order to maintain base flows. This should be evaluated as part of the updated CEISMP for potential pollutants such as salinity and heavy metals.	To be considered during Site Plan stage.	
16	Please see the attached sketch for additional comments, recommendations and information.	Noted.	
17	Please see the attached overlay for additional information	Noted.	
18	The Development Section, Landscape reserves the right for additional comments based on a revised submission.	Noted.	
	M. Behar Planning & Design Limited, Urban Design		
19	Comments provided by Urban Design staff with the first submission and dated January 27, 2022 continue to apply. Resubmission requirements dated October 18, 2022 continue to apply.	Noted.	
20	If the proposed development continues to be proposed under one Official Plan Amendment Application for 12862 (Phase 1) and 12668 (Phase 2) Dixie Road, a Scoped Urban Design Brief for Phase 1 and 2 is required. The Scoped Urban Design Brief must examine Phase 1 and 2 comprehensively and address the Town wide design guidelines and urban design guidelines of the Official Plan. The Design Brief must also include conceptual elevations and massing for the buildings proposed in Phase 1.	Addressed. The project is not intended to be phased; however, issues related to 12668 Dixie Road and 12862 Dixie Road have been addressed.	
21	A key urban design item continues to be the positioning of buildings in relation to adjacent streets, their treatment, and the extent of parking adjacent current and future public streets.	Noted.	
22	Please refer to the attached memo from M. Behar Planning & Design for detailed urban design comments.	Noted.	
	Town of Caledon, Planning Department, Urban Design	-	

DEPT.	COMMENT	RESPONSE
	23 A CPTED Report is required as the site has a number of large industrial buildings, large unattended parking lots, multiple stormwater ponds and multiple open space environmental areas.	CPTED guidelines have been incorporated into the design including adequate lighting and the use of durable materials.
	24 The report should address typical CPTED guidelines (multiple resources are available online) in addition to the following:	-
	24a The stages of development (i.e. phasing of construction) and how each phase is considering appropriate forms of CPTED intervention.	The development will not be phased. Each site is independent.
	24b Review informal surveillance sightlines across development: horizontally and vertically; into public space from buildings; from buildings into public spaces; at different times and different days with regard to routine activities; checking for obscurity; checking for criminal reverse surveillance locations and opportunities; checking for potential problems with sight lines.	To be reviewed at SPA/detailed design
	24c Review lighting arrangements in terms of: providing support for informal and formal surveillance; providing control of spaces used; restricting view of crime opportunities; reducing lighting's role in facilitating crime; supporting formal security patrols; and supporting controlled night-time use of spaces.	Please refer to the photometric plan for lighting levels. Building and pole-mounted lighting has been provided throughout the occupied areas of the site (parking, walkways, pathways, amenity areas.
	24d Identify potential lurk-lines and entrapment zones and strategies to remove them.	To be reviewed at SPA/detailed design
	24e Review of Territorial Reinforcement including checking the indicated property ownership of individual buildings.	To be reviewed at SPA/detailed design
	24f Undertake Hostile Vehicle Management risk review including vehicle movement and speed control measures.	To be reviewed at SPA/detailed design
	24g Review and identify criminal escape routes, particularly in relation to crime opportunities.	To be reviewed at SPA/detailed design
	24h Review of formal access control methods and target hardening.	To be reviewed at SPA/detailed design
	Town of Caledon, Planning Department, Zoning	-
	25 Comments provided by Zoning staff with the first submission and dated June 18, 2021 continue to apply. Resubmission requirements dated October 18, 2022 continue to apply.	Noted.
	26 Please refer to the attached memo from Zoning staff for detailed comments.	Noted.
	Town of Caledon, Corporate Strategy and Innovation, Energy and Environment	-
	27 As per the Region of Peel Official Plan, a Community Energy and Emissions Reduction Plan and Climate Change Adaptation Plan is required for all secondary plan areas. Draft Terms of Reference for these studies are attached.	To be addressed during the Site Plan stage.
	28 The Town is in the process of creating a community-wide Green Development Standard (GDS). Development shall comply with any Council-approved GDS, which will include the following objectives:	To be addressed during the Site Plan stage.
	28a Integrate sustainable design elements including: solar ready rooftop, green roofs and reflective roofing;	To be addressed during the Site Plan stage.
