

## **Staff Report 2019-18**

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Meeting Date: Tuesday, February 12, 2019

Subject: Proposed Official Plan Amendment and Zoning By-law Amendment, MJJJ Developments Inc - Asphalt Plant, 12415 Coleraine Drive, Ward 5

Submitted By: Mary T. Nordstrom, Senior Planner, Community Services

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### **RECOMMENDATION**

That the proposed development and By-law attached as Schedule E to Staff Report 2019-18 to amend the Town of Caledon Official Plan, Section 7.9.5 to permit an unenclosed asphalt plant on the subject lands be refused; and

That the proposed development and By-law attached as Schedule F to Staff Report 2018-19 to amend Comprehensive Zoning By-law 2006-50, as amended to rezone the subject lands to a site-specific Prestige industrial (MP-X) Zone to permit an Asphalt plant and Accessory Open Storage Area be refused.

### **REPORT HIGHLIGHTS**

- Applications to amend the Town of Caledon Official Plan and Zoning By-law 2006-50 were submitted by MJJJ Developments Inc. to the Town on July 3, 2018. The Town notified the applicants on July 25, 2018 the applicants were complete and circulated for agency and public comment.
- The purpose of the applications is to amend the Prestige Industrial designation in the Town of Caledon Official Plan and introduce a Prestige Industrial Exception Zone to permit an unenclosed Hot Mix Asphalt Plant on the subject site.
- A Public Meeting was held on January 15, 2018. Staff has reviewed the proposal in conjunction applicable policies and consideration of comments from internal departments, external agencies, peer reviewers, and the public and is of the opinion that the proposal does not conform to the Region of Peel and Town of Caledon Officials Plans or the Growth Plan for the Greater Golden Horseshoe, and is not consistent with the Provincial Policy Statement (2014), does not represent good planning nor is it in the public interest, and should be refused.

### **DISCUSSION**

The subject lands are located on the west side of Coleraine, just south of George Bolton Parkway, within the South Simpson Industrial Secondary Plan, within the Bolton community (see Schedule A Location Plan). The property, legally described as Part lot 3 Concession 6 (Albion) is approximately 2.78 hectares (6.87acres) in area and currently accommodates a

dwelling which the applicant advises will be demolished to accommodate the proposal. The Town's Official Plan designates the lands as Prestige Industrial Area on Schedule 'C-5' (South Simpson Industrial Secondary Plan). The Zoning By-law zones the subject lands as Agricultural (A1). Neither planning document permit an asphalt plant.

The surrounding land use context is as follows (see Schedule "B" Aerial Map):

- North: Rural residential properties designated and zoned Prestige Industrial;
- South: Natural Stone (Landscape) Wholesaler (Global Arch) and Logistics Company (DB Schenker) designated and zoned Prestige Industrial (at front) and General Industrial (at rear); Prestige Industrial Park (Solmar Equity Prestige Industrial Park) at Parr Boulevard designated and zoned Prestige Industrial;
- East: Office Building (Dig-Con) designated and zoned Prestige Industrial; Hydro One Operations Centre designated and zoned General Industrial
- West: Vacant lands designated and zoned for Prestige Industrial (front portion along Coleraine) and General Industrial (rear portion) and subject to active and/or approved Site Plan Applications for high quality industrial buildings and users including: 3 office warehouse buildings directly opposite the site totaling 118,981 m<sup>2</sup> (1.28 million ft<sup>2</sup>) of floor space and the Amazon office and fulfillment centre totaling 93,962 m<sup>2</sup> (1 million ft<sup>2</sup>) of floor space.

### **Application**

On July 3<sup>rd</sup>, 2018 Town of Caledon staff received applications for Official Plan Amendment (POPA 18-02) and Zoning By-law Amendment (RZ 18-04) to permit a Hot Mix Asphalt Plant ("HMA Plant") with associated open storage and 1-storey, 46 m<sup>2</sup> seasonal office building accessed from Simpson Drive. The applicant anticipates the site will employ 11 to 18 people.

An associated Site Plan Application under file SPA 18-58 was filed concurrently with the subject application, which details the HMA Plant as well as a 2-storey, 1,042 m<sup>2</sup> office building fronting onto Coleraine Drive. The office component is not subject to the Official Plan and Zoning By-law Amendment Applications that are the subject of this report.

The applicant's submission packages received by the Town included a number of reports and plans, which are listed in full in Schedule C to this report.

The Site Plan attached as Schedule D details the proposed layout of the site, which includes the asphalt production equipment (bins, conveyors, tanks, rotary drum dryer/mixer and silos) and outdoor storage areas for aggregate materials (limestone, gravel and sand) and two Reclaimed Asphalt Pavement (RAP) stockpiles. High level screen walls (up to 10.5m in height), retaining walls, berming and wood fencing (up to 3.8m high) are proposed to surround the HMA Plant.

After determining the applications to be complete, staff provided Notice of the Applications on July 26, 2018 in accordance with the Planning Act.

### **Staff and Agency Comments**

The application materials listed in Schedule C to this report were circulated to external agencies and internal departments for review and peer reviewers were retained to review the following technical reports: Air Quality Study, Hydrogeological Investigation, Environmental Noise Impact and Urban Design Brief. Staff, Agency and Peer Review comments can be found in Schedule G to this report and summarized below:

- The Air Quality Study has not established the proposed use will not generate air quality impacts and does not fully address the requirements needed to evaluate potential impacts;
- The Environmental Noise Impact Study has failed to demonstrate there will be no adverse noise impacts associated with the proposed change in use and is proposing sound barriers that are not supportable and do not meet Town Standards;
- The Hydrogeological Investigation does not meet applicable policies, regulations and industry best practices and the findings are not supportable;
- The Traffic Impact Study is not satisfactory and fails to sufficiently assess anticipated truck traffic movements;
- The Urban Design Brief does not reference key design policies and guidelines or adequately explore the visual impacts associated with the proposed HMA Plant and its associated features (open storage, fencing);
- The visual impacts of the proposed fencing, screening walls and berms associated with the HMA Plant are significant and not acceptable from an urban design standpoint;
- The Functional Servicing Report is not satisfactory with respect to stormwater management and drainage. It identifies anticipated water demand and sanitary flows for the HMA Plant consistent with the existing single residential dwelling, which is an underutilization of the planned municipal services for this employment area;
- The arborist report and letter contain contradictory and unsatisfactory detail regarding tree removals and preservation methods; however, it is noted in the Planning Rationale that 36 of the 45 trees on site are proposed for removal;
- The findings of the Geotechnical Report cannot be supported as the subsurface conditions were frozen at the time of field work and the boreholes were insufficiently deep to intercept groundwater;
- The Planning Rationale does not satisfactorily demonstrate compliance with applicable policy context, including municipal, regional and provincial policies.
- A prestige industrial designation/area is not an appropriate location for an HMA Plant – it threatens the aesthetic quality of the area, the ability of the Town to retain, attract and/or expand prestigious companies and investment and threatens the operations of existing and future companies with noise, air and vibration pollution;
- The applications and their supporting materials do not discuss how the proposed asphalt plant may impact the lands studied by the Bolton Residential Expansion Study/Regional

Official Plan Amendment 30 (ROPA 30 is currently under appeal) that may bring lands as close as east of Humber Station Road and south of Healey Road into the Rural Service Centre (Bolton) Boundary to develop with sensitive uses; and

- The Town of Caledon Zoning By-law 2006-50, Section 4.28 includes an asphalt manufacturing or refining use as a prohibited use within the limits of the Town of Caledon Zoned Area.

### **Public Consultation**

The application materials listed in Schedule C were made available for public review at Town Hall and via the Town's website: <https://www.caledon.ca/en/townhall/miji-developments-inc---asphalt-plant-.asp>

A statutory Public Meeting and Open House, in accordance with the requirements of the *Planning Act*, was held on January 15, 2019. Property owners within 120m of the subject lands and those requesting notification were advised of the Public Meeting by direct mail as required under the *Planning Act* and an advertisement was placed in the Caledon Enterprise and Caledon Citizen on December 20, 2018, in addition to the posting of a notification sign on the property and on the Town's website.

At the Public Meeting, 24 members of the more than 200 people in attendance expressed concerns with the proposed developments. Written submissions from the public are attached in Schedule "H" to this report and a link to an audio recording of the Public Meeting is available at: <https://www.caledon.ca/en/Calendar/Meetings/Default.aspx>.

A summary of the Council and public concerns include:

- Unsuitable/Incompatible Location:
  - This use should not be close to where we live, work, play and go to school;
  - Insufficient separation from sensitive uses (residences, schools, future Bolton Residential Expansion);
  - Not compatible with prestige industrial area – this area should be protected from nuisance uses such as this;
  - Threatens significant investment by existing and future industries in the prestige industrial area (expansion, new buildings, lease renewals).
- Potential Negative Impacts:
  - Air quality impacts (toxic fumes, dust and pollution from nitrogen oxide, PAHs, arsenic) both in the short and long term to both residents and industrial operations (food, packaging, outdoor business inventory);
  - Health and safety impacts for residents and employees in the area, including future employees of an HMA Plant (pollution, smog, dust, cancer, respiratory disease, premature deaths, premature births)
  - Traffic impacts in terms of volume (congestion) and safety;



- View/vista impacts on an area planned for high quality community design;
- Property value impacts (residential and employment) – US Study found property values decreased 11 – 56% near asphalt plants;
- Concerns about:
  - Lack of information on fiscal impacts, i.e. is there a net revenue after accounting for wear and tear of trucks on road;
  - Lack of information on the average truck traffic;
  - Lack of clarity on hours of operations (12 hour days versus 24-hour operations) and anticipated frequency of emergency 24-hour operations;
  - Trucking Idling;
  - Spills and Spill Management Plans and the element of human error;
  - Hydrogeological concerns;
  - Extensive tree removal (retaining 9 of 45 trees).
- Concern that governments, identified as primary consumer of asphalts, primarily pave through the night and so emergency 24-hour operations will be standard.
- Negative precedent for undeveloped lands in area, including lands directly to the north - unlikely a prestige industrial use will develop beside an asphalt plant.
- Zoning does not permit this use anywhere in the Town of Caledon.
- Official Plan conformity concerns: employment density, clean industry. As part of Municipal Comprehensive Review, Town and Region should identify lands suitable for this type of employment.
- No support in the community for this use.

### Policy Review

#### Town of Caledon Official Plan

The subject lands are designated on Schedule “C-5” South Simpson Secondary Plan as Prestige Industrial. This designation permits a range of clean industrial uses on full municipal services.

Staff has reviewed the proposal against the policy themes referenced below:

***Hierarchy of Industrial Uses*** - The Town of Caledon Official Plan sets out a hierarchy of employment area land uses as follows:

*“5.5.3.21 Employment Areas may be further classified as: Prestige Industrial; General Industrial; and Dry Industrial, with each type of land use being identified in separate industrial classifications in the implementing Zoning By-law. These designations are generally described as follows:*

- a) *Prestige Industrial applies to employment lands with full municipal water and sewer services which provide for clean industry as well as office uses on landscaped lots in a park-like surrounding.*
- b) *General Industrial applies to employment lands with full municipal water and sewer services which provide for various industrial uses including manufacturing, fabricating, and accessory outside storage.*
- c) *Dry Industrial applies to employment lands which provide for “dry type” industrial uses developed on the basis of private sanitary sewage and water services, or partial Regional piped services.”*

**Conformity Test:** The proposed development and supporting materials to permit an HMA plant, including the Air Quality, Noise, Hydrogeological and Urban Design Reports have not satisfactorily established the proposed use can operate as a clean industry, as per Section 5.5.3.21a) and without adverse impacts on the surrounding area.

The proposed site layout, including the proposed screening walls, opaque fencing and RAP stockpiles visible from multiple frontages including Coleraine Drive do not achieve the prestige industrial community design principles of a landscaped lot in a park-like surrounding.

The proposed asphalt plant is unenclosed with the exception of a seasonal field office and storage silos. The anticipated water demand and sanitary flow for the HMA Plant as indicated in the Functional Servicing and Preliminary Stormwater Management Report represents an underutilization of the planned municipal water and sewer service for this industrial area.

**Prestige Industrial (Use) Policies:** The policies that apply to the lands designated as Prestige Industrial in the Town’s Official Plan are as follows:

### *“5.5.4 Prestige Industrial*

*...Prestige uses will be located within enclosed buildings with no outside storage and uses shall be encouraged to occupy prominent locations along major roads and highways. Prestige Industrial uses shall be developed on full regional piped water and sewer services.”*

#### *“5.5.4.1 The Prestige Industrial classification of land shall permit the following uses:*

- a. *Manufacturing, fabricating, printing, processing, assembling and packaging operations;*
- b. *Warehousing and wholesale operations;*
- c. *Laboratories,*
- d. *Computer and data processing;*

- e. *Research and development facilities;*
- f. *Corporate offices;*
- g. *Offices related to permitted industrial uses;*
- h. *Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses;*
- i. *Day care facility; and,*
- j. *Commercial uses in accordance with Section 5.5.3.*

5.5.3.8 *“The predominant use of lands designated Industrial in this Plan shall be for employment uses subject to the provisions of Sections 5.5.3, 5.5.4, 5.5.5, 5.5.6 and 5.5.7 of this Plan, provided that such uses are identified as industrial in an implementing Zoning By-law.”*

5.5.4.2 *“Automotive uses shall not be permitted in Prestige Industrial or Business/Office Park areas.”*

7.9.2a *“Specific goals for the South Simpson Industrial Area include the following: To provide for a mix of high quality industrial uses that contribute to the Town’s employment and commercial/industrial assessment base”*

**Conformity Test:** Throughout the Official Plan, there are more specific policies that address the question of whether an asphalt plant conforms to the policies of the Town’s Official Plan. The application has been reviewed based on the following policy themes including: open space storage, use, density, prominent location and servicing.

**Open Storage:**

5.5.4.4 *‘Unless otherwise specified in Section 5.5 (employment areas) or 5.10 (settlement areas), open storage shall not be permitted within any Prestige Industrial designations.’*

5.5.7.3 *“Open storage shall be discouraged from locating on lands with prominent visual exposure from streets, roads and highways or adjacent to nonindustrial uses.”*

7.9.3 *“The South Simpson Industrial Secondary Plan provides for prestige industrial and general industrial uses. Within the Prestige Industrial Areas, which generally abut major roads, limited open storage is permitted, except on lands adjacent to Coleraine Drive and Mayfield Road, where open storage shall not be permitted. Interior lands within the Secondary Plan boundaries are planned for general industrial uses with provisions for open storage.”*

**Conformity Test:** The proposed development to allow an HMA plant in an area designated prestige industrial does not conform to the open storage policy framework that specifically prohibits open storage on lands abutting Coleraine Drive. The entirety of the HMA Plant use, with the exception of the 46 m<sup>2</sup> (495 ft<sup>2</sup>) seasonal field office and silos, is considered an unenclosed use. Open storage includes all lands used for the unenclosed storage of equipment (i.e. bins, conveyors, tanks, rotary drum/mixer, front-end loaders, tanker truck), goods or materials (i.e. stock piles of limestone, gravel, sand, Reclaimed Asphalt Pavement). Accordingly, Staff do not support that open storage is limited to 7.8% of the site as noted on Page 32 of the Planning Rationale Report (PRR). The Official Plan and Zoning By-law Application fail to conform to the Town's open storage policies.

### ***Land Use Compatibility/Noxious Use:***

*5.5.2.5 "To prevent the development of noxious uses that will conflict with the orderly development of the Town and be detrimental to the natural and cultural environment."*

*5.5.3.15 "Employment uses that are noxious by reason of the emission of noise, smoke, odour, and pollution shall be discouraged."*

*5.5.4.2 "Automotive uses shall not be permitted in Prestige Industrial or Business/Office Park areas."*

*5.11.2.2.4 "The permitted uses for lands designated Extractive Industrial Area...on Schedule A are...the extraction of mineral aggregate resources from licensed sand and gravel pits and quarries...accessory uses essential to extractive operation...Asphalt plants...and similar uses may also be permitted subject to a site-specific Zoning By-law"*

*7.9.2c "Specific goals for the South Simpson Industrial Area include the following: to ensure land use compatibility with adjacent uses"*

**Conformity Test:** The supporting materials have not adequately determined there will be no negative impacts or adverse effects associated with the HMA Plant. As noted in the attached Peer Reviews of the applicant's Air Quality Study, Hydrogeology Report and Noise Study, there has been insufficient analysis and failure to demonstrate there will be no adverse effects associated with the proposed HMA plant on surrounding areas.

The Town's Official Plan only considers an asphalt plant in an Extractive Industrial Area designation, which is not currently identified for this site, nor anywhere within Bolton, and could only be established through an Official Plan Amendment and Zoning By-law Amendment for a new licensed extractive industrial operation.

As per the attached comments from the Region of Peel, the PRR has not satisfactorily discussed land use compatibility in the South Simpson Industrial Secondary Plan area and it cannot yet be determined if the proposed HMA Plant is an appropriate and supportable use.

Further, conformity with Section 5.1.3.1 of the Regional Official Plan regarding compatibility between major facilities and sensitive land uses has not been established.

Accordingly, the proposed development fails to conform to the Town's and Region's land use compatibility policies.