	28b Consider low carbon energy sources such as geo-exchange. Explore the opportunity through a third-party feasibility study, to have a connected energy system between all buildings, and potential for heat recovery;	To be addressed during the Site Plan stage.
	28c Reduce hardscaped area and integrate cool and green infrastructure to minimize urban heat island effect and peak runoff rates during rain events;	To be addressed during the Site Plan stage.
	28d Prioritize retention and filtration of stormwater on site to the greatest extent possible to reduce the risks of flooding and erosion, and minimize long-term infrastructure requirements;	To be addressed during the Site Plan stage.
	28e Integrate energy efficiency in building design, alternative energy sources that reduce GHG emissions, and climate resilient building features;	To be addressed during the Site Plan stage.
	28f Conserve and restore natural heritage system and wildlife habitat, including connectivity between natural heritage features on and off site;	To be addressed during the Site Plan stage.
	28g Support low carbon vehicles and associated infrastructure to reduce transportation-related GHG emissions; and,	To be addressed during the Site Plan stage.
	28h Explore opportunities for local agriculture and food production.	To be addressed during the Site Plan stage.
	Eva Li Landscape Architect - Development Town of Caledon, Community Services, Parks	-
	29 Parkland Conveyance:	-
	29i Staff have searched the Town records and there is no record of any prior parkland dedication or payment in lieu of parkland provided for the subject property.	To be addressed during the Site Plan stage.
	29j Payment of money in lieu of conveyance of parkland will be required for the proposed development according to the Town of Caledon's Parkland Dedication By-law – 2022-042 or any successor thereof, prior to issuance of any building permits.	To be addressed during the Site Plan stage.
	29k Payment of money in lieu of conveyance of parkland will be required at equivalent market value of 2% of the development land according to the sections 9 (a) and 17 (a) of the Town's Parkland Dedication By-law -2022-042 or any successor thereof.	To be addressed during the Site Plan stage.

DEPT.	COMMENT		RESPONSE
TOWN OF CALEDON	29l	For the purpose of determining the amount of payment the value of the land shall be determined as of the day a day before the first building permit is issued.	To be addressed during the Site Plan stage.
	29m	Prior to submission of the first building permit application, the owner will provide a narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount of payment in lieu of conveyance of parkland. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Director of Community Services or their designate.	To be addressed during the Site Plan stage.
	29n	Appraisals are considered valid for a maximum period of six months and we recommend providing the appraisal to Parks staff at least 2 months prior to submission of the first building permit application to avoid delays.	To be addressed during the Site Plan stage.
	30	Based on the information available, Parks recommend the following conditions for the development approval:	To be addressed during the Site Plan stage.
	30o	The Owner shall be responsible for a payment in lieu of conveyance of parkland to the Town to the satisfaction of the Director of Community Services or their designate, pursuant to s. 42 of the Planning Act, according to the Town's Parkland Dedication By-law 2022-042 or any successor thereof, prior to issuance of any building permits.	To be addressed during the Site Plan stage.
	30p	Prior to the issuance of the first building permit, the Owner shall provide to the Director of Community Services or their designate, a satisfactory narrative appraisal report prepared for The Corporation of the Town of Caledon for the purposes of calculating the amount for payment in lieu of conveyance of parkland pursuant to s.42 of the Planning Act. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Director of Community Services or their designate, Notwithstanding the foregoing, if the narrative appraisal provided by the applicant is not satisfactory to the Director of Community Services or their designate, acting reasonably, the Town reserves the right to obtain an independent narrative appraisal for the purposes of calculating the amount for payment in lieu of conveyance of parkland.	To be addressed during the Site Plan stage.
	31	Please refer to the attached memo from Parks staff for detailed comments.	To be addressed during the Site Plan stage.
		Town of Caledon, Fire & Emergency Services	-
	32	Confirmation is needed from the Region of Peel, confirming that this site is serviced with an adequate water supply for firefighting and for fire protection equipment within each building.	Noted. The Region has indicated that the existing 400mm watermain on Dixie Road will be extended north to Old School Road which we will propose to connect to. We will coordinate with the Region to provide the estimated water demands from the development to ensure that the proposed watermain will have sufficient capacity to service the development. Timing will be coordinated with the Region to ensure that the proposed municipal watermain is in place prior to the occupancy of the buildings.
	33	Fire Access route signage is to be provided at all entrances into the site from public thoroughfares	Fire route access signage proposed at the site entrances.
	34	Each building shall have a municipal number in accordance with the By-law.	Not applicable until Site Plan stage.
	35	There is community risk concerning low level of fire suppression services in this development area. The Fire Station Location Study has identified land within this proposed area as an ideal location for a fire station to be staff by a minimum of 4 firefighter 24/7.	Noted.
	36	Fire Service does not recommend increasing this risk until improvements in fire suppression deployment benchmarks are met; including a minimum of 10 firefighters responding within a 10-minute response time (turnout time + travel time) to 80% of the fire related incidents within this response area.	Noted.
		Town of Caledon, Engineering Services Department, Transportation Engineering	-
	1	Comments from the first submission related to the Mobility Plan, formerly called the Traffic Impact Study, continue to apply and are summarized below for your convenience:	Noted.
	1a	Please include the available storage lengths and link distances in all the capacity analysis tables for comparison purposes. If average queue lengths are expected to exceed the available storage lengths or link distances, appropriate mitigation measures should be identified.	See revised TIS.
	1b	Considering the size of the development and the traffic generation forecast, the study should also consider a 10-year horizon to the year 2031.	See revised TIS.

DEPT.	COMMENT	RESPONSE
	1c The site statistics for 12035 Dixie Road in the background analysis does not match the TIS submitted for the 12035 Dixie Road application. Please update the background analysis and provide a breakdown of the growth and background development traffic volumes in separate figures.	See revised TIS.
	1d Please provide justification for the background growth rate such as historical TMCs, ATR or AADT data, etc.	See revised TIS.
	1e The site statistics for Building A does not match the site plan and trip generation calculations do not add up. Please revise the trip generation summary in Table 4-2 accordingly.	See revised TIS.
	1f The Transportation Impact Study includes a review of parking requirements based on the Town's zoning by-law for a warehouse land use. However, the proposed development is described as four industrial buildings in the corresponding Planning Rationale Report with warehouse being one of the five uses. The parking calculations should be revised accordingly.	See revised TIS.
	1g The parking review should confirm if the supply of 1,857 spaces includes truck and trailer parking spaces. Truck and trailer parking spaces should not be counted towards the parking minimums.	See revised TIS.
	1h The TIS should also include a review of the accessible parking requirements contained within Schedule K of the Town's Traffic By-Law 2015-058.	See revised TIS.
	1i Please provide an illustration of future active transportation connections from the site to the boundary AT network.	See revised TIS.
	2 Transportation provides the following additional comments related to the Mobility Plan, formerly called the Traffic Impact Study:	See revised TIS.
	2a Identify a more defined external and internal transportation network to accommodate all modes of transportation. This includes finer grid road network, active transportation network and detailed transit network in consultation with Brampton Transit. The recommended transportation network must meet the objectives and requirements of the Regional and Town Official Plans, Transportation Master Plans, Active Transportation Master Plans and applicable Regional and Local guidelines and requirements.	See revised TIS.
	2b The applicant should demonstrate a road network that adequately protects for and enables access for future development of the lands to the west, south and north of the site, as well as the non-participating parcels. The proposed network should also consider the following comments:	See revised TIS.
	2bi Attached marked-up site plan titled "A-1.0_Site Plan-24-02-2021_TE Potential Public Roads" for potential collector road connections to Dixie Road and Old School Road.	See revised TIS.
	2bii The Town is undertaking a Multi Modal Transportation Master Plan (MMTMP) in support of the Official Plan Review that considers several continuous east-west roads (between Mayfield Road and Old School Road) and north-south roads throughout the SABE Area, the feasibility and alignment of which will be studied at the Secondary Plan Stage. Consideration of the conceptual road network and Highway 413 is required when determining east-west and north-south road locations to ensure continuous roads are achievable beyond the subject area.	See revised TIS.
	2biii The location and impact of the Old School Road crossing of Highway 413 should be considered when developing the potential road network and site accesses.	See revised TIS.
	2biv The Draft Official Plan Update identifies Old School Road as a future arterial road with a 36 metre right-of-way within the study area.	See revised TIS.