### **Density:**

*5.5.3.5 "Through its community planning for employment lands, Caledon will develop employment areas at a density that contributes to achieving the overall Greenfield Density Target for Caledon as per Policy 4.2.2.1 and Policy 4.2.2.3.1."*

*5.5.3.6 "Nodes and corridors for office and high density employment uses will be identified in planning and employment areas within the Designated Greenfield Areas in settlements."*

*4.2.2.2.1 "To optimize the use of the Designated Greenfield Area."*

*4.2.2.3.1 "Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare."*

**Conformity Test:** The applicant's PRR identifies a combined employment number of 11 to 18 people; however, it is unclear how many employees are associated with the proposed 2-storey office and warehouse building versus the HMA plant. The Traffic Report estimates 5 to 8 office employees whereas Site Plan Drawing A102 identifies approximately 13 offices. Based on the Site Plan, it is anticipated that much of the employment density derives from the office/warehouse building.

The PRR estimates the combined proposal will achieve 4 to 6 jobs per hectare and notes on Page 28 that the projected employment density "will be on the lower end, compared to many other forms of employment uses. However, by nature, this type of use will have a low density no matter where it is located...". Staff submit this type of low-density employment be situated in an employment area designated and planned for lower density uses, such as Dry Industrial or Extractive Industrial and not an area planned to support higher density uses.

The HMA Plant represents a low-density employment use and underutilization of vacant, serviced prestige employment lands planned for office and other high density employment uses. As such, it does not conform to the Town's employment density policies.

**Community Design & Prominent Location:** The framework pertaining to the Town's prominent location policies include:

5.5.3.7 *“Office development will be encouraged to locate in Major Transit Station Areas and areas with existing frequent transit service or existing or planned higher order transit service.”*

5.5.3.16 *“Employment lands with a prominent visual exposure and lands adjacent to major roads and highway routes shall be encouraged to be developed for prestige industrial uses.”*

5.5.4.5.1 *“Business/Office Parks shall be encouraged within the Prestige Industrial designation. These parks shall comprise higher order industrial and/or office commercial uses. Permitted uses include corporate and head office uses, laboratories, computer and data processing, research and development facilities.”*

5.5.4.5.2 *“Business/Office Parks are encouraged to:*

- a. Be developed as part of a comprehensive concept plan which focuses on a particular function, such as research and development facilities, corporate head offices, or major office development; and,*
- b. To locate in areas with excellent exposure to major roads/highways, at the intersection of major roads/highways, at locations representing gateways into the Town and areas served by public transit.”*

7.9.2d) *“Specific goals for the South Simpson Industrial Area include...to ensure a high standard of community design is provided along the arterial roads and George Bolton Parkway”*

7.9.4 *“In recognition of the location of these lands at the entrance to the Town of Caledon, at the gateway to Bolton and in proximity to arterial roads, the streetscape and community design of the area shall be of a consistently high quality”*

**Conformity Test:** The South Simpson Industrial Secondary Plan seeks to attract offices and higher density prestige employment uses along key corridors, such as Coleraine Drive because of the prominent visual exposure offered by these major corridors and its gateway location to Bolton. An example of this is the Equity Prestige Business Park at Parr Boulevard and Coleraine Drive, approximately 0.5km south of the subject site. Development along Coleraine Drive should reflect the area's focus as a gateway to Caledon.

The retaining walls (2.8m), berming (3.4m), wood fencing (3.8m) and metal screening (in excess of 10m high) along much of the perimeter of the proposed HMA plant will create a major, imposing negative presence on the surrounding streetscapes of Simpson, George Bolton and Coleraine.

The applicant's urban design report identifies that screening is required for outdoor storage and the HMA Plant. If the majority or entirety of a proposed use requires full screening from all streetscapes then the use may not be appropriate in the prestige industrial designation. Further, the proposed screening elements do not meet Town standards, are not supported by the Town-wide urban design and do not conform to the Town's community design policies.

### **Servicing:**

*7.9.2b) "Specific goals for the South Simpson Industrial Area include the following: To provide for logical and orderly development on full urban services."*

*7.9.9.1 "All development in the South Simpson Industrial Secondary Plan area shall be serviced by full municipal water and sanitary sewers, municipal roads, hydro and other utilities. An integrated stormwater management system shall be required as envisioned in the South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan."*

**Conformity Test:** As per the Functional Servicing Report prepared by Crozier Consulting Engineers, the average and peak water demand table and sanitary design flows for the proposed HMA Plant (field office) is consistent with the existing single-detached residential use. The proposed HMA Plant represents an underutilization of the municipal servicing planned to support this Prestige Industrial area. The proposed development do not support the servicing policies of the Official Plan.

The proposed Official Plan Amendment and Zoning By-law Amendment do not conform with the municipal policy framework.

### **Region of Peel Official Plan**

The subject lands are located within the Bolton Rural Service Centre and within the Designated Greenfield Area as shown on Schedules 'D' and 'D4' in the Region of Peel Official Plan. The proposed development has not established conformity with the Regional Structure and Major Facilities Land Use Compatibility policies:

### **Major Facilities/Land Use Compatibility**

*5.1.3.1 "It is the policy of Regional Council to...Plan for major facilities (such as transportation and infrastructure corridors, airports, sewage treatments facilities, waste management system and industrial and aggregate activities) and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants"*

**Conformity Test:** The Region of Peel has advised the proposal does not meet this policy. The air quality study is not satisfactory and sensitive uses in the vicinity have not been identified (i.e. schools).

### **Regional Structure/Density**

*5.5.4.2.2 “Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities...Town of Caledon: 42 residents and jobs combined per hectares.*

**Conformity Test:** As per the applicant’s PRR, the combined proposal will achieve 4 to 6 jobs per hectare which is well below the 42 residents and jobs combined per hectare set out in the Regional Official Plan. As noted in the attached Region of Peel comments, the proposed HMA Plant does not conform to the greenfield density targets.

The Region of Peel find the proposal does not conform to the Regional Official Plan.

### **Provincial Policy Context**

The **Provincial Policy Statement** 2014 (PPS) contains policies with respect to promoting efficient development and land use patterns in order to create healthy, liveable and safe communities. The PPS also contains policies with respect to providing for an appropriate range of employment uses that achieves desirable land use compatibility. Specifically:

*Policy 1.1.1 states, “Healthy, liveable and safe communities are sustained by:...accommodating an appropriate range and mix of...employment (including industrial and commercial)...uses to meet long-term needs” and “avoiding development and land use patterns which may cause environmental or public health and safety concerns”*

*Policy 1.1.3.2 states, “Land use patterns within settlement areas shall be based on:...densities and a mix of land uses which...efficiently use land and resources...are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...minimize negative impacts to air quality and climate change”*

*Policy 1.2.6.1 states, “Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.”*

*‘Major facilities’ is defined as “facilities which may require separation from sensitive land uses, including but not limited to airports, transportation infrastructure...industries...and resource extraction activities”*



*Policy 1.3.1 states municipalities “shall promote economic development and competitiveness by...providing for an appropriate mix and range of employment...uses to meet long-term needs...providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses...encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities...”*

*Policy 1.3.2.1 states, “Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.”*

*Policy 1.3.2.3 states, “Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.”*

*Policy 1.7.1a) states, “Long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness.”*

### **Consistency Test:**

The proposed HMA Plant would be considered a major facility as defined by the PPS: It is an industry with known potential to cause off-site effects, it is not considered “low risk” or “low odour” by the North America Industry Classification System (NAICS) and an Emission Summary and Dispersion Modelling Report (ESDM) must be submitted and reviewed by a Senior Air Quality Engineer at the Ministry of Environment Conservation and Parks (MECP) prior to issuance of an Environmental Compliance Approval.

As a major facility, the HMA Plant must be designed, buffered, and/or separated from sensitive uses. The applicant has not identified all sensitive uses in their analysis and the supporting noise and air quality studies do not satisfactorily establish there will no adverse impacts with respect to odour, noise and other contaminants.

- The noise study has not established sounds emissions will be compliant with MECP noise guideline limits and has failed to demonstrate there will be no adverse noise impacts associated with the proposed HMA Plant; and
- The submitted Air Quality Study did not adequately assess potential air quality impacts, both health and nuisance and did not consider other a full list of contaminants (i.e. odour, asphalt fumes, sulphur dioxide, fine particulate matter) from all sources (both on-site and off-site). Accordingly, the applicant has not established the HMA Plant can operate without complaints or adverse air quality effects.

In addition, the proposed buffers intended to mitigate the potential negative noise and visual impacts of the proposed HMA Plant do not meet Town standards and are not acceptable from engineering, planning and urban design perspectives.

In light of the above, the applicant has not demonstrated the proposed HMA Plant is an appropriate employment use to meet the long-term needs of the community without causing public health and safety concerns, which is inconsistent with Policy 1.1.1 and 1.2.6.1.

The proposed HMA Plant represents an underutilization of the servicing (infrastructure) planned for this area, inconsistent with Policy 1.1.3.2 of the PPS that directs for land uses that efficiently use planned infrastructure.

The majority of the 2.78 hectare prestige industrial site will be occupied by the proposed HMA Plant, which is largely unenclosed open storage and equipment that will employ approximately 11-18 people; this is inconsistent with Policy 1.1.3.2 of the PPS that directs for land uses to efficiently use land and resources.

Contrary to the employment and economic development policies of the PPS, specifically 1.3.1, 1.3.2 and 1.7.1a), the applicant has not established the proposed HMA Plant can operate without adversely impacting existing and future planned employment uses in the Prestige and General Industrial designation. There is an inventory of prestige designated and zoned properties available and 'investment-ready', including the lands to the north. The proposed HMA Plant and its potential visual, noise, odour, air quality and transportation impacts have the potential to destabilize those vacant, investment-ready employment lands, contrary to Policy 1.3.1, 1.3.2 and 1.7.1a).

The use jeopardizes the long-term economic prosperity of this planned employment area.

The **Growth Plan** for the Greater Golden Horseshoe (GGH), 2017 (PPS) contains policies to manage growth in order to achieve complete communities that prioritize intensification and higher densities to make efficient use of land and infrastructure. Policies within the Growth Plan also promote economic development and competitiveness of employment areas, including:

*Policy 2.2.5.1 states "Economic development and competitiveness in the GGH [Greater Golden Horseshoe] will be promoted by...making more efficient use of existing employment areas and vacant and underutilized employment lands and increased employment densities"*

**Conformity Test:** The proposed HMA Plant does not conform to the Growth Plan 2017 as it represents an underutilization of the planned function for this area, both in terms of density and servicing, and jeopardizes the competitiveness of the larger prestige industrial area by introducing a potentially noxious use with a range of visual and potential environmental impacts.

Open storage of aggregate materials and reclaimed asphalt, asphalt plant machinery extending 22.5m high and intrusive screening walls will be visible along the planned prominent and prestigious corridors of Coleraine and George Bolton Parkway. Further, the applicant has not established the proposed use will not adversely impact the surrounding area from air quality, noise and groundwater perspectives. The proposed uses present a threat to undermine and destabilize the existing and future investment and stability in this planned employment area.

The proposed HMA Plant is not a desirable employment use within this planned Prestige Industrial area and is not consistent with the provincial policy framework set out in the PPS 2014 and Growth Plan 2017.

### **Comprehensive Zoning By-Law 2006-50**

On November 29, 2016 the Town of Caledon passed Zoning By-law Amendment BL-2016-100 ("By-law 2016-100") to bring the Town's Zoning into conformity with the Official Plan for a number of Industrial and Commercial-designated properties, including the subject site. Dig-Con International Limited ("Dig-Con") appealed the Town-wide By-law, which had the effect of rezoning the subject lands from Agricultural (A1) to Prestige Industrial (MP). On April 25, 2018 the Local Planning Appeal Tribunal approved By-law 2016-100 save and except that By-law 2016-100 remained under appeal on a site specific basis for the subject lands.

As such, the subject lands remain zoned Agricultural (A1), which permits a range of agricultural and rural-type uses but does not allow the range of employment uses permitted in the Prestige Industrial designation. The applicant is proposing to rezone the subject lands to a site-specific Prestige Industrial Zone (MP-X) with an exception to permit uses not currently allowed in the Prestige Industrial (MP) Zone: an asphalt plant and accessory open storage. The applicant's Draft By-law is attached as Schedule "B" to this report.

Staff recommend refusal of the proposed Zoning By-law Amendment. As detailed in the policy concerns discussed herein, the proposed HMA Plant and associated outdoor storage is not an appropriate use to include as a permitted use within a Prestige Industrial Zone. Notably, the Town's Zoning By-law 2006-50 specifically lists an asphalt manufacturing or refining use as a town-wide prohibited use.

### **Conclusion**

Development staff is of the opinion that the proposed Official Plan Amendment (See Schedule "E" to this report) and proposed Zoning By-law Amendment (See Schedule "F" to this report) are not in conformity with applicable municipal, regional and provincial policies, for the reasons provided herein, do not represent good planning and are not in the public interest. Accordingly, staff is recommending refusal of the proposed Official Plan Amendment and Zoning By-law Amendment to permit an asphalt plant and associated open storage on the subject lands.

### **FINANCIAL IMPLICATIONS**

For property tax purposes, 12415 Coleraine Drive, (Part Lot 3, Con 6 ALB) is currently assessed as Commercial & Residential (\$1.61 million CVA). The Town's share of taxes levied, based on current value assessment is approximately \$5,450. The property tax account as at January 15, 2019 is determined to be current.

If the proposed development were to proceed as planned, (two office buildings as accessory to industrial plant), the property's taxable assessment value would change to reflect the developments that would have taken place.

Future developments would be subject to the following Development Charges:

- Town of Caledon: \$40.90 per m<sup>2</sup> of added industrial floor space
- Region of Peel: \$149.28 per m<sup>2</sup> of added industrial floor space
- Education: \$10.87 per m<sup>2</sup> of added industrial floor space

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. 2014-054, or as amended.

The Development Charges comments and estimates above are as at January 15, 2019, and are based upon information provided to the Town by the applicant, current By-laws in effect and February 1, 2019 rates, which are indexed twice a year. Development Charges are calculated and payable at the time of building permit issuance. 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 the Development Charges By-law and rates in effect at the time of building permit, and actual information related to the construction as provided in the building permit application. Please note that the Town's current Development Charge By-law will be updated in 2019 and DC rates are anticipated to change in 2019 as a result.

### **COUNCIL WORK PLAN**

The recommendation for refusal included in this Report is related to the following goal identified in the 2015-2018 Council Work Plan by protecting the community of Bolton from an incompatible use:

- Growth - To plan for complete communities as required under Growth Plan.

**ATTACHMENTS**

Schedule A – Location Map

Schedule B – Aerial Map

Schedule C – List of Application Materials

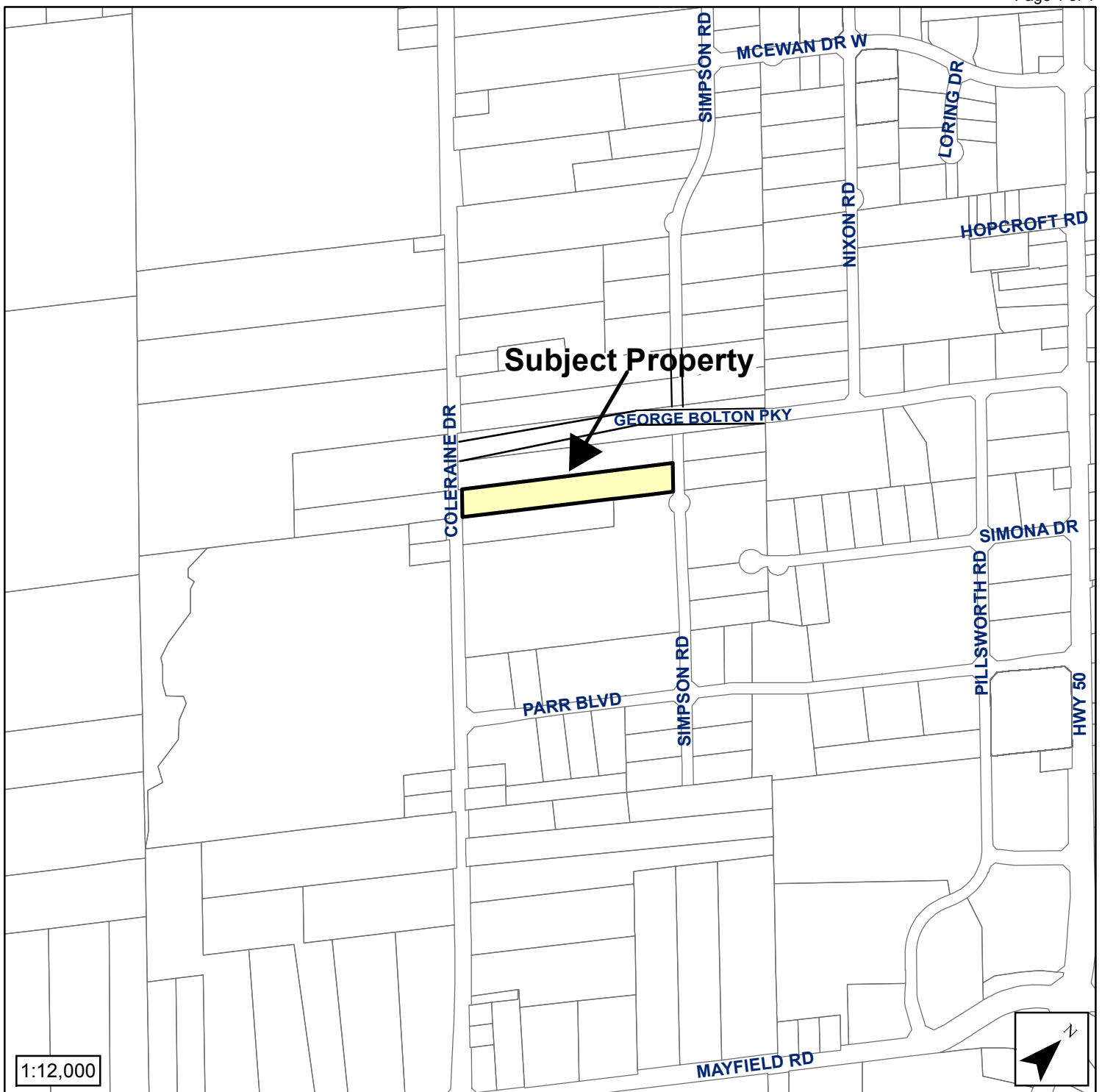
Schedule D - Site Plan

Schedule E - Draft Official Plan Amendment

Schedule F – Draft Zoning By-law Amendment

Schedule G – Comment Sheet (Departments, Agencies and Peer Reviews)

Schedule H – Public Comments



**Proposed Zoning By-law and Official Plan  
Amendment Applications  
POPA 18-02 & RZ 18-04  
M-J-J-J Developments Inc.**

12415 Coleraine Drive  
Part Lot 3 Concession 6 (ALB)

**LOCATION MAP**



Date: January 04, 2019

File No.: POPA 18-02 & RZ 18-04





## Official Plan & Zoning By-law Amendment Application

POPA 18-02 & RZ 18-04

**M-J-J-J Developments Inc.**

12415 Coleraine Drive

Part of Lot 3, Concession 6 (ALB)

## LOCATION MAP



Date: December 11, 2018

File No.: POPA 18-02 & RZ 18-04



## **LIST OF APPLICATION MATERIALS**

Prepared: January 18, 2019  
Lead Planner: Mary T. Nordstrom

**Proposed Official Plan Amendment and Zoning By-law Amendment Application**  
**MJJJ Developments Inc. – Asphalt Plant**  
**Part Lot 3, Concession 6 (Albion) - 12415 Coleraine Drive**  
**East side of Coleraine Drive, south of George Bolton Parkway**  
**File Numbers: POPA 18-02, RZ 18-04**

---

The following materials were submitted in support of the proposed Official Plan and Zoning By-law Amendment Applications:

- Cover Letter from MJJJ Developments dated June 25, 2018
- Pre-Consultation (DART) Meeting Form
- Completed Application Forms (OPA/ZBA and SPA)
- Planning Justification Report prepared by SGL Planning & Design Inc. dated June, 2018
- Survey (Built Features and Grades) prepared by Young & Young Surveying Inc. dated March 13, 2017
- Survey (Topo) prepared by Young & Young Surveying Inc. dated February 12, 2016
- Site Plan Package:
  - Drawing A101 (Site Context Aerial Views and Project Information) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A102 (Overall Site Plan and Front Office Component) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A103 (Office Building Floor Plans, Building Sections & Roof Plan) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A104 (Office Building Elevations and Perspective View) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A105 (Overall Site Elevations and Reference Perspective Views) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A106 (Material Storage Screens and Fence Details & Profiles) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A107 (Production Facility Site Plan and Partial Site Profile) prepared by J. Gorka Architect dated April 27, 2018
  - Drawing A108 (Production Area Screening and Production Supervision Office) prepared by J. Gorka Architect dated April 27, 2018
  - Drawing A109 (Simpson Road Access and Screening) prepared by J. Gorka Architect dated April 27, 2018
- Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineers dated May 2018
- Air Quality Study prepared by BCX Environmental Consulting dated May 2018





- Air Quality Study Addendum prepared by BCX Environmental Consulting dated June 19, 2018
- Cost Estimate (Engineering) prepared by Crozier and Associates dated May 11, 2018
- Cost Estimate (Landscaping) prepared by terraplan landscape architects dated May 11, 2018
- Geotechnical Investigation prepared by Davroc Testing Laboratories Inc., dated April 7, 2017
- Hydrogeological Investigation prepared by Watermark Environmental dated April 2018
- Engineering Plans:
  - Drawing C101A (Preliminary Site Grading Plan – South West) prepared by Crozier & Associates dated May 22, 2018
  - Drawing C101B (Preliminary Site Grading Plan – North East) prepared by Crozier & Associates dated May 22, 2018
  - Drawing FIG.1(Pre-Development Drainage Plan) prepared by Crozier & Associates dated May 22, 2018
  - Drawing FIG.2 (Post Development Drainage Plan) prepared by Crozier & Associates dated May 22, 2018
  - Drawing C102A (Preliminary Site Servicing Plan – South West) prepared by Crozier & Associates dated May 22, 2018
  - Drawing C102B (Preliminary Site Servicing Plan – North East) prepared by Crozier & Associates dated May 22, 2018
- Landscape Plans:
  - Drawing LP-100 (Landscape Plan) prepared by terraplan landscape architects dated April 3, 2017
  - Drawing LP-101 (Landscape Enlargement Plan) prepared by terraplan landscape architects dated April 3, 2017
  - Drawing LP-100 (Landscape Details) prepared by terraplan landscape architects dated April 3, 2017
  - Drawing LP-100 (Landscape Details) prepared by terraplan landscape architects dated April 3, 2017
- Arborist Report prepared by Davey Resource Group dated February 17, 2016
- Arborist Letter prepared by Davey Resource Group dated February 16, 2016
- Peel Healthy Development Assessment (Small-Scale) date-stamped June 26, 2018
- Certificates of Training for Transportation of Dangerous Goods date-stamped June 26, 2018
- Material Safety Data Sheet for Asphalt Cements – Performance Graded date-stamped June 26, 2018
- Environmental Noise Impact Study prepared by aeroustics dated September 11, 2017
- Acoustic Assessment Report prepared by aeroustics dated September 11, 2017
- Addendum to Acoustic Assessment Report prepared by aeroustics dated June 20, 2018
- Statement of Vibration Emissions prepared by aeroustics dated January 9, 2017
- Photometric Plans, Summary and Details prepared by RC Lighting dated May 24, 2018
- Traffic Impact Study prepared by TMIG (The Municipal Infrastructure Group Ltd) dated September 2017
- Urban Design Brief prepared by SGL Planning & Design dated May 2018



REVISIONS, RECORDS

No.	Date	Subject
01	15/01/2018	ISSUED FOR PRELIMINARY REVIEW
02	01/02/2018	UPDATED AS PER COMMENTS
03	10/04/2018	ISSUED FOR COORDINATION
04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION
05	17/05/2018	CONSULTANTS COORDINATION

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**J. GORKA ARCHITECT**

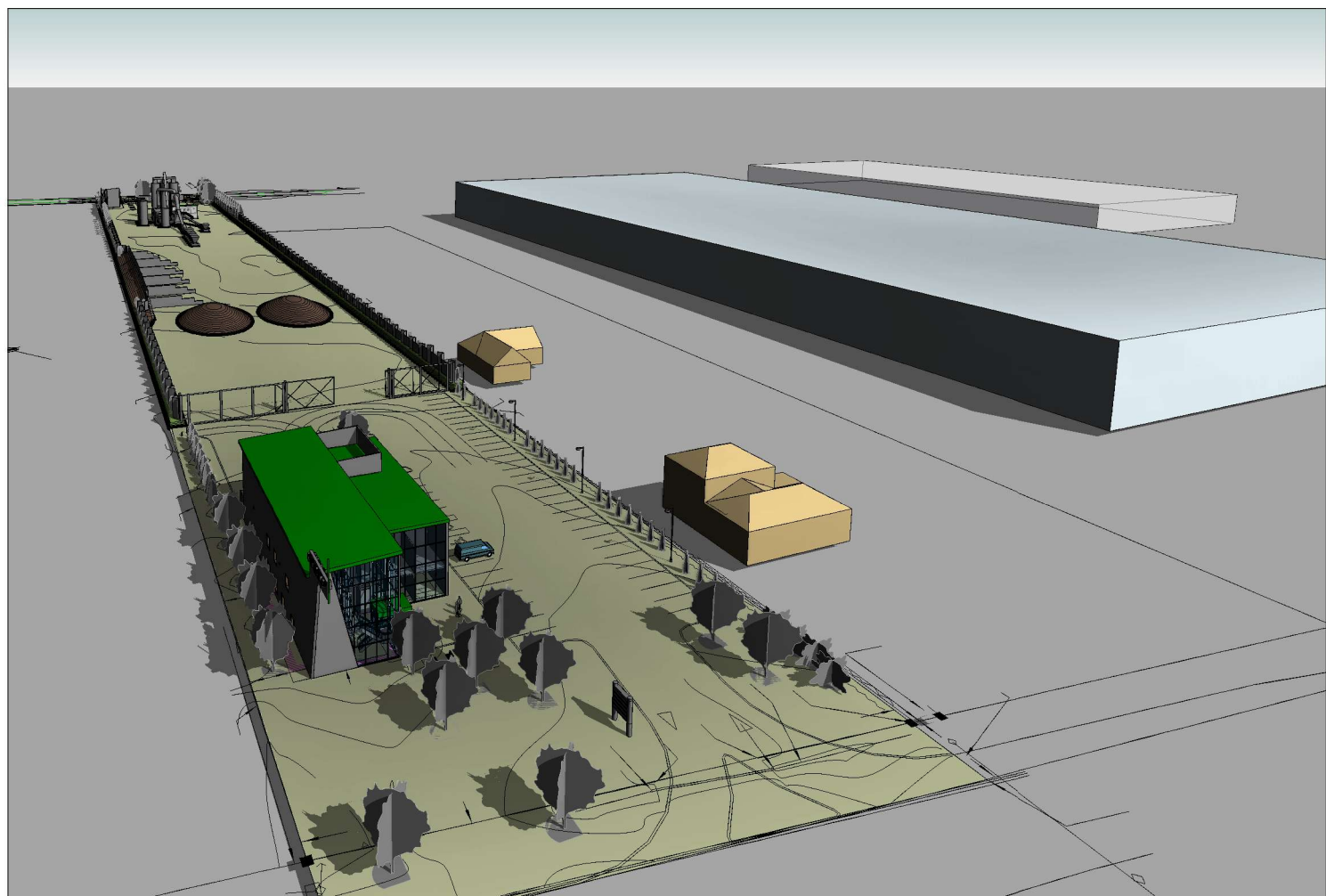
261 Willowdale Avenue  
Toronto, Ontario M2N 4Z8  
tel: (416) 226 9709



COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

DRAWING TITLE  
**Site Context Areal Views and  
PROJECT INFORMATION**

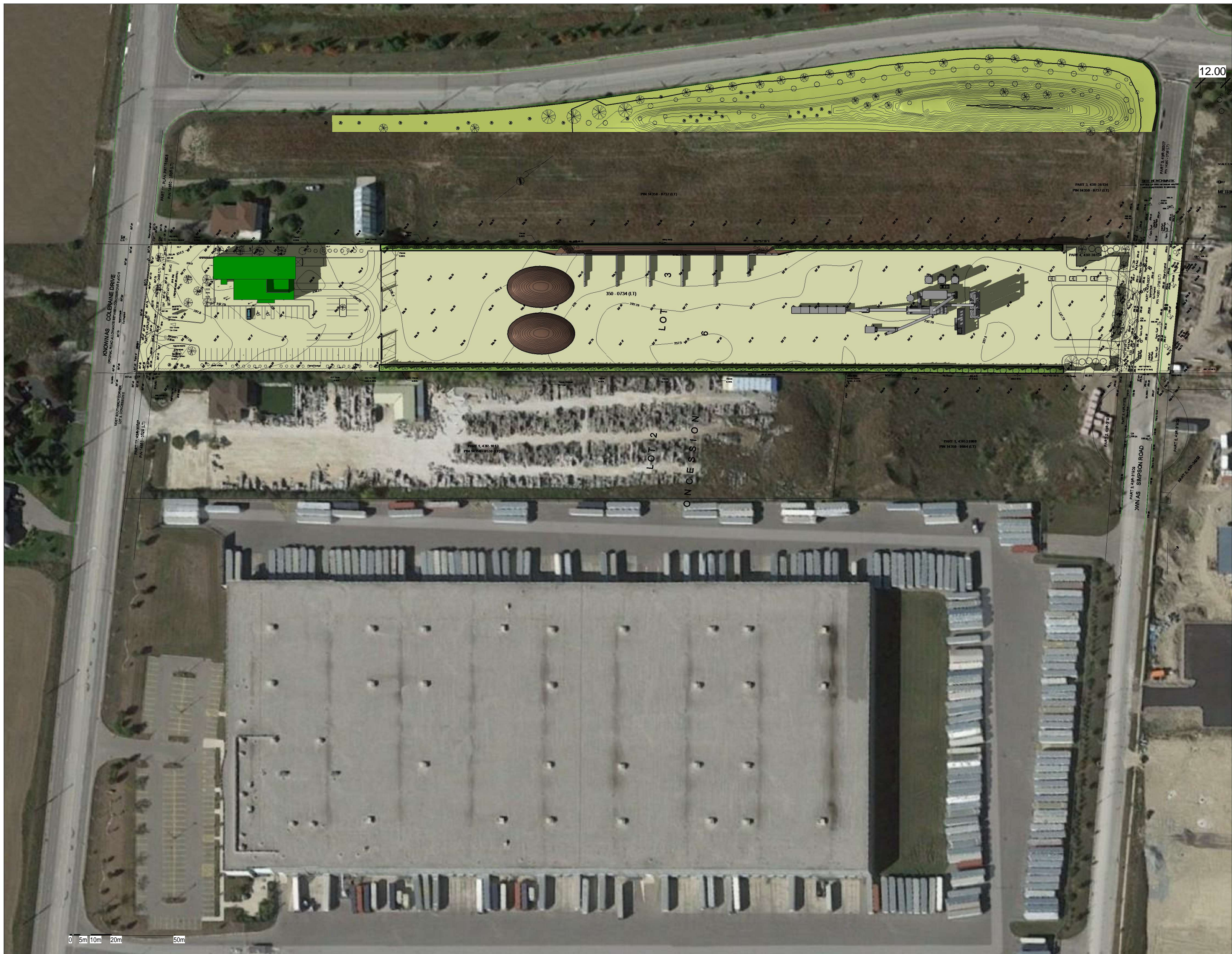
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DRAWING SCALE  
DRAWN BY: JG  
CHECKED BY: JG  
COMMISSION No: 2018-03  
DRAWING No: **A101**