	2c Identify development phasing plans based on the planned and scheduled proposed transportation infrastructure improvements.	See revised TIS.
	2d Identify high level Transportation Demand Management plans, measures and initiatives to achieve the Town's future non-auto modal split targets and to reduce single-occupant-vehicles.	See revised TIS.
	Cassie Schembri, Senior Project Manager; Drew Haines, Senior Project Manager; Rita Juliao, Manager Development Engineering Town of Caledon, Engineering Services Department, Development Engineering	-
	3 Please refer to the attached Development Engineering comments letter dated April 21, 2023 for additional notes and detailed engineering comments.	Noted.
	4 All previously provided comments dated June 8, 2021 continue to apply and must be addressed with the following comments through an update to the Comprehensive Environmental Impact Study and Management Plan and supporting studies.	Noted.
	5 The following comments relate to the Local Subwatershed Study/CEISMP Terms of Reference: As per the Region of Peel Official Plan Policy 5.6.20.14.17.f. , a Subwatershed Study or an equivalent study (e.g. CEISMP) terms of reference is to be prepared to the satisfaction of the Town, Region and TRCA. The Subwatershed Study or an equivalent study (e.g. CEISMP) scope of work needs to include the following. The applicant should contact Development Engineering to finalize the scope and requirements of the CEISMP prior to resubmission.	A CEISMP Terms of Reference was prepared and accepted in December 2020. See section 1.0 of the CEISMP.
	5a The CEISMP shall address the direction, targets, criteria and recommendations of the broader scale Scoped Subwatershed Study for the Settlement Area Boundary Expansion (prepared by Wood Environment & Infrastructure Solutions, 2022) to inform the environmental constraints and stormwater management strategy for the subject lands.	Noted. See Section 6.7 of the CEISMP for discussion of the Scoped SWS as it relates to the current submission.

DEPT.	COMMENT	RESPONSE
5b	Currently, the CEISMP study area is limited to the lands municipally known as 12862 and 12892 Dixie Road (PT LT 21 CON 3 EHS CHINGUACOUSY; PT LT 22 CON 3 EHS CHINGUACOUSY PT 1, 43R15184 EXCEPT PTS 30- 33 & 35-37, 43R20345 & PT 23, 43R20416 & PT 2, 43R7014 & PT 2, 43R5085; CALEDON), and generally referred to as 12892 Dixie Road, Caledon, Ontario within the CEISMP. The limits of the CEISMP should be expanded to include all of the lands proposed to form the Secondary Plan Area and the associated subcatchment drainage areas.	The CEISMP remains focused on the subject site.
5c	The CEISMP study area should align with the scope (extents) of the Mobility Plan area to identify the environmental constraints and stormwater management strategy to support the transportation network.	Noted.
6	The following comments relate to the Location and Design Consideration for Stormwater Management Facilities: The subject lands include areas designated as part of the Greenland System, specifically representing Greenbelt NHS and Environmental Policy Area. The property also includes confirmed observations and/or habitat of endangered or threatened species, as well as significant woodland and unevaluated wetlands. Infrastructure within the Greenbelt NHS and Environmental Policy Area is not permitted unless the applicant completes the following:	A SWM pond has been reduced in the latest Conceptual Site Plan, and no other site plan features are proposed in the Greenbelt.
6a	it has been demonstrated to the satisfaction of the Town, the Region and the TRCA that all reasonable alternatives to locate the infrastructure outside of the Greenbelt NHS and Environmental Policy Area have been explored;	The location is acceptable from an ecology standpoint as it is outside of natural features and their setbacks). Due to other site constraints, this is the best location for the SWM pond.
6b	that the Town's ecosystem principles, goals, objectives, policies, and performance measures have been adhered to the greatest extent possible; and	
6c	recommended mitigation, restoration and management measures are appropriate and agreed upon by all agencies.	
6d	Further to this, the location and the design of all stormwater management facilities need to address the following:	
6di	The Town's Official Plan policies prohibit development within woodlot core areas and wetland core areas. For these features within the study area, the corresponding drainage area, feature based water balance and hydroperiod must be maintained post-development. The quality of water directed to significant environmental features must be considered clean and free of high concentrations of contaminants of concern, be of enhanced quality, and have no thermal impacts on the receiving system.	No development proposed within these areas. A FBWB has been prepared to demonstrate that the hydroperiod of these features can be maintained post-development and that water quality will not be impacted.