3D View 1 Aerial



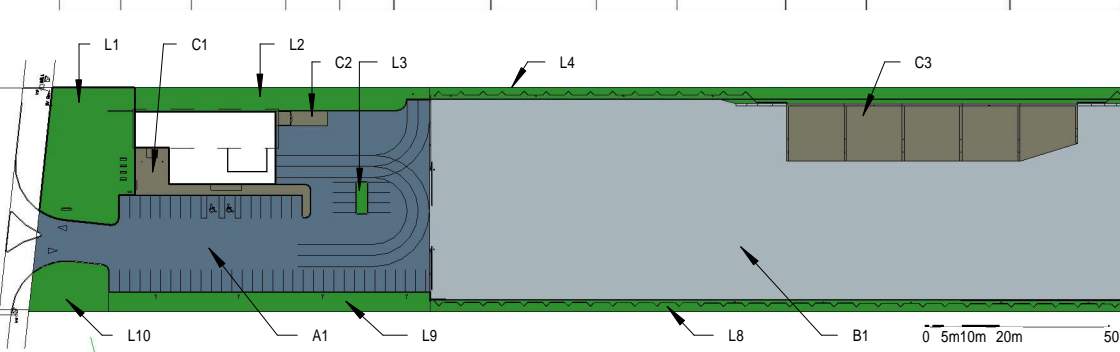
3D View 4 Aerial



Site Context

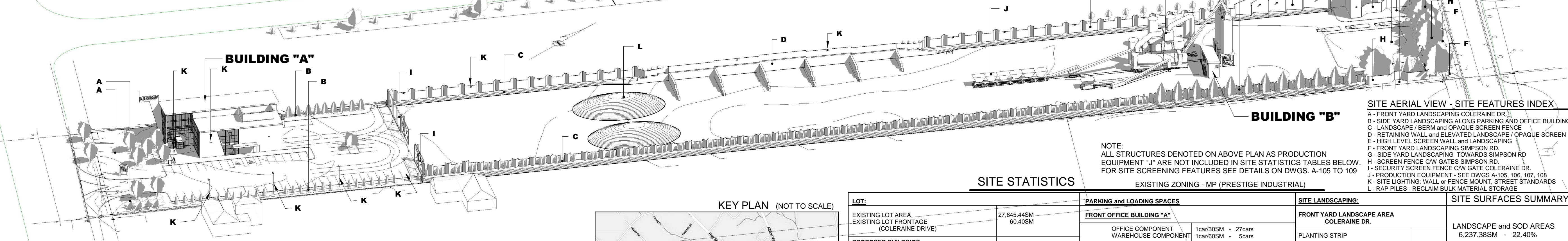
1 : 1500

Name of Practice: J. Gorka Architect 261 Willowdale Avenue, Toronto, ON M2N 4Z8, tel: (416) 226 9709 Name of Project: Proposed Asphalt Mixing Plant Facilities Location: 12425 Coleraine Drive, Bolton, ON			
<b>Ontario Building Code Data Matrix Parts 3 or 9</b>		<b>Building Code Reference</b> References not to Division B unless noted (A) for Division A, (C) for Division C.	
1	Project Description:	<input checked="" type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Change of Use <input type="checkbox"/> Alteration	<input checked="" type="checkbox"/> Part 3 <input type="checkbox"/> Part 9 <input type="checkbox"/> Part 11 <input type="checkbox"/> Part 11.1 to 11.4 <input type="checkbox"/> Part 11.2 [A] <input type="checkbox"/> Part 11.2 [A] & 9.10.1.3
2	Major Occupancy	<input checked="" type="checkbox"/> BUSINESS OFFICES & LOW HAZARD INDUSTRIAL	3.1.2.1 (1) 9.10.2
3	Building Area (m²)	Existing: 674.00 New: 1,042.00 Total: 1,716.00	1.4.1.2 [A] 1.4.1.2 [A] 1.4.1.2 [A]
4	Gross Area	Existing: 674.00 New: 1,042.00 Total: 1,716.00	1.4.1.2 [A] 1.4.1.2 [A] 1.4.1.2 [A]
5	Number of Storeys	Above grade: 2 Below grade: 0	1.4.1.2 [A] & 9.10.4
6	Number of Streets/Fire Fighter Access	2	3.2.2.10 & 3.2.5 9.10.20
7	Building Classification	D / F1	3.2.2.56 9.10.2
8	Sprinkler System Proposed	<input checked="" type="checkbox"/> Entire building <input type="checkbox"/> Selected compartments <input type="checkbox"/> Selected floor area <input type="checkbox"/> Basement <input type="checkbox"/> In lieu of roof rating <input type="checkbox"/> Not required	3.2.2.56 3.2.1.5 3.2.2.17 INDEX INDEX
9	Smokeproof required	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.2.9 N/A
10	Fire Alarm required	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.2.4 9.10.18
11	Water Service/Supply to Adequate	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3.2.5.7 N/A
12	High Building	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.2.6 N/A
13	Construction Restrictions	<input type="checkbox"/> Combustible permitted <input type="checkbox"/> Non-combustible required <input type="checkbox"/> Both	3.2.2.20 - 83 9.10.6
14	Actual Construction	<input type="checkbox"/> Combustible <input checked="" type="checkbox"/> Non-combustible <input type="checkbox"/> Both	4.1.2.1 (3) 5.2.2.1 (2) 4.1.8.4 T.4.1.8.5 T.4.1.8.4 B T.4.1.8.4 B
15	Importance Category	<input type="checkbox"/> Low <input checked="" type="checkbox"/> Med <input type="checkbox"/> High <input type="checkbox"/> Post-disaster	4.1.2.1 (3) 5.2.2.1 (2) 4.1.8.4 T.4.1.8.5 T.4.1.8.4 B T.4.1.8.4 B
16	Site Class (A,B,C,D,E from Geotechnical Report)		4.1.8.4 T.4.1.8.5 T.4.1.8.4 B T.4.1.8.4 B
17	Earthquake importance factor (I <sub>e</sub> )		4.1.8.4 (1) & SB-1 T.1.2 4.1.8.18 (1) 4.1.8.18 (2) 9.20.1.2 9.31.6.2 (D)
18	Acceleration based coefficient (I <sub>a</sub> )		4.1.8.18 (1) 4.1.8.18 (2) 9.20.1.2 9.31.6.2 (D)
19	5% Spectral Response Acceleration S <sub>a</sub> (0.2)		4.1.8.18 (1) 4.1.8.18 (2) 9.20.1.2 9.31.6.2 (D)
20	Seismic Hazard Index	<input type="checkbox"/> Ex Se (0.2) ~ Design for Seismic Required for Categories 6 to 21 Table 4.1.1.18 (Equal or Above 0.357) (Yes or No)	3.2.1.1 (3) & 9 9.10.13
21	Mezzanine Area (m²)	N/A	3.2.1.1 (3) & 9 9.10.13
22	Occupant load based on	<input type="checkbox"/> w/person Basement: Occupancy N/A 1 <sup>st</sup> Floor: Occupancy D / F1 2 <sup>nd</sup> Floor: Occupancy D	3.1.17 9.10.13
23	Barrier-free Design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Explain)	3.8 9.5.2
24	Hazardous Substances	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.1.12 & 3.1.19 9.10.13 (4)
25	Required Fire Rating (FRR)	Horizontal Assemblies: FRR (Hours) Roof: 0 Hours Mezzanine: N/A Hours FRR of Supporting Members: 0 Hours Roof: 0 Hours Mezzanine: N/A Hours	Listed Design No. or Description (SG-2) N/A N/A Listed Design No. or Description (SG-2) N/A N/A
26	Spatial Separation - Construction of Exterior Walls	Wall: Area of EBF (m²) North: 462.00 South: 462.00 East: 202.00 West: 202.00	L.D. (m) 6.43 34.34 40.00 40.61
27	Planning Exterior Requirements	Male/Female Count @ 50% / 50%, except as noted otherwise Basement: Occupancy N/A 1 <sup>st</sup> Floor: Occupancy D 2 <sup>nd</sup> Floor: Occupancy D	Occupant Load 45 9 40
28	Male/Female Count @ 50% / 50%, except as noted otherwise	Occupant Load 45 9 40	BC Table Number 3.7.4.7 3.7.4.9 3.7.4.7
29	Basement: Occupancy N/A	Occupancy N/A	Features Requested 4 1 4
30	1 <sup>st</sup> Floor: Occupancy D	Occupancy D	Features Provided 4 1 4
31	2 <sup>nd</sup> Floor: Occupancy D	Occupancy D	Features Provided 4 1 4



Site Areas Index

1 : 2000



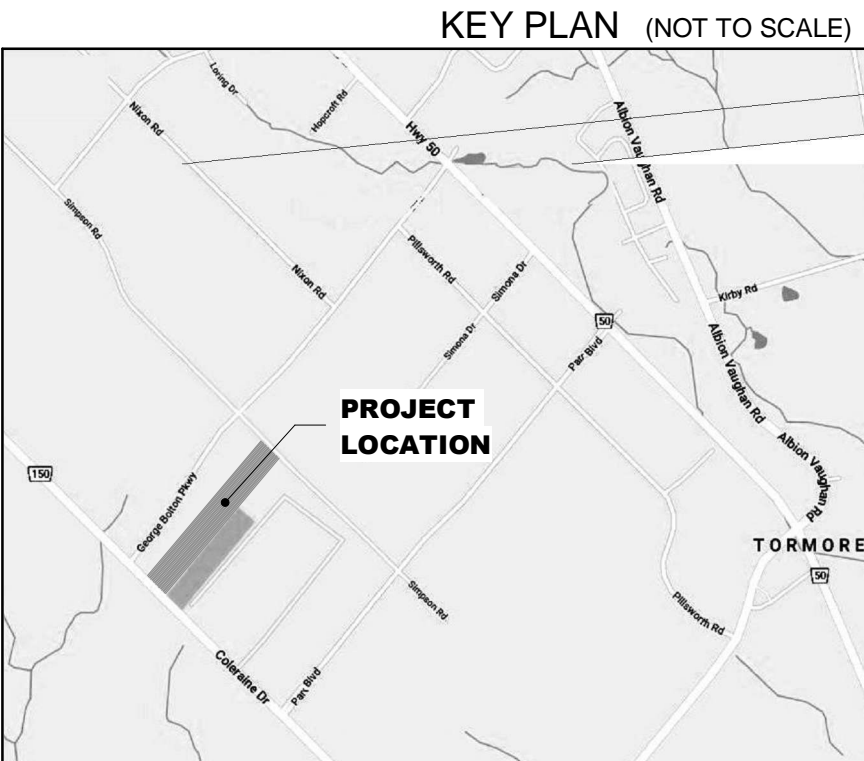
Site Aerial View

LEGAL DESCRIPTION

PLAN SHOWING AS BUILT FEATURES AND GRADING  
**PART OF LOT 3, CONCESSION 6  
( GEOGRAPHIC TOWNSHIP OF ALBION, COUNTY OF PEEL )**  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL  
KNOWN AS 12415 COLERAINE DRIVE

ALL SITE INFORMATION DERIVED FROM SURVEY BY  
YOUNG & YOUNG SURVEYING INC.

Sheet List		
Count	Sheet Number	Sheet Name
1	A101	Site Context Areal Views and PROJECT INFORMATION
1	A102	OVERALL SITE PLAN and FRONT OFFICE COMPONENT
1	A103	Office Building Floor Plans Building Sections & Roof Plan
1	A104	Office Building Elevations and Perspective View
1	A105	Overall Site Elevations and Reference Perspective Views
1	A106	Material Storage Screens and Fence Details & Profiles
1	A107	Production Facility Site Plan and Partial Site Profile
1	A108	Production Area Screening and Production Supervision Office
1	A109	SIMPSON ROAD ACCESS AND SCREENING
Grand total: 9		



LOT:		PARKING and LOADING SPACES		SITE LANDSCAPING:		SITE SURFACES SUMMARY	
EXISTING LOT AREA EXISTING LOT FRONTAGE (COLERAINE DRIVE)		FRONT OFFICE BUILDING "A"		FRONT YARD LANDSCAPE AREA COLERAINE DR.		LANDSCAPE and SOD AREAS 6,237.38SM - 22.40%	
PROPOSED BUILDINGS:		OFFICE COMPONENT WAREHOUSE COMPONENT		PLANTING STRIP		ASPHALT PAVED AREAS 3,641.56SM - 11.80%	
BUILDING AREA		SUPERVISION BUILDING "B"		ABUTTING ARTERIAL ROAD ABUTTING ANY OTHER ROAD		RECLAIM ASPHALT AREA 16,181.00SM - 58.00%	
BUILDING HEIGHT		TOTAL PARKING PROVIDED		SIDE YARD LANDSCAPE STRIP		CONCRETE PAVED AREAS 1,461.73SM - 5.20%	
BUILDING AREA		LOADING SPACES		NORTH SOUTH		FRONT YARD LANDSCAPE AREA SIMPSON RD.	
BUILDING HEIGHT		FRONT OFFICE / WAREHOUSE		SIDE YARD LANDSCAPE STRIPS		PLANTING STRIP	
LOT COVERAGE		PRODUCTION AREA		NORTH SOUTH		SIDE YARD LANDSCAPE STRIPS	
PROPOSED BUILDING SETBACKS:		PARKING AREA SETBACK		SITE SCREENING FEATURES		NOTE:	
(COLERAINE DRIVE OFFICE BUILDING)		FRONT SIDE		COLERAINE DR. FENCE SIMPSON RD. SCREEN SIDE YARD SCREEN FENCE HIGH LEVEL FENCE		FOR ALL PARTICULAR DIMENSIONS AND DETAILS REFER TO SITE PLAN CALLOUTS	
FRONT YARD SETBACK (COLERAINE DR.)		DRIVEWAY SETBACKS		SEE VIEW ABOVE		DRAWING COMMENCED	
SETBACK TO C.L. COLERAINE DR. (APPROX.)		ABUTTING RESIDENTIAL LOT				DRAWING SCALE	
SIDE YARD SETBACK SOUTH						DRAWN BY: JG	
SIDE YARD SETBACK NORTH						CHECKED BY: JG	
						COMMISSION No: 2018-03	
						DRAWING No: A101	



[illegible]

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Toronto, Ontario M2N 4Z8  
tel: (416) 226 9709

COMMISSION TITLE  
ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON

DRAWING TITLE  
**OVERALL SITE PLAN and  
FRONT OFFICE COMPONENT**

DRAWING COMMENCED  
DRAWING SCALE  
DRAWN BY:  
CHECKED BY:  
COMMISSION No:  
DRAWING No:

As indicated  
J.G.  
J.G.  
2018-03  
**A102**



REVISIONS, RECORDS

No.	Date	Subject
01	15/01/2018	ISSUED FOR PRELIMINARY REVIEW
03	10/04/2018	ISSUED FOR COORDINATION
04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION
05	17/05/2018	CONSULTANTS COORDINATION

WRITTEN DIMENSIONS GOVERN OVER SCALED DIMENSIONS  
CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS AND REPORT DISCREPANCIES TO THE ARCHITECT  
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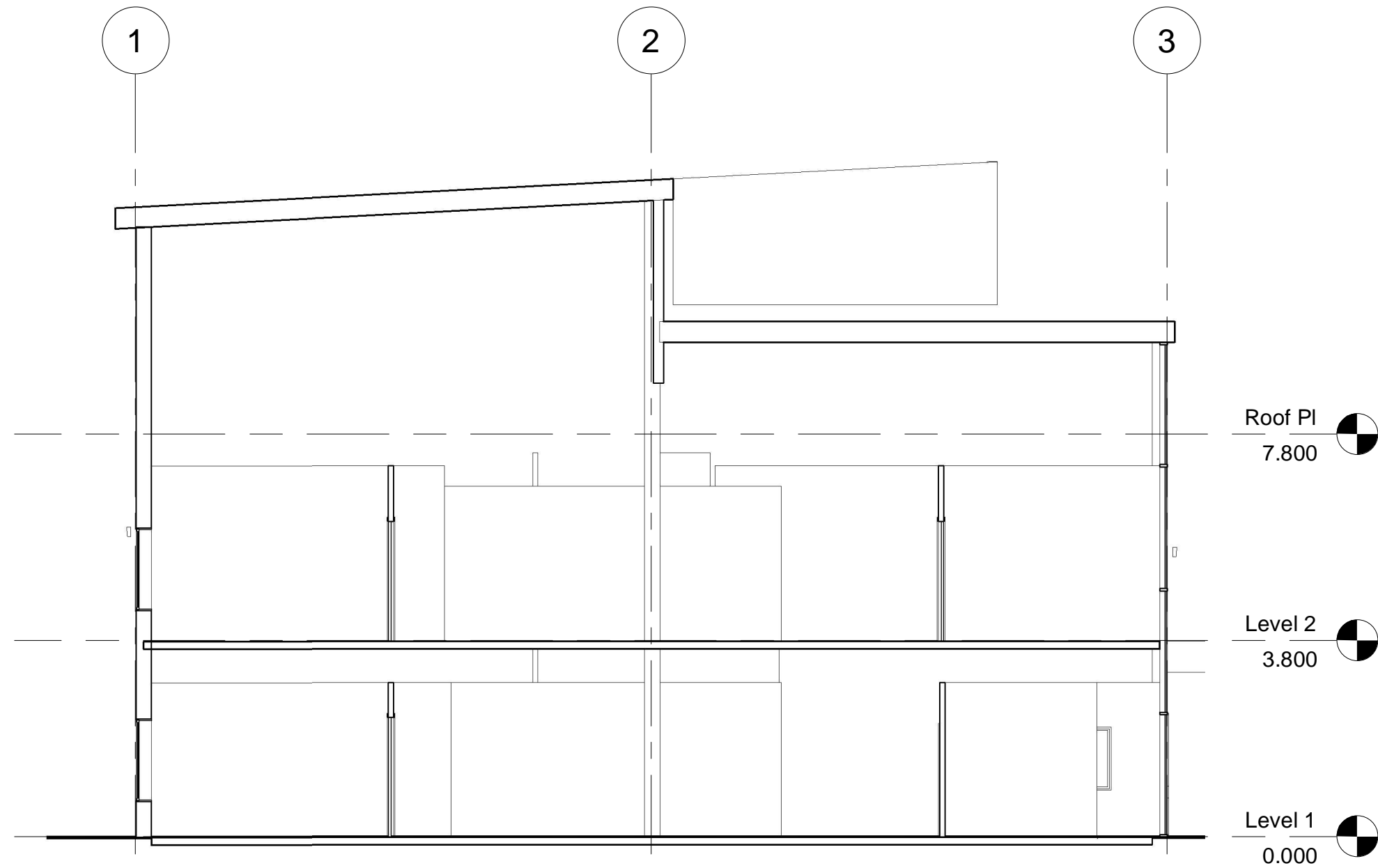
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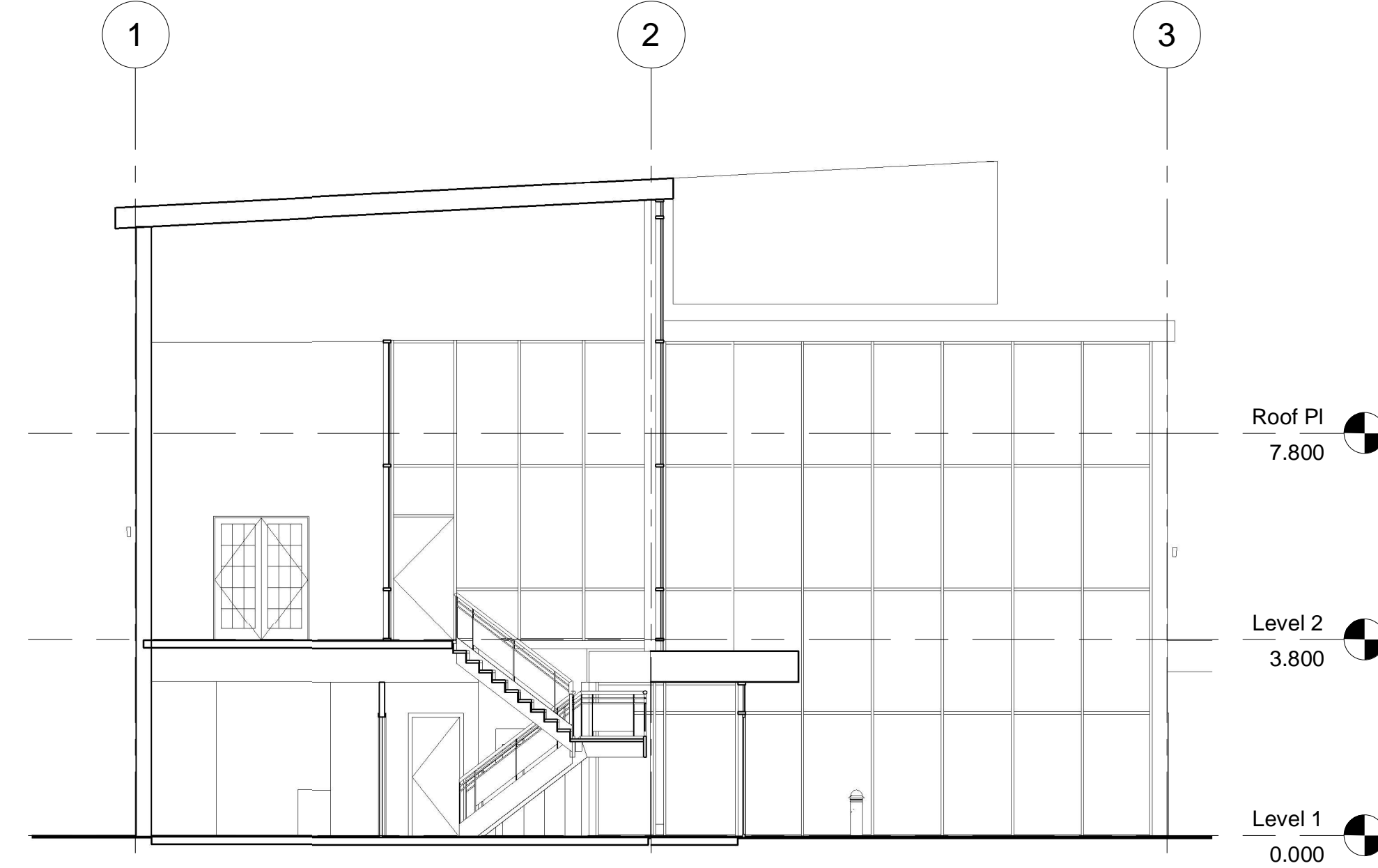
COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

DRAWING TITLE  
**Office Building Floor Plans  
Building Sections & Roof Plan**

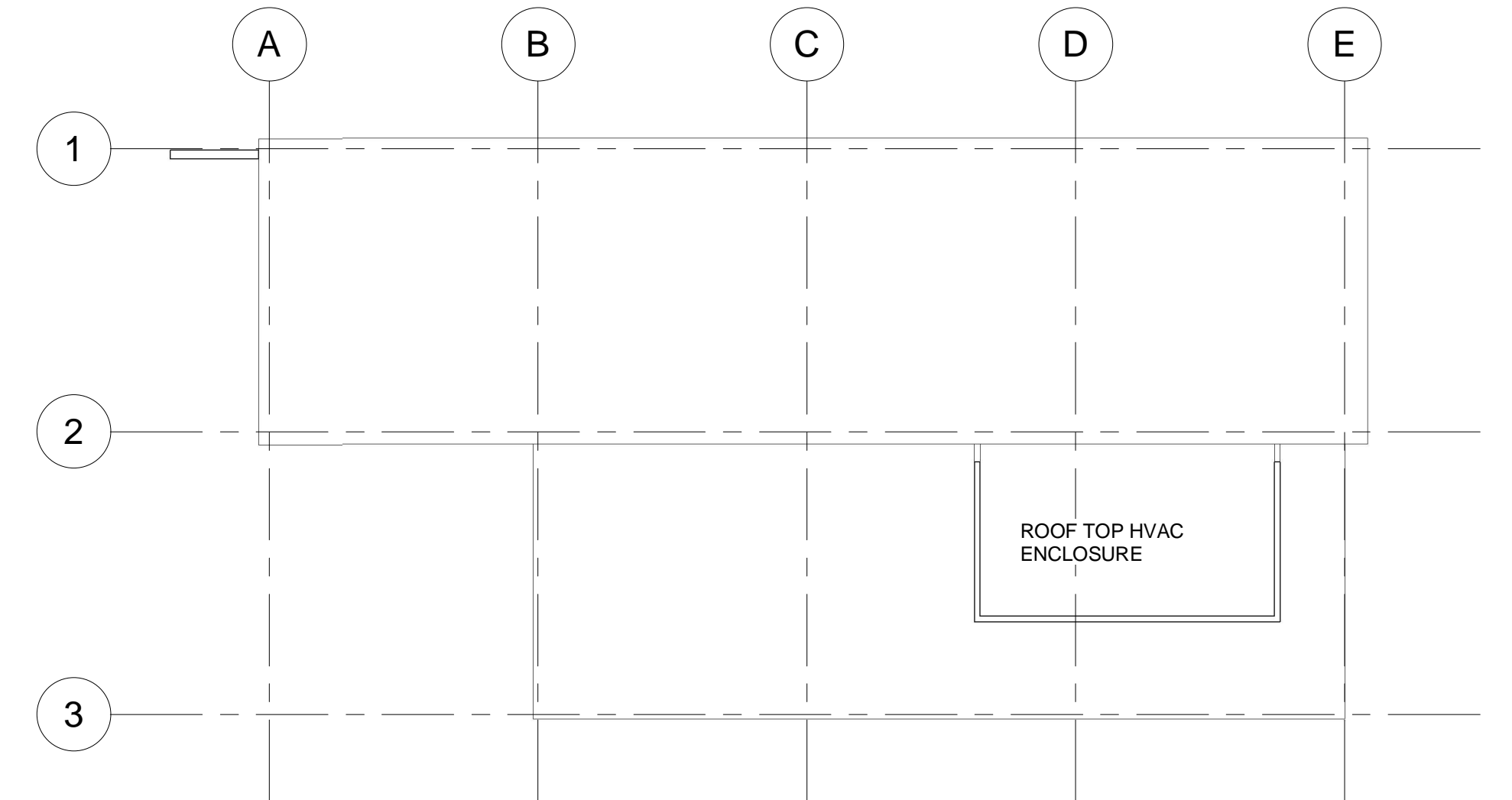
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DRAWING SCALE  
DRAWN BY: J.G.  
CHECKED BY: J.G.  
COMMISSION No: 2018-03  
DRAWING No: **A103**



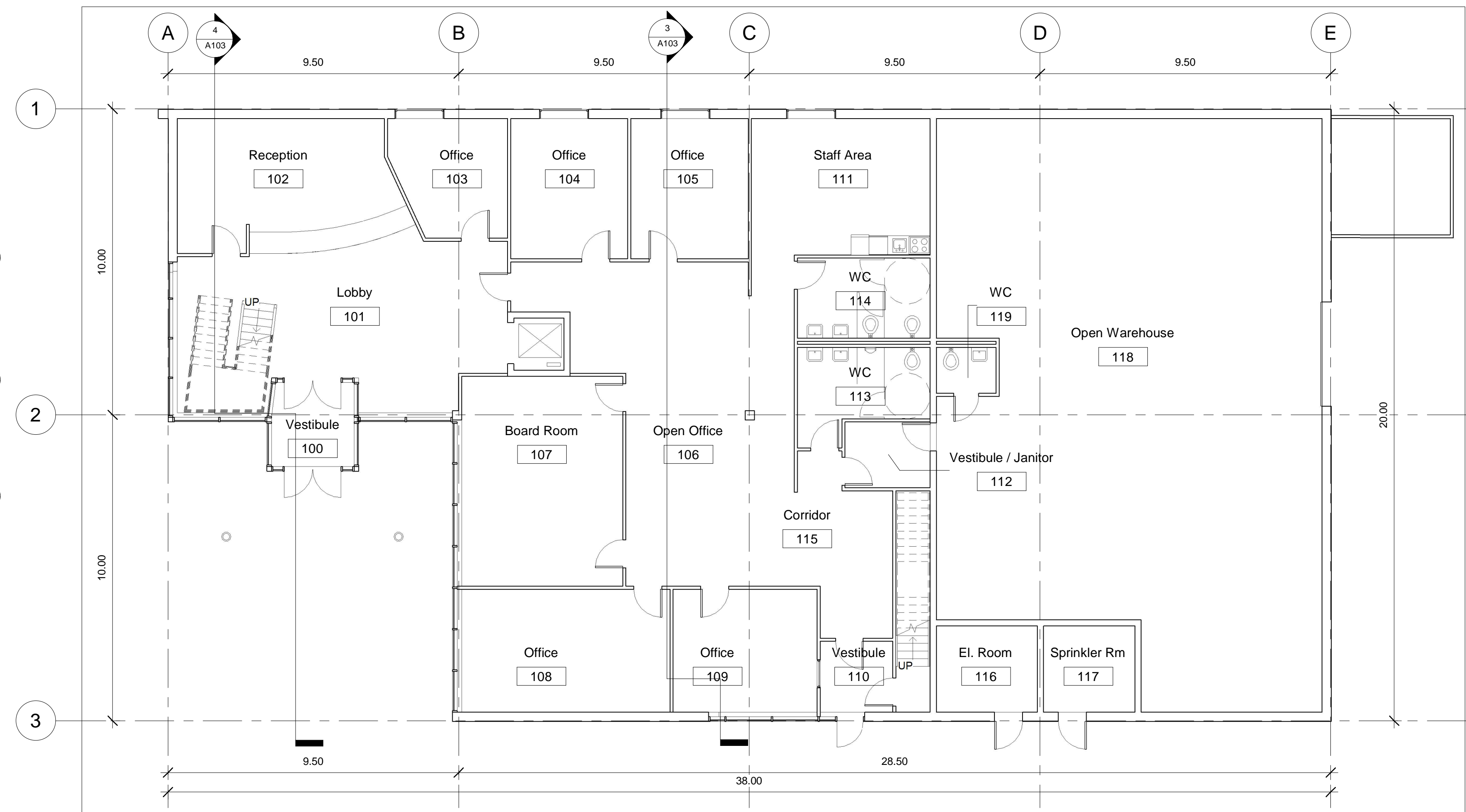
**Section 4**  
1 : 100



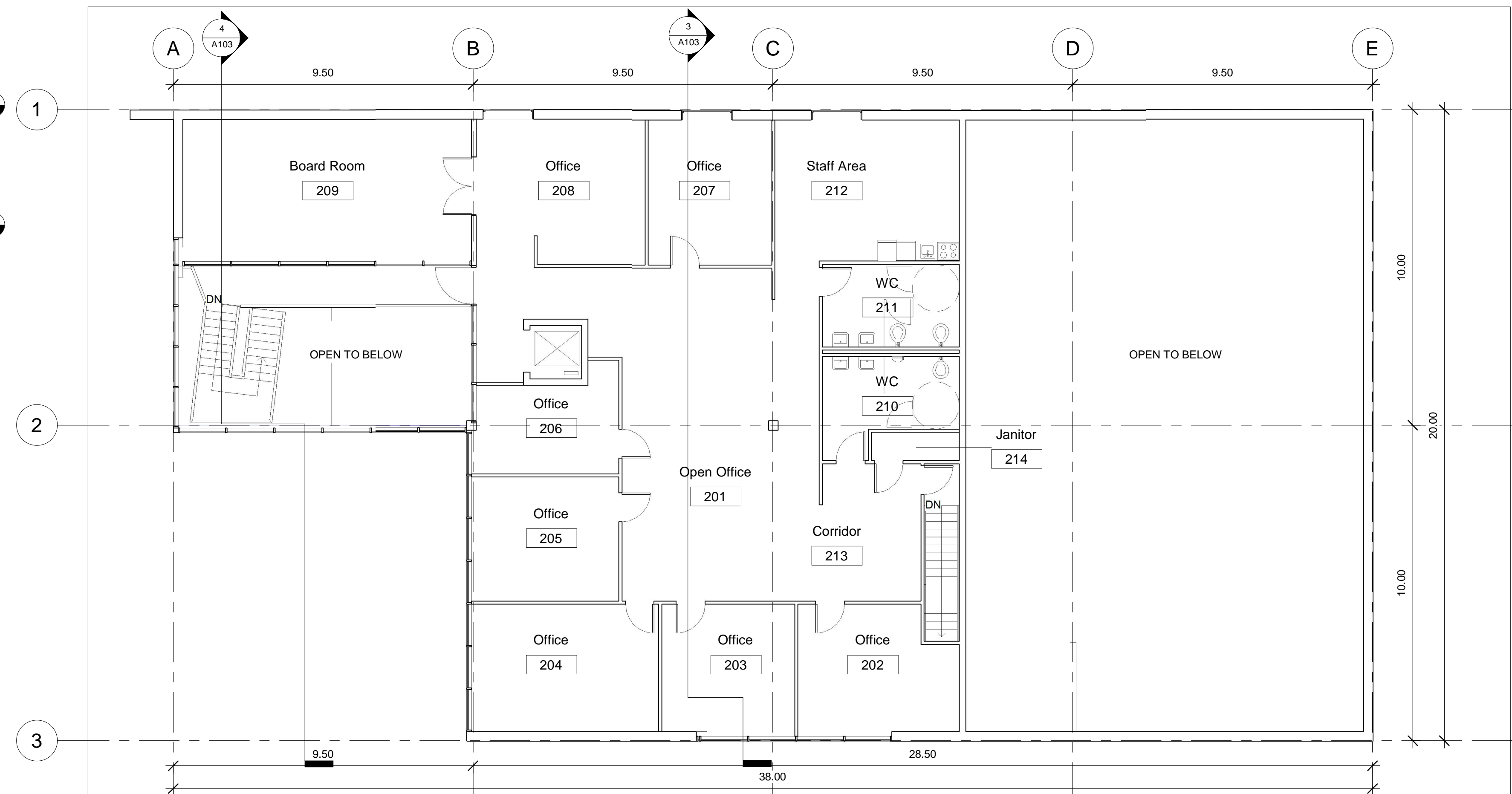
**Section 5**  
1 : 100



**Roof PI**  
1 : 200



**Level 1**  
1 : 100



**Level 2**  
1 : 100



REVISIONS, RECORDS

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**J. GORKA ARCHITECT**

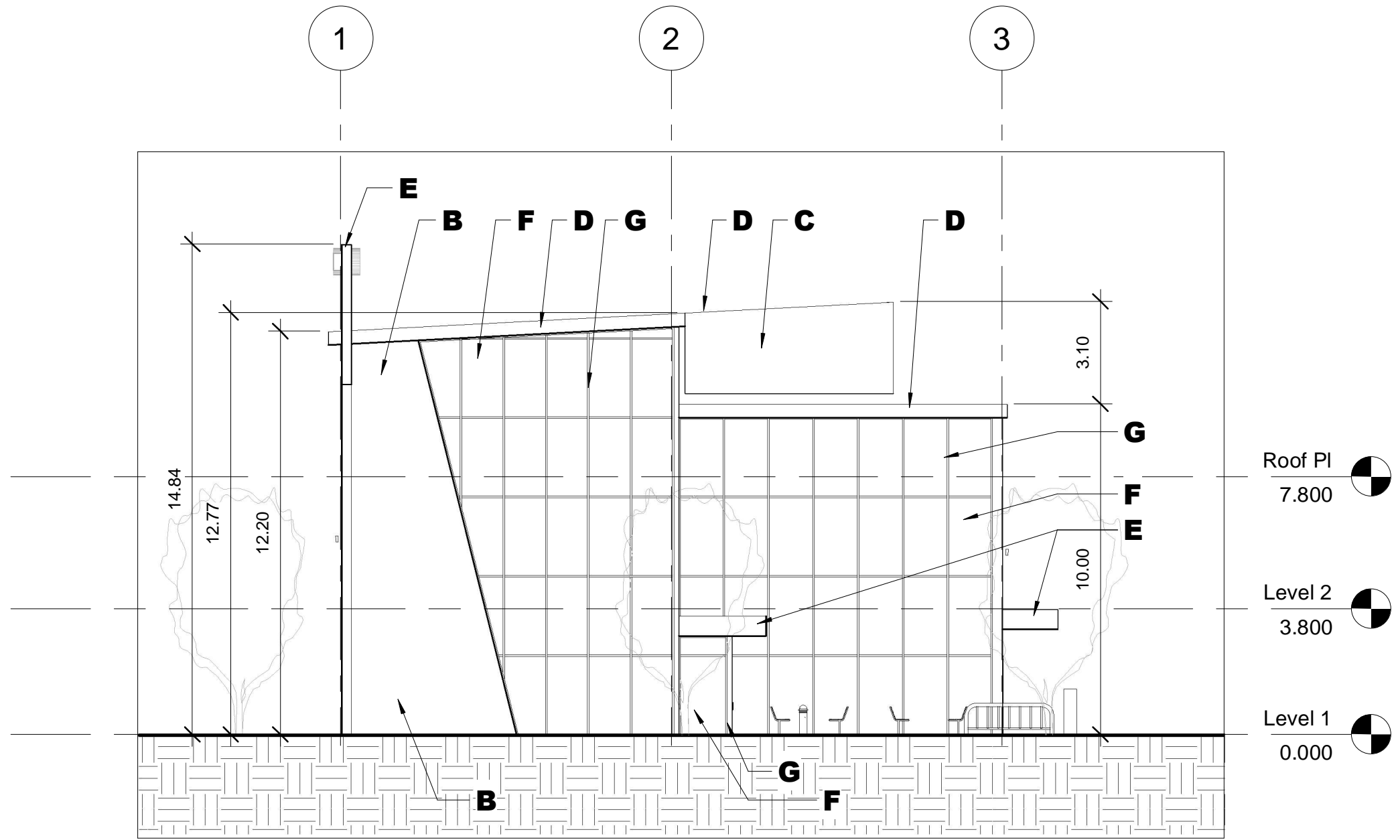
261 Willowdale Avenue  
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tel: (416) 226 9709