6dii	The design of the stormwater management facilities must consider and mitigate any impacts to the receiving system, including and not limited to design considerations for receiving system classified as Redside Dace occupied.	Noted.
6diii	All public roads must drain to and be managed by stormwater management facilities that will be owned and operated by the Town.	Noted. No public roads are proposed.
6div	The applicant will need to update the CEISMP to address location, design consideration for stormwater infrastructure, and discuss and justify ecological siting of infrastructure to support the natural heritage system to the satisfaction of the Town and TRCA.	Provided.
7	The following comments relate to the Natural Heritage System: The Towns Official Plan requires an ecosystem-based planning and management approach to land use decision-making. As such, development not only needs to protect the natural environment but also strive to enhance and restore ecosystems through connectivity. In turn, the intent of the CEISMP is to demonstrate how a proposal satisfies the Town's ecosystem policies and performance measures. The applicant has demonstrated, in part, through the CEISMP the limits of the existing EPA as well as the existing linkages of the systems to the east and south. In line with the requirements of the Town's Official Plan policies, and the Region's Scoped Subwatershed Study, the CEISMP is to complete feature confirmation (category – Key, Supporting, Other), refine boundary delineation, and identify linkages, enhancement and mitigation measures (e.g., buffers). As a result, the CEISMP should be updated to identify to address the following:	-
7a	The CEISMP should identify internal linkages between the two Greenland System as this is a critical component of the NHS and will maintain connectivity within and minimize fragmentation of the system. The implementation of this linkage should maintain, and enhance movement and connectivity of features between the Greenland Systems to support flow and movement of species and material across the landscape.	An ecological linkage has been proposed in the current submission, with details regarding the location and design requirements to be implemented as part of future Site Plan Applications included in the CEISMP. See discussion in Sections 5.1 and 7.1.4 of the CEISMP.

DEPT.	COMMENT		RESPONSE
	7b	The investigation should identify the preferred alignment with the linkage providing a minimum of 60+ metre minimum vegetated width and 30+ metre permeable landscape width. The width of the linkage is to be further determined through site-specific study where refined details on proposed development, and its associated impacts, are known.	An ecological linkage has been proposed in the current submission, with details regarding the location and design requirements to be implemented as part of future Site Plan Applications included in the CEISMP. See discussion in Sections 5.1 and 7.1.4 of the CEISMP.
	7c	The identification of buffers and setbacks, and their specific form and function needs to be determined through the CEISMP.	Discussion regarding future buffers has been included in Section 7.1 the CEISMP.
	8	The following comments relate to Consolidated Linear Infrastructure Environmental Compliance Approval: The Town of Caledon has been granted a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA). The CLI-ECA allows the Town to approve stormwater infrastructure projects that:	Noted. CLI-ECA application to be submitted at Site Plan Application Stage.
	8i	are wholly located on Town owned lands; and	Noted. CLI-ECA application to be submitted at Site Plan Application Stage.
	8ii	are designed to treat total suspended solids, grease and oils.	Noted. CLI-ECA application to be submitted at Site Plan Application Stage.
	9	The stormwater design for all publicly owned roads and publicly owned properties must conform to the CLI-ECA Stormwater Criteria presented in Table 1 of the attached Development Engineering comments letter dated April 21, 2023. If runoff from an industrial/commercial property is managed on private property or is proposed to collect, store, treat, or discharge stormwater containing substances or pollutants (other than Total Suspended Solids, or oil and grease) detrimental to the environment or human health, the applicant is required to complete a direct submission to the Province for an Environmental Compliance Approval. The applicant should contact Development Engineering to better understand the conditions, criteria and applicability of the Town's CLI-ECA.	Noted. CLI-ECA application to be submitted at Site Plan Application Stage.
	Town of Caledon, Planning Department, Development		-
	10	Detailed comments provided in the February 8, 2022 Summary of Comments letter continue to apply.	Noted.
	11	A revised Official Plan Amendment must be submitted to bring the subject lands, which were redesignated through the Regional Official Plan, into the Town's settlement area and to designate the lands as General Industrial with exceptions.	A revised OPA has been provided.