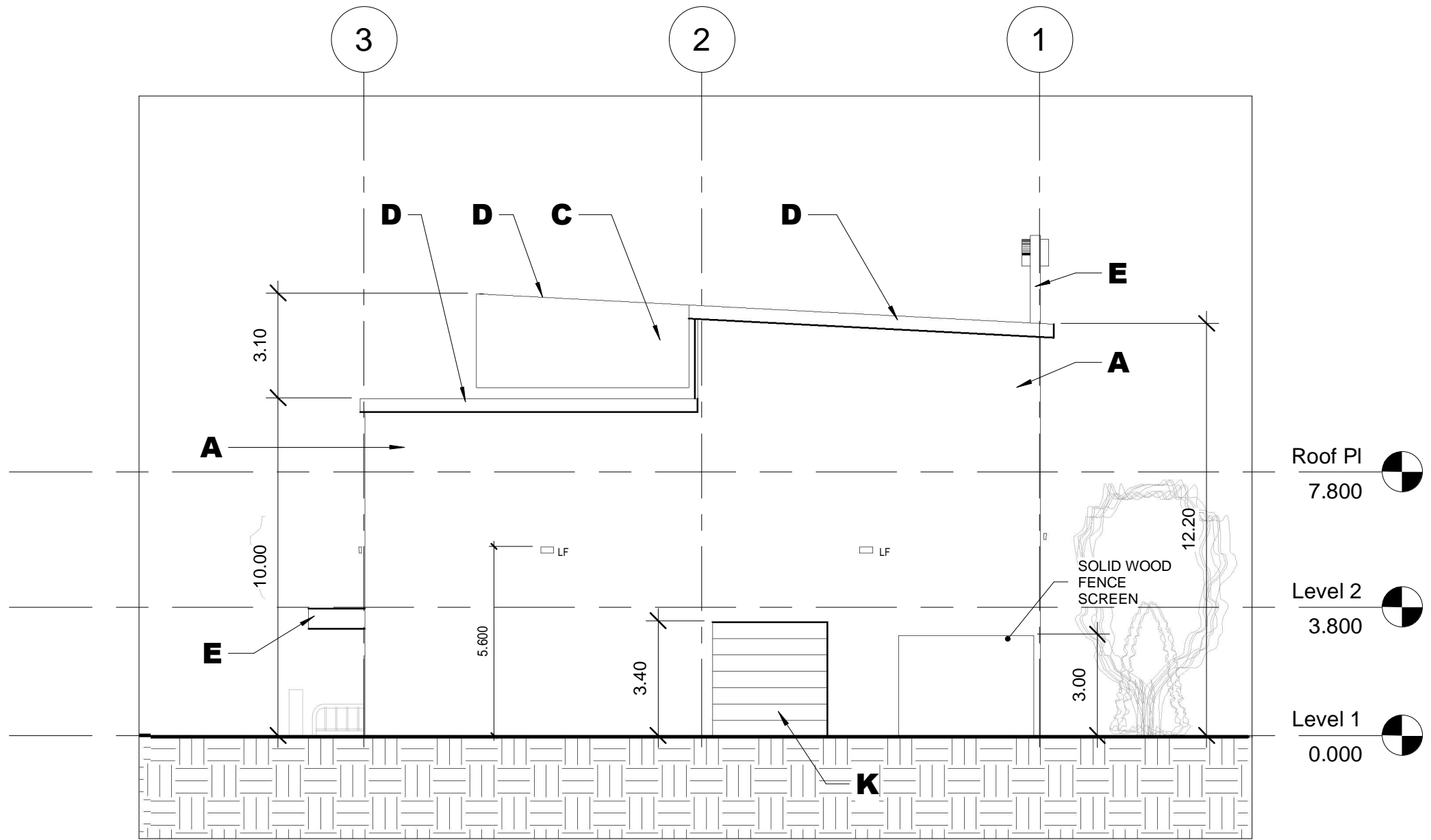
COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

DRAWING TITLE  
**Office Building Elevations and  
Perspective View**

DRAWING COMMENCED  
DRAWING SCALE 1 : 150  
DRAWN BY: JG  
CHECKED BY: JG  
COMMISSION No: 2018-03  
DRAWING No: **A104**



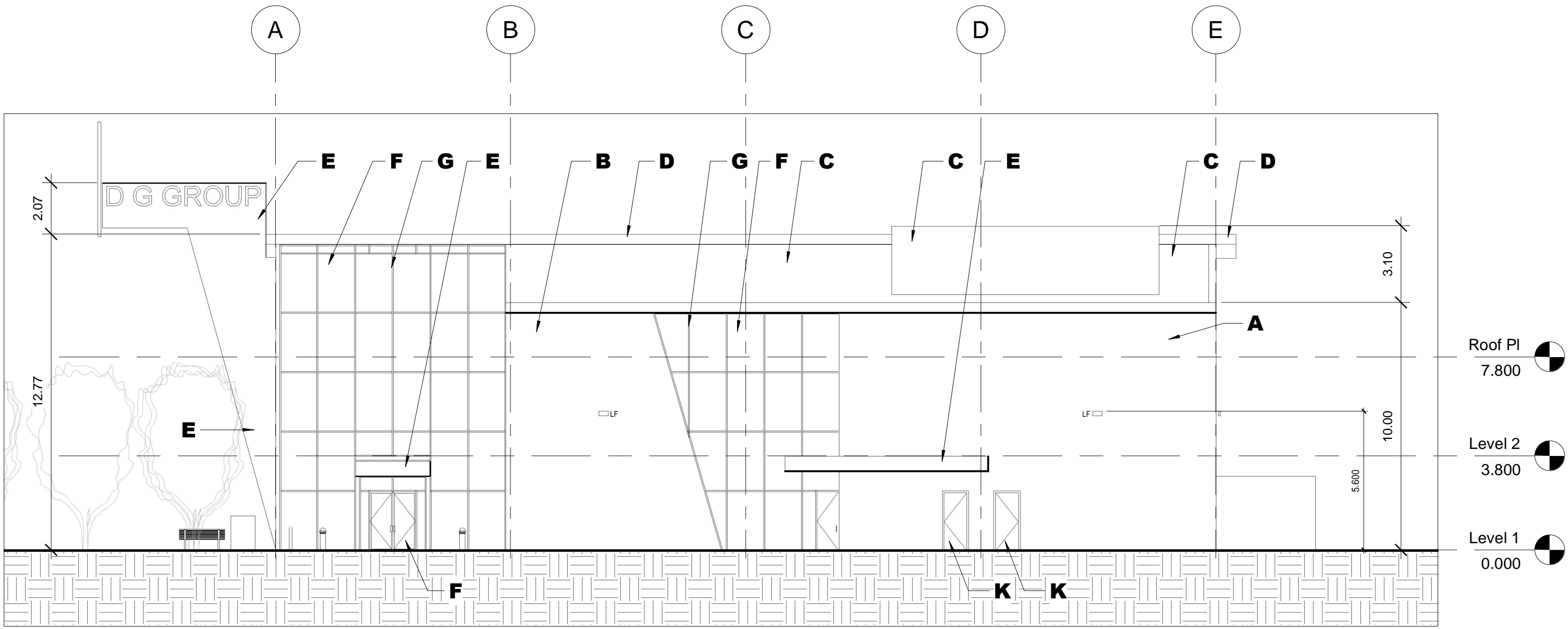
2 West  
1 : 150



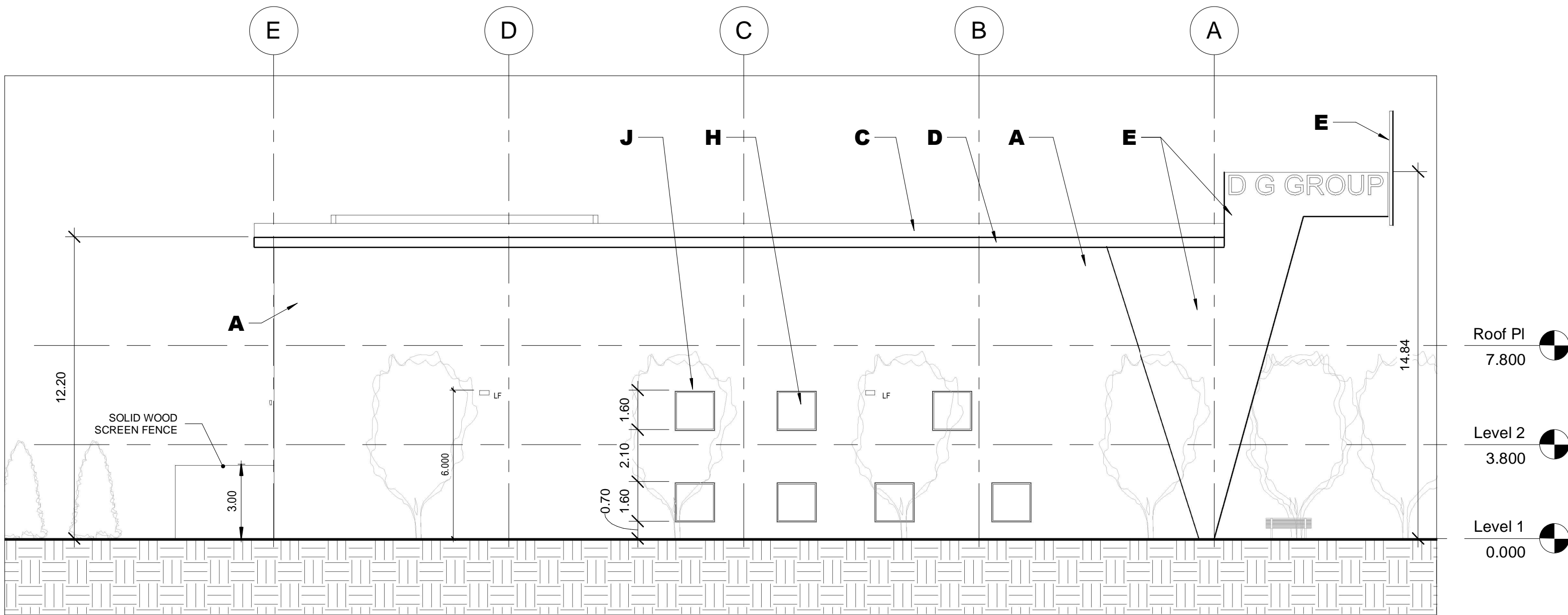
4 East  
1 : 150

FRONT OFFICE BUILDING EXTERIOR ELEVATION MATERIALS AND FINISHES

- A** SMOOTH FACE FIN. DECORATIVE CONC. COLOR SALMON GRAY AS MANUFACTURED BY ARISCRAFT OR EQUAL
- B** CLAY BRICK CSR COURSING COLOR HERITAGE GRAY AS MANUFACTURED BY BELDEN OR EQUAL
- C** GALVALUME PLUS tm DECORATIVE METAL PANELS NATURAL ALUMINUM FINISH AS MANUFACTURED BY DOFASCO OR EQUAL
- D** GALVALUME PLUS tm DECORATIVE METAL FLASHING NATURAL ALUMINUM FINISH AS MANUFACTURED BY DOFASCO OR EQUAL
- E** ALUCOBOND PRE. FIN. METAL PANELS COLOR SEA MIST GREEN AS MANUFACTURED BY ONTARIO PENALIZATION OR EQUAL
- F** CURTAIN WALL GLAZING SILVER GRAY MIX TINT
- G** CURTAIN WALL ALUMINUM FRAME ANODIZED FINISH, COLOR MEDIUM GRAPHITE AS MANUFACTURED BY KAWNEER CURTAIN WALLS OR EQUAL
- H** FIXED WINDOW GLAZING SILVER GRAY MIX TINT
- J** FIXED WINDOW ALUMINUM FRAME ANODIZED FINISH, COLOR MEDIUM GRAPHITE AS MANUFACTURED BY KAWNEER CURTAIN WALLS OR EQUAL
- K** METAL DOOR AND FRAME PAINT FINISH COLOR MEDIUM GRAPHITE TO MATCH C. WALL ALUMINUM FRAMES



1 South  
1 : 150



3 North  
1 : 150

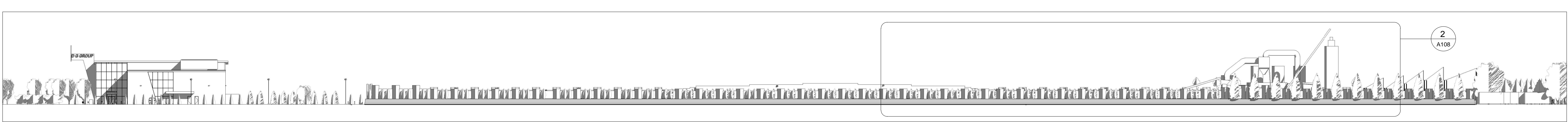


5 3D View 5

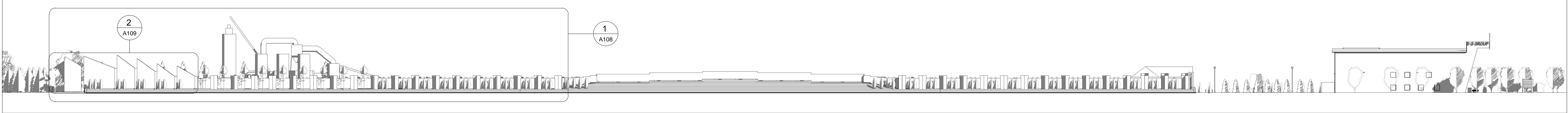


REVISIONS, RECORDS

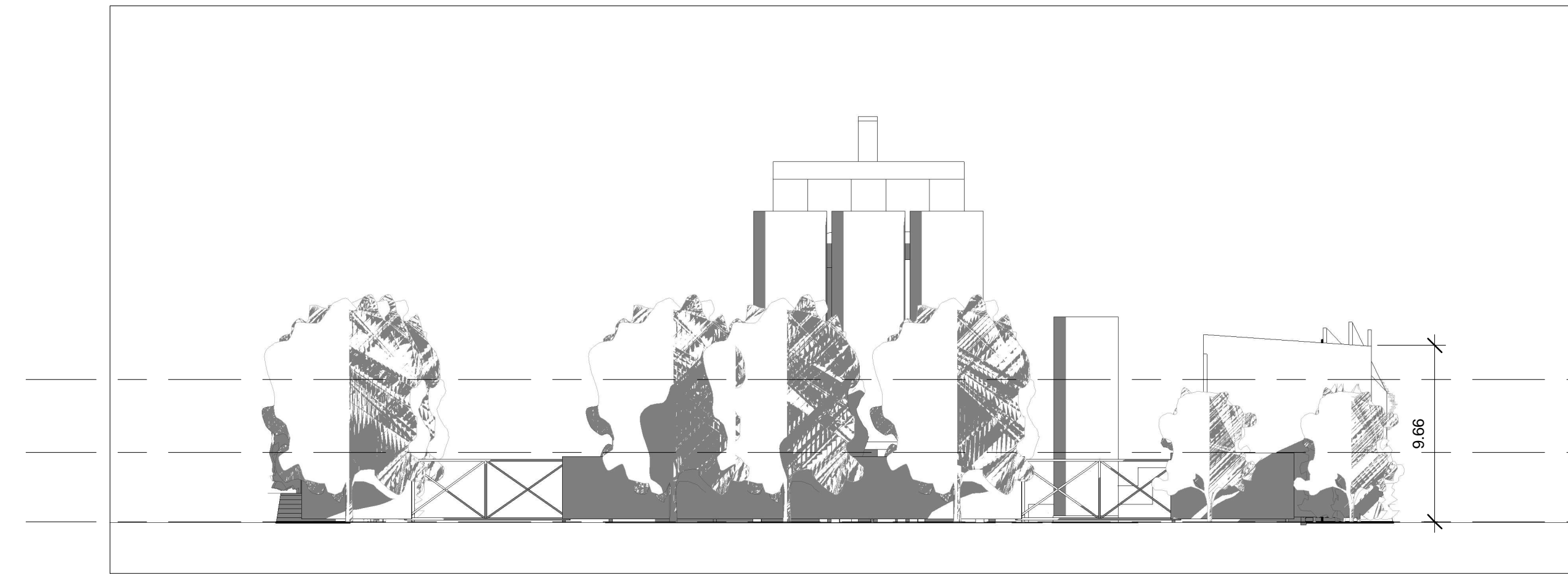
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03	10/04/2018	ISSUED FOR COORDINATION
04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION
05	17/05/2018	CONSULTANTS COORDINATION



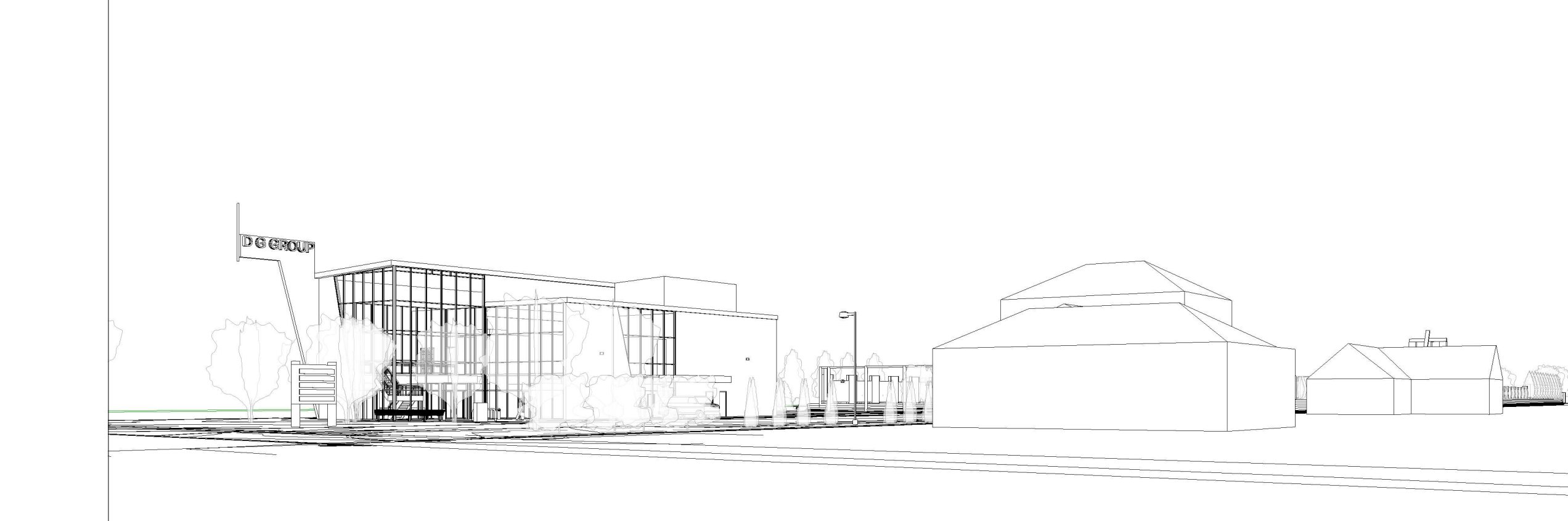
1 Elevation 3 - a (SOUTH)  
1 : 600



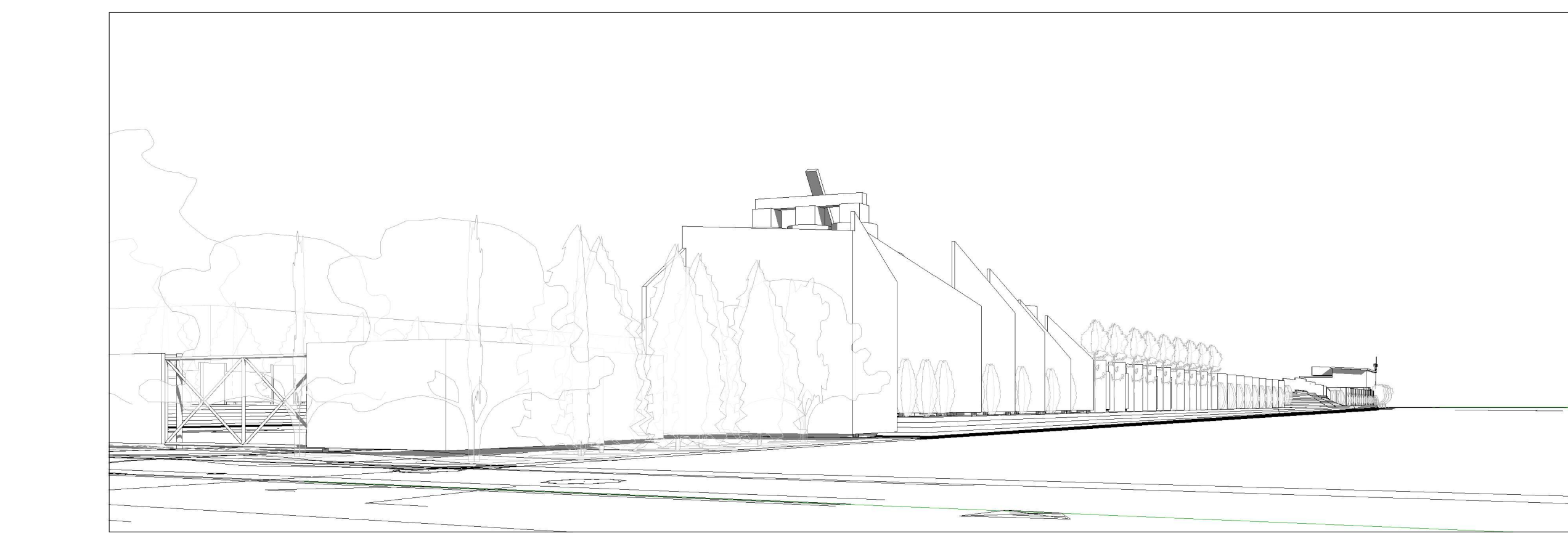
2 Elevation 2 - a (NORTH)  
1 : 600



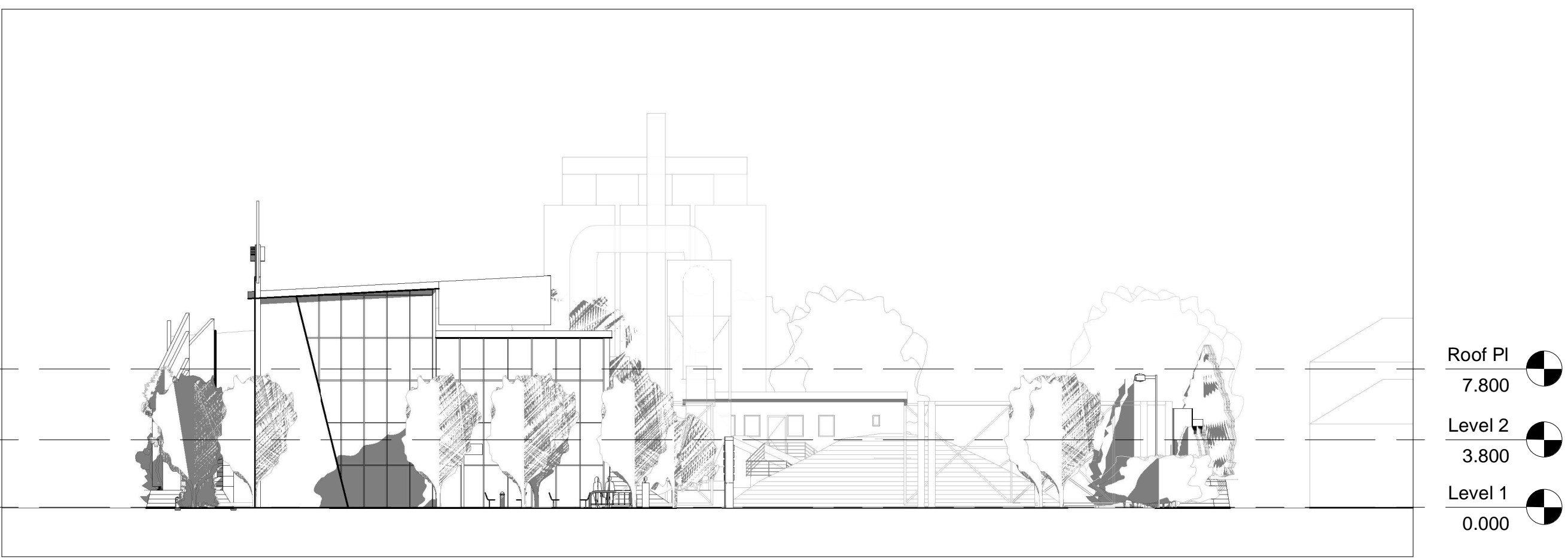
4 Elevation 1 - a (EAST)  
1 : 250



6 3D View 2 (SOUTH - WEST CORNER VIEW FROM COLERAINE)



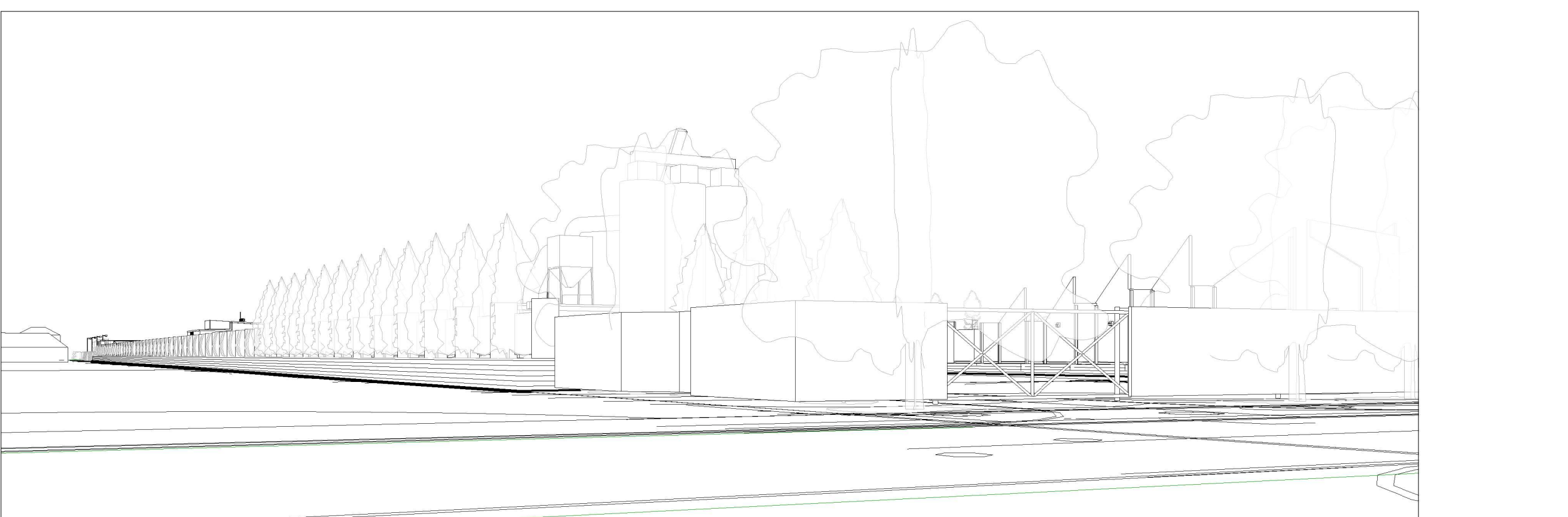
8 3D View 4 (NORTH - EAST CORNER VIEW FROM SIMPSON)



3 Elevation 4 - a (WEST)  
1 : 250



5 3D View 1 (NORTH - WEST CORNER VIEW FROM COLERAINE)



7 3D View 3 (SOUTH - EAST CORNER VIEW FROM SIMPSON)

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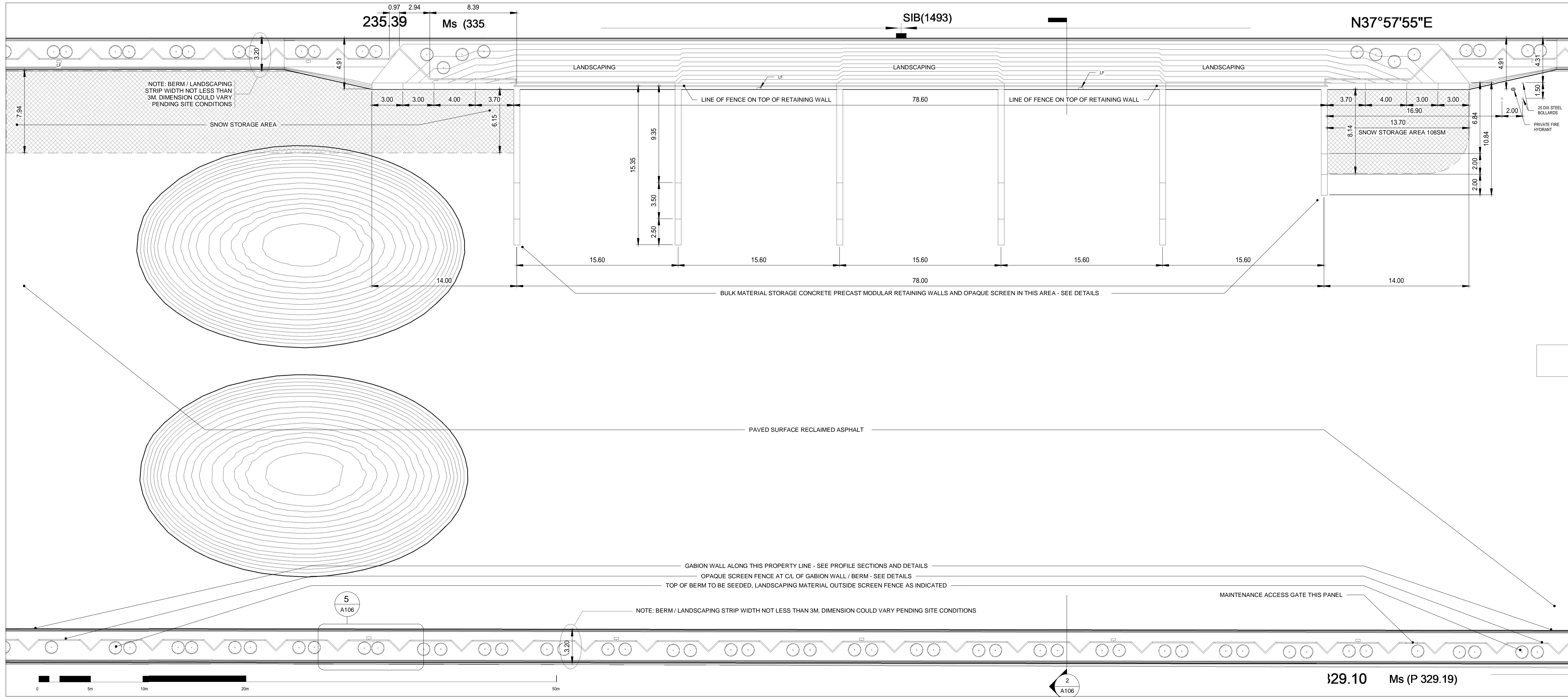


COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

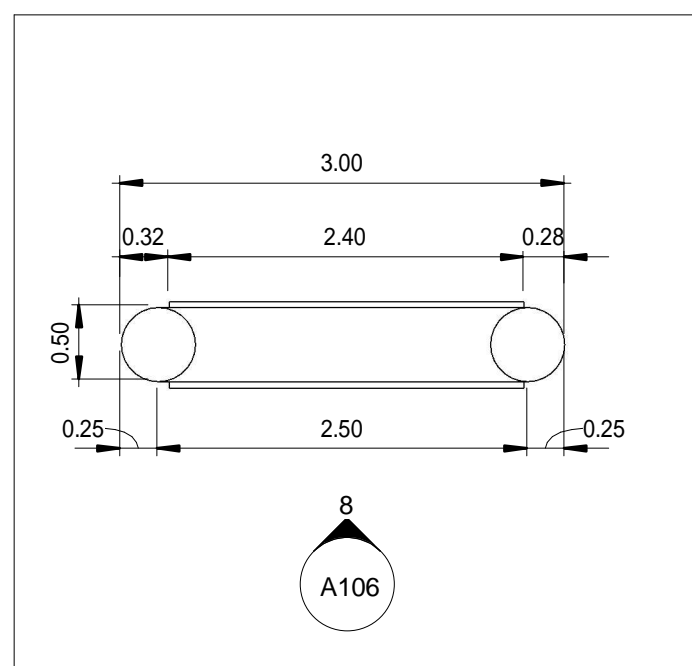
DRAWING TITLE  
**Overall Site Elevations and  
Reference Perspective Views**

DRAWING COMMENCED  
DRAWING SCALE As indicated  
DRAWN BY: JG  
CHECKED BY: JG  
COMMISSION No: 2018-03  
DRAWING No: A105