	12	The proposed Official Plan Amendment must bring the subject lands into the Mayfield West settlement area boundary. The proposed development must be designed in accordance with the Industrial policies of the Mayfield West Secondary Plan Section of the Town's Official Plan.	The submitted OPA is consistent with this request. Additional Policy discussion has been added to the PJR Addendum.
	13	The proposed development must be designed in accordance with the Mayfield West Community Design Plan.	Noted. The Urban Design Brief includes a discussion on the Community Design Plan.
	14	The submitted concept plan provides limited details regarding on-site amenity areas and services for employees working in this area. The resubmission must provide additional detail related to on-site amenities for employees through the updated Planning Justification Report and/or Urban Design Brief. Detailed plans will be required at the site plan stage.	Amenity areas have been provided and detailed design will be provided at the SPA stage, including landscaping, plantings, site furniture and screening elements.
	14a	Please consider the provision of structures to protect workers from the elements when waiting for shift changes, this should include structures which would protect employees from direct sun, wind and rain.	All building entrances are provided with canopies to protect from the elements.
	14b	Please consider including outdoor workout equipment and seating areas in employee outdoor amenity areas.	Noted. To be considered during Site Plan stage.
	15	If development of any form is proposed in the Greenbelt Natural Heritage System, Section 3.2.2 of the Greenbelt Plan must be assessed through the submitted Planning Justification report and CEISMP.	The updated CEISMP addresses Section 3.2.2 of the Greenbelt Plan.
	16	In accordance with the approved 2022 Region of Peel Official Plan (RPOP), an updated Planning Justification Report is required to provide a fulsome assessment to demonstrate how the proposed development satisfies the new Region Official Plan policies, including policies of Section 5.6.20.14 and the overall objectives and targets identified in the plan.	An addendum to the PJR has been prepared to respond to new ROP policies.
	16a	Additional policies of the RPOP which require assessment include, but are not limited to: Section 2.12, 2.14, 3.3, 5.6.20. 14.22, 5.8 and 5.10.	An addendum to the PJR has been prepared to respond to new ROP policies.
	17	A Community Energy and Emission Reduction Plan should be provided as per section 5.6.20.14.17.d) of the RPOP.	To be addressed during the Site Plan stage.
	18	A Climate Change Adaptation Plan should be provided to address section 5.6.20.14.17.e) of the RPOP.	To be addressed during the Site Plan stage.
	19	The Zoning By-law Amendment 2021-055 to By-law 2006-50 is now in full force and the revised policies must be reviewed and analyzed in the Planning Justification Report. Additional zoning by-law amendments may be required to permit the proposed development.	Noted - revised Zoning by-law text has been provided.

DEPT.	COMMENT		RESPONSE
	20	Major Retail is not a permitted use in Employment Areas (See Section 5.5.3.9. c) of the Town's Official Plan).	Noted.
	21	A Draft Plan of Subdivision application is required to establish a public road network on the subject lands.	We are proposing access through easements over the subject lands.
	21a	As noted in the Transportation comments provided above, public roads must be provided through the subject property(s) to provide connections to adjacent lands.	We are proposing access through easements over the subject lands.
	21b	The on-site road network must be designed to be integrated with the conceptual road network of Highway 413.	Noted.
	21c	All modes of transportation need to be accommodated on the subject land's road network including active transportation and transit.	Pedestrian access is proposed through the subject site.
	21d	Development phasing plans are required to identify the planned and scheduled proposed transportation infrastructure improvements.	To be addressed during the Site Plan stage.
	22	TRCA has been providing environmental review comments on this application to date, but as a result of Bill 23, TRCA may not be providing this service moving forward. As a result of Bill 23, the Town may require an environmental review completed by a peer reviewer, at the sole cost of the owner.	Noted.
	23	Prior to adoption of the Official Plan Amendment, a detailed subwatershed study or equivalent study such as an updated CEISMP is required in accordance with the 2051 New Urban Area policies of the 2022 RPOP.	A revised CEISMP has been included in the current submission.
	23a	The CEISMP study terms of reference must be prepared or updated to the satisfaction of the Region and the Town in consultation with the TRCA.	A CEISMP Terms of Reference was prepared and accepted in December 2020. See section 1.0 of the CEISMP.
	23b	The CEISMP must clearly demonstrate how the enhancement targets of the Scoped Subwatershed Study are being achieved for the proposal.	Noted. See Section 6.7 of the CEISMP for discussion of the Scoped SWS as it relates to the current submission.
	23c	The new or amended CEISMP must address, the water management and natural heritage system direction, targets, criteria and recommendations of the Region's Scoped Subwatershed Study.	Noted. See Section 6.7 of the CEISMP for discussion of the Scoped SWS as it relates to the current submission.
		Region of Peel Dylan Prowse Junior Planner, Development Services	
	24	Please refer to the attached Region of Peel comments letter dated March 24, 2023 for additional notes and detailed regional comments.	Noted.
	25	Planning and Development – 2051 Region of Peel Official Plan	-
	25a	The subject lands are now designated within the 2051 New Urban Area for urban development. Section 5.6 of the Region's Official Plan sets out staging and phasing requirements for secondary planning in the 2051 New Urban Area. Section 5.6.20.14 sets out more detailed study requirements for secondary plans, while environment and resources related study requirements are provided in Policy 5.6.20.14.17 specifically. A fulsome assessment is required to demonstrate how the proposed development satisfies the policies and contributes towards the overall objectives and targets identified in the Region of Peel Official Plan (RPOP).	An addendum to the PJR has been prepared to respond to new ROP policies.
	26	A Staging and Sequencing Plan	-
	26a	Approval of secondary plans by the Town within the 2051 New Urban Area are to proceed only in accordance with staging and sequencing plans to the satisfaction of the Region. The staging and sequencing plan must ensure orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.	Staging and Sequencing Plan provided with revised submission.
	27	Subwatershed Study or Equivalent Study	
	27a	The 2051 New Urban Area policies require a detailed subwatershed study or equivalent study such as a Comprehensive Environmental Impact Study and Management Plan (CEISMP), prior to endorsing land uses for the secondary plan and prior to the adoption of the official plan amendment to implement the secondary plan. The Region's policies require: (1) terms of reference to be prepared to the satisfaction of the Region in consultation with the conservation authorities and relevant agencies; and, (2) confirmation that the subwatershed study or equivalent study addresses the direction, targets, criteria and recommendations of broader scale or scoped subwatershed studies applicable to the 2051 New Urban Area.	A revised CEISMP has been included in the current submission. Discussion of the Terms of Reference (Section 1.0) and Scoped SWS targets (Section 6.7) are included in that report.

DEPT.	COMMENT		RESPONSE
REGION OF PEEL	27b	The initial application submission for the local Official Plan Amendment (LOPA) and a Zoning By-law Amendment (ZBA) included a CEISMP. The Region requires a new or amended CEISMP to address, as appropriate, the water management and natural heritage system direction, targets, criteria and recommendations of the Region's Scoped Subwatershed Study. The required CEISMP's recommendations for natural heritage system restoration and enhancement should address the recommendations of the Scoped Subwatershed Study with sufficient detail to the satisfaction of the Town. To support this work, a copy of the Region's study report is available on the Peel 2051 Regional Official Plan Review project website: https://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp . The CEISMP to clearly demonstrate how the enhancement targets of the Scoped Subwatershed Study are being achieved for the proposal.	Noted. See Section 6.7 of the CEISMP for discussion of the Scoped SWS as it relates to the current submission.
	28		Noted.
	29	As the concept layout and phasing of the initial application submission has been revised, additional modelling and review of revised technical reports including the Functional Servicing Report (FSR) will be required to determine available capacity within the Region's system. The proposed phasing and servicing scenario for these lands will also be required to be align with the Region's Water and Wastewater Master Plan. The FSR should consider the usage and impacts of both phases of development.	Noted. We will coordinate with the Region to confirm the location and depths of the proposed municipal services and we will provide the estimated sanitary and water demands from the development to ensure that the proposed municipal services have sufficient capacity to service the development.
	30	Traffic Impact Study	-
	30a	While we recognize that the revised concept plan proposes a phased approach site access should be addressed comprehensively at the OPA stage in order to avoid potential conflicts with future accesses to the southern portion of the site and to surrounding lands. If a public road is requested, the development must be planned to utilize the internal road network for site access.	Noted. Phasing no longer proposed.
	31	If a Subdivision Application is required to advance the proposed development, the following submission requirements will apply:	Noted. We are seeking OPA/ZBA at this time.
	31a	Plans and Drawings	-
	31ai	Subdivision Draft Plan	-
	31aai	Concept Plan	-
	31aiii	Servicing/Grading Plan	-
	31aiv	Draft Reference Plan	-
	31av	Staging and Sequencing Plan	-
	31avi	PINS	-
	31avii	Plan of Survey	-
	31b	Studies	-
	31bviii	Functional Servicing Report	-
	31bix	Stormwater Management Report	-
	31bx	Traffic Impact Study	-
	31bxi	Record of Site Condition (for lands to be dedicated)	-
	31bxii	Environmental Impact Assessment	-
	31bxiii	Hydrogeological Study	-
	31bxiv	Healthy Development Assessment	-
	31c	Fees	-
	31cxv	xv. \$20,500 Subdivision Application Fee	-
	31cxv1	To be paid after submission is made	-
	31cxv2	subject to change based on in effect by-law	-
		Toronto and Region Conservation Authority (TRCA)	-

DEPT.	COMMENT		RESPONSE
TRCA	32	For this application, we have received a CEISMP (Comprehensive Environmental Impact Study and Management Plan) and the relevant information necessary to identify constraints and setbacks. The applicant revised their constraint linework at the time they were also seeking a Minister's Zoning Order (MZO) for this property and the lands at 12035 Dixie Road. TRCA staff indicated based on the revised linework that the constraints and setbacks were appropriately identified on the plan (attached is the revised constraints plan).	Noted.
	33	The CEISMP does need to be revised to address TRCA's March 2021 comments and incorporate the updated constraint mapping.	Noted.
	34	The CEISMP in this instance should also be updated to address the recommendations of the approved Scope Subwatershed Study (SWS) prepared for the Region of Peel as part of their updated OP. We note that Regional OP policy 5.6.20.12 directs the Town to implement the policies of any new secondary plans and recommendations of the SWS. For this site, the CEISMP should address the potential for a natural heritage linkage on the site between the woodlot and Kilimnaugh (Campbell's Cross) creek corridor as well as the potential for the implementation of any enhancement areas identified in the SWS. A linkage referred to as a Local Landscape Linkage (LLLs) is shown on drawing DA2-10 of the SWS. In accordance with Table 2.1.3.1 of the SWS Part C and B reports prepared in support of the Peel SABE study, a Local Landscape Linkage (LLL) must have a 60+m Minimum Vegetation Width (MVW) minor landscape linkage with a 30+m Permeable Landscape Zone (PLZ). LLLs identified through Part B are to be implemented through subsequent studies (detailed SWSs in support of future Secondary Plans). Refinements in width and the exact alignment are guided through design (note that refinement in width can't be less than the minimums). The conceptual linkages illustrated on DA2-10 in the Part B SWS report are to be confirmed and/or refined. Specific direction on confirmation and refinement is in Part B table 2.5.2.6. The potential for this linkage needs to be addressed to implement the recommendations of the SWS. If it is decided that an enhanced process consolidates the recent acquisitions by the applicant on the East side of Dixie into one Secondary Plan block, the linkages could be evaluated at a broader landscape scale.	An ecological linkage has been proposed in the current submission, with details regarding the location and design requirements to be implemented as part of future Site Plan Applications included in the CEISMP. See discussion in Sections 5.1 and 7.1.4 of the CEISMP.
	35	The CEISMP should also be updated to address the targets/objectives of the SWS and monitoring framework.	Noted. See Section 6.7 of the CEISMP for discussion of the Scoped SWS as it relates to the current submission.
	36	Preliminary engineering reports will need to be updated to address our previous comments and to reflect the latest design concept. At a recent meeting with Town engineering staff, it was suggested that the future land uses should be factored into the external hydrology conveyed to this site to ensure that we're addressing stormwater management and natural hazards. The applicant also prepared a draft terms of reference for a Feature-Based Water Balance (FBWB) assessment in advance of a discussion with TRCA technical staff in the spring of 2021. I have attached the document previously submitted. The FBWB assessment will be needed with the future submission.	Revised reports and a FBWB assessment has been included as part of this submission