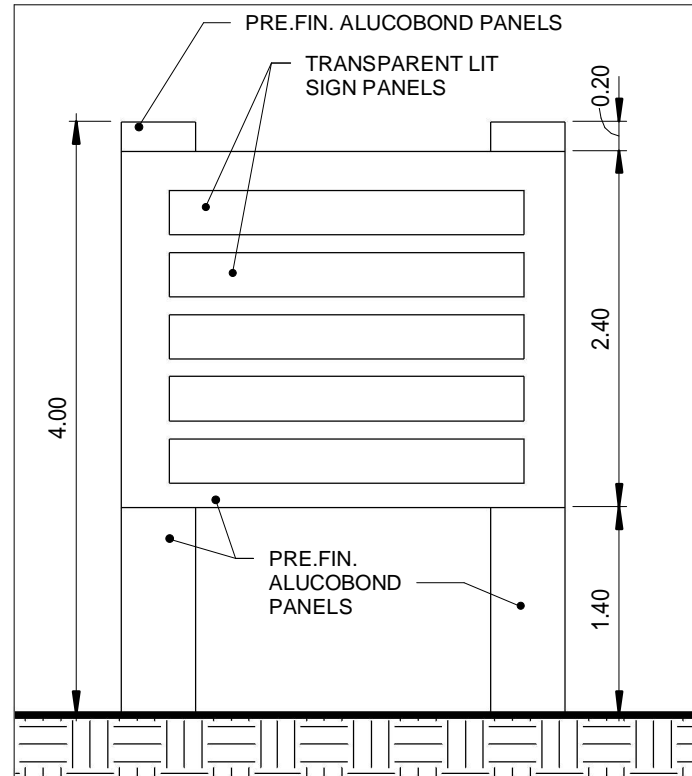




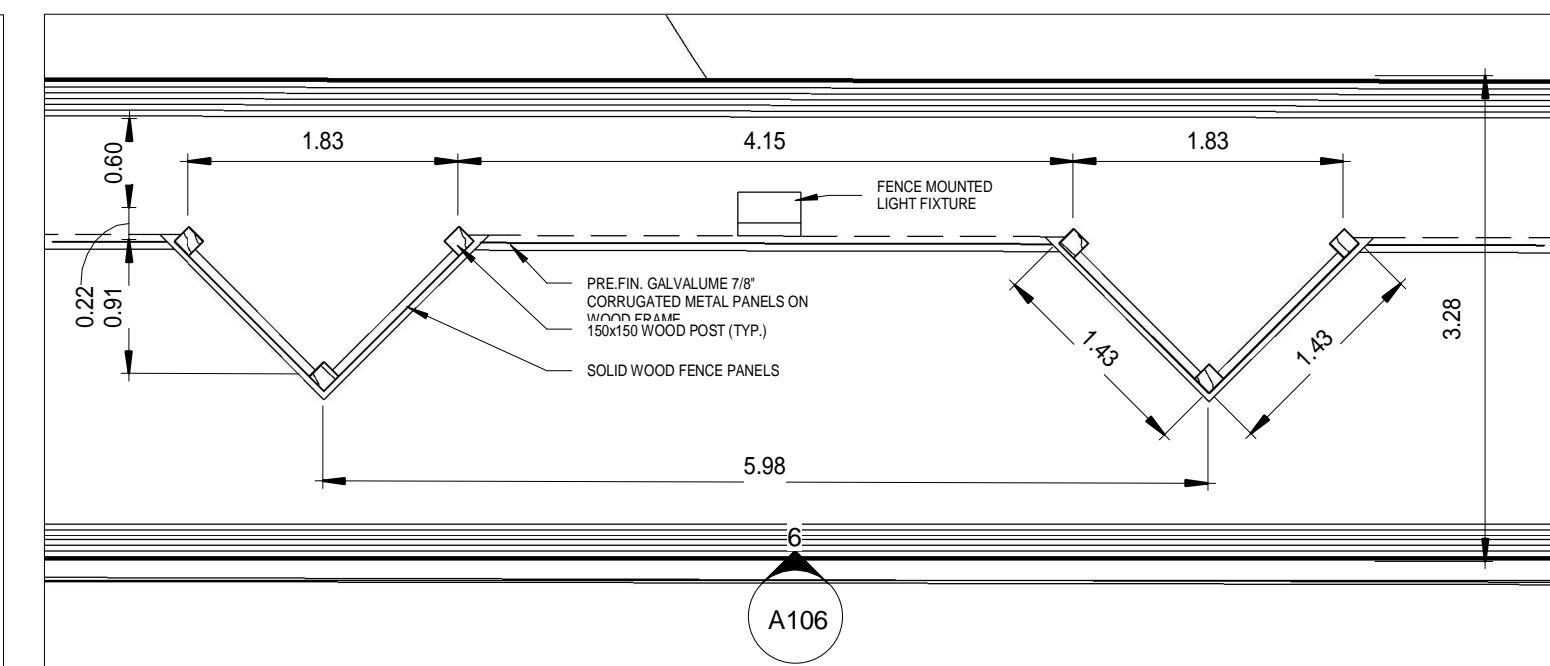
1 Partial Site Plan Mid Area  
1 : 200



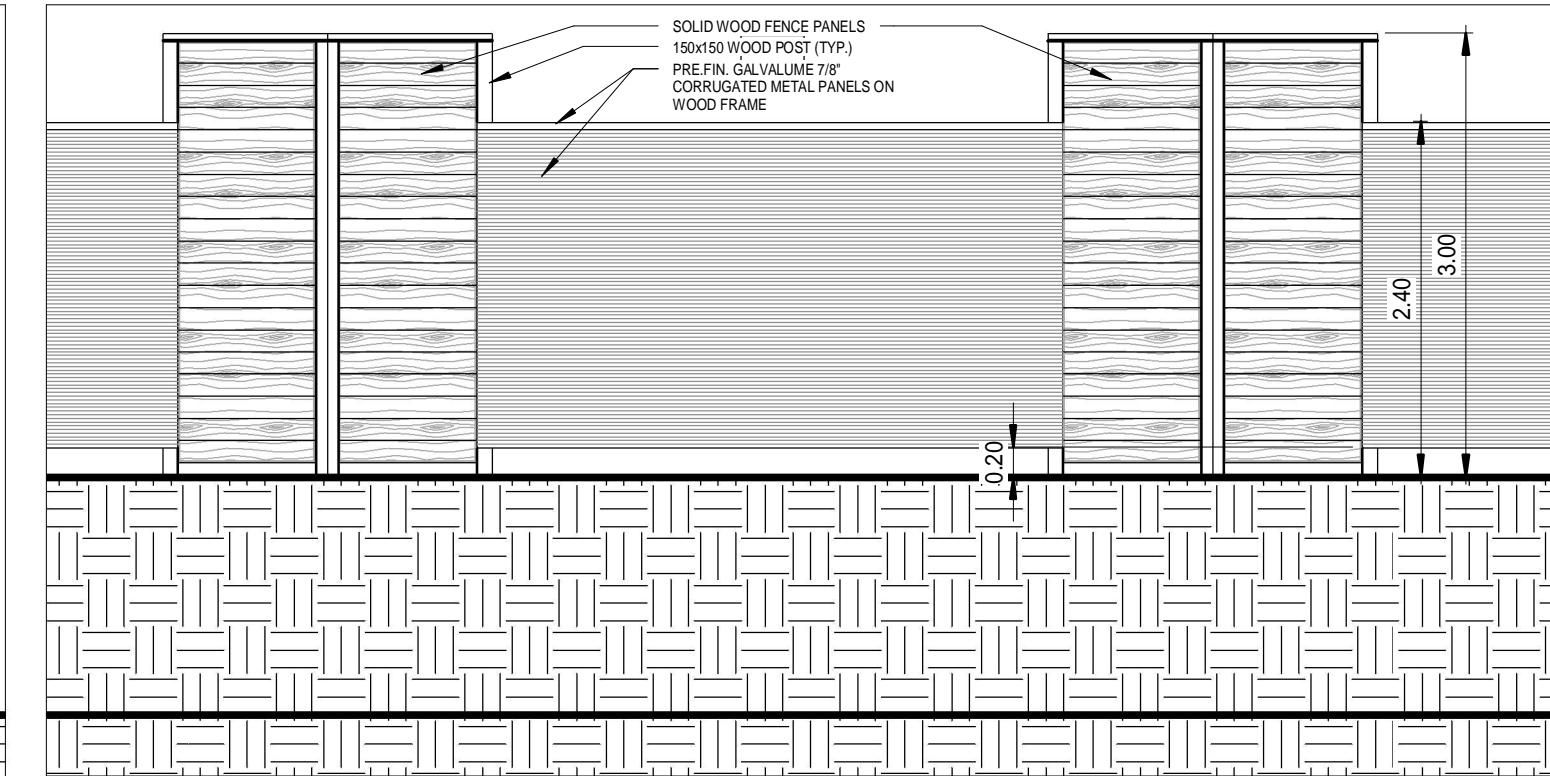
7 Front Sign Plan View  
1 : 50



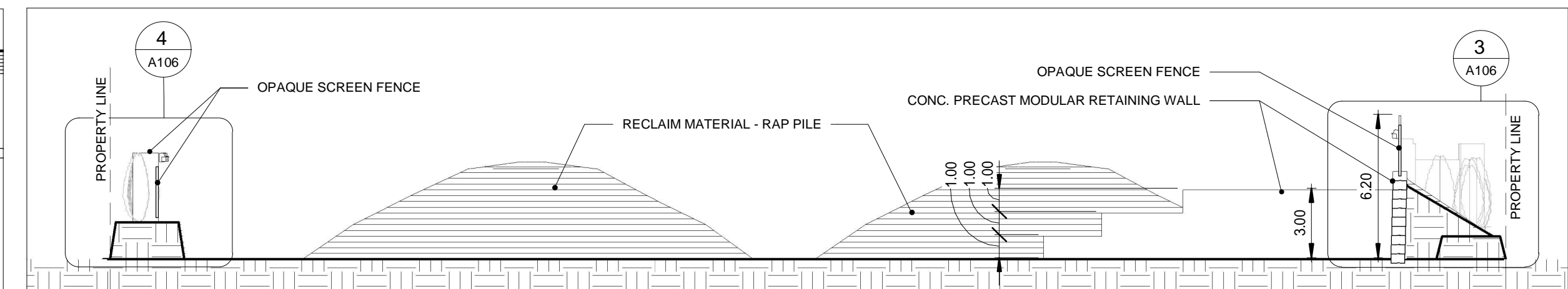
8 Elevation 1 - b  
1 : 50



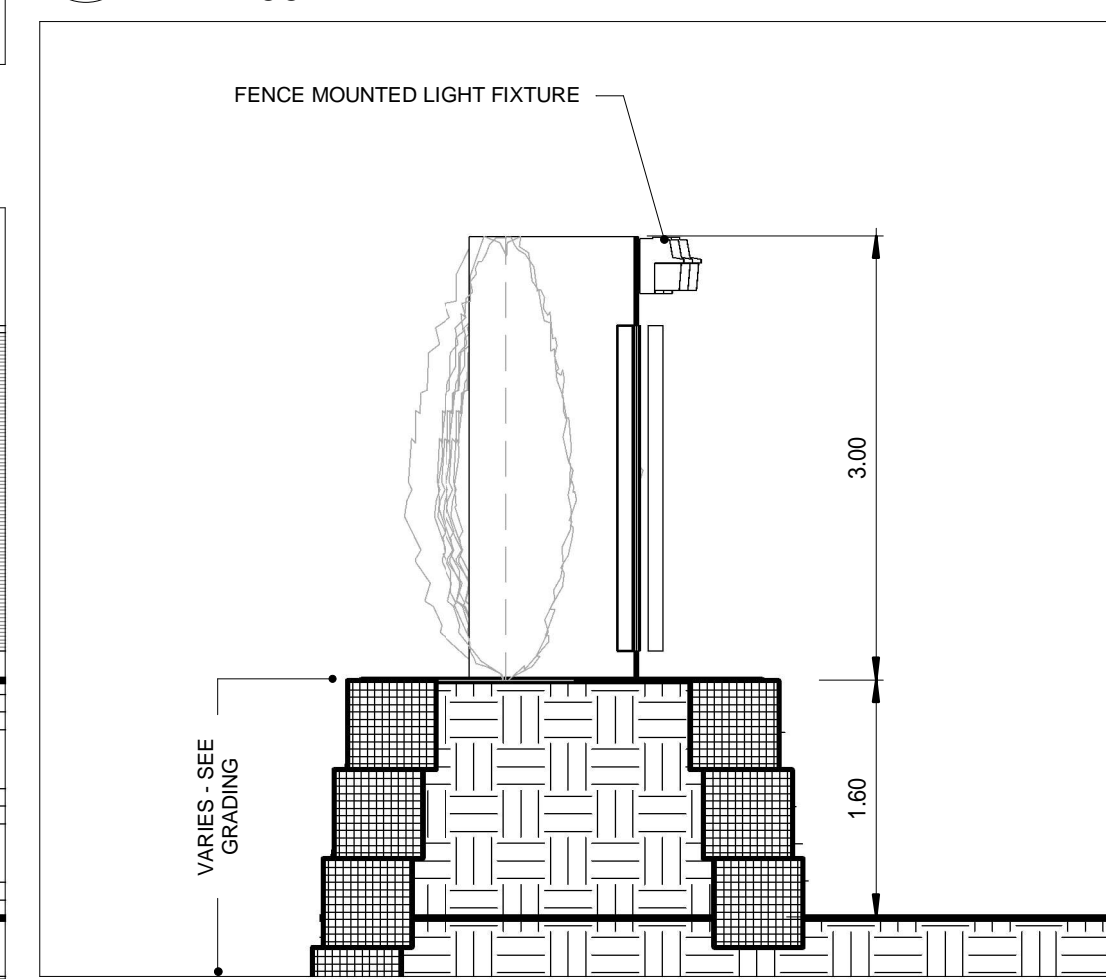
5 Fence Plan Detail  
1 : 50



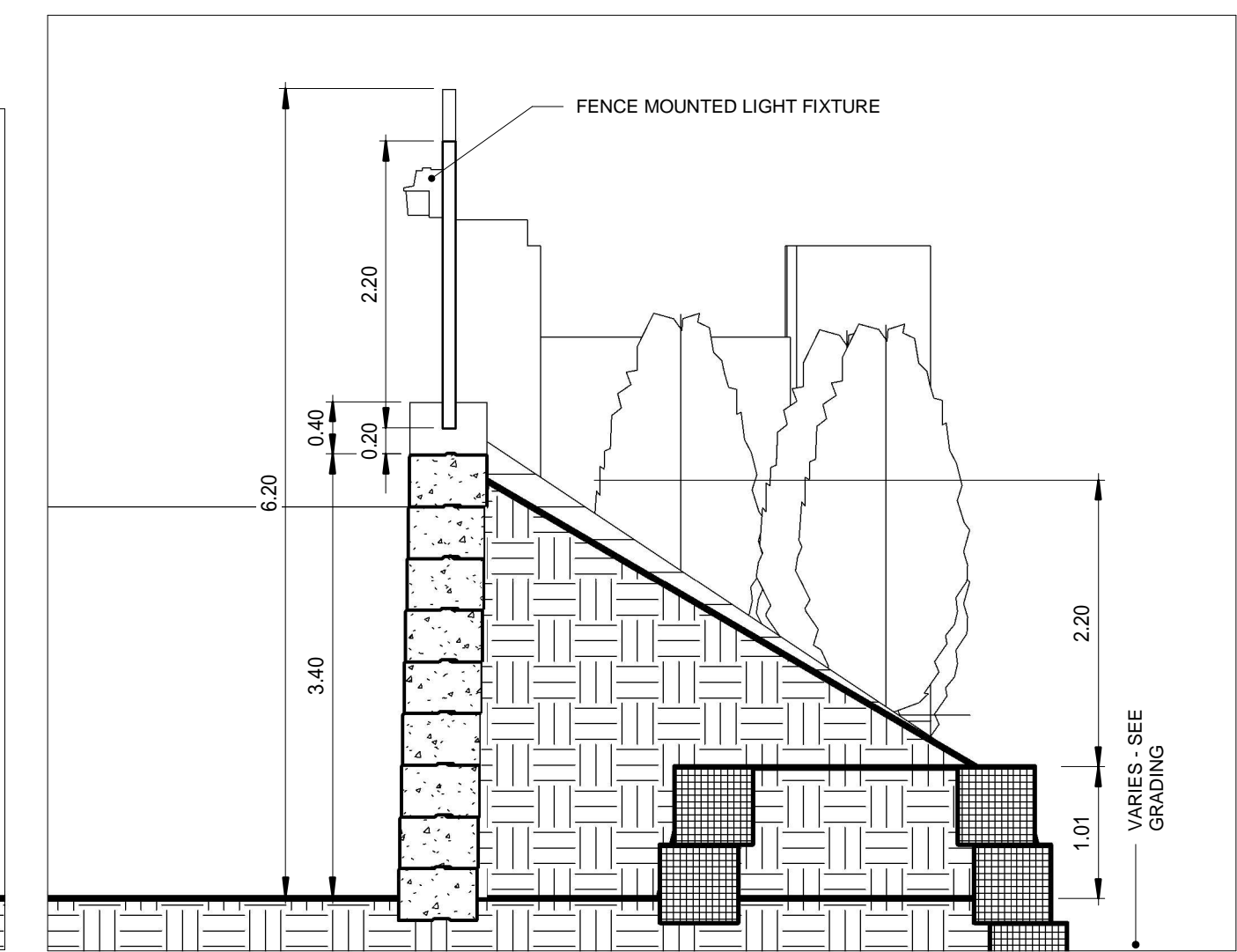
6 Fence Elevation  
1 : 50



2 Section 7  
1 : 200



4 Section 7 - Callout 2  
1 : 50



3 Section 7 - Callout 1  
1 : 50

REVISIONS, RECORDS

No.	Date	Subject
03	10/04/2018	ISSUED FOR COORDINATION
04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION
05	17/05/2018	CONSULTANTS COORDINATION

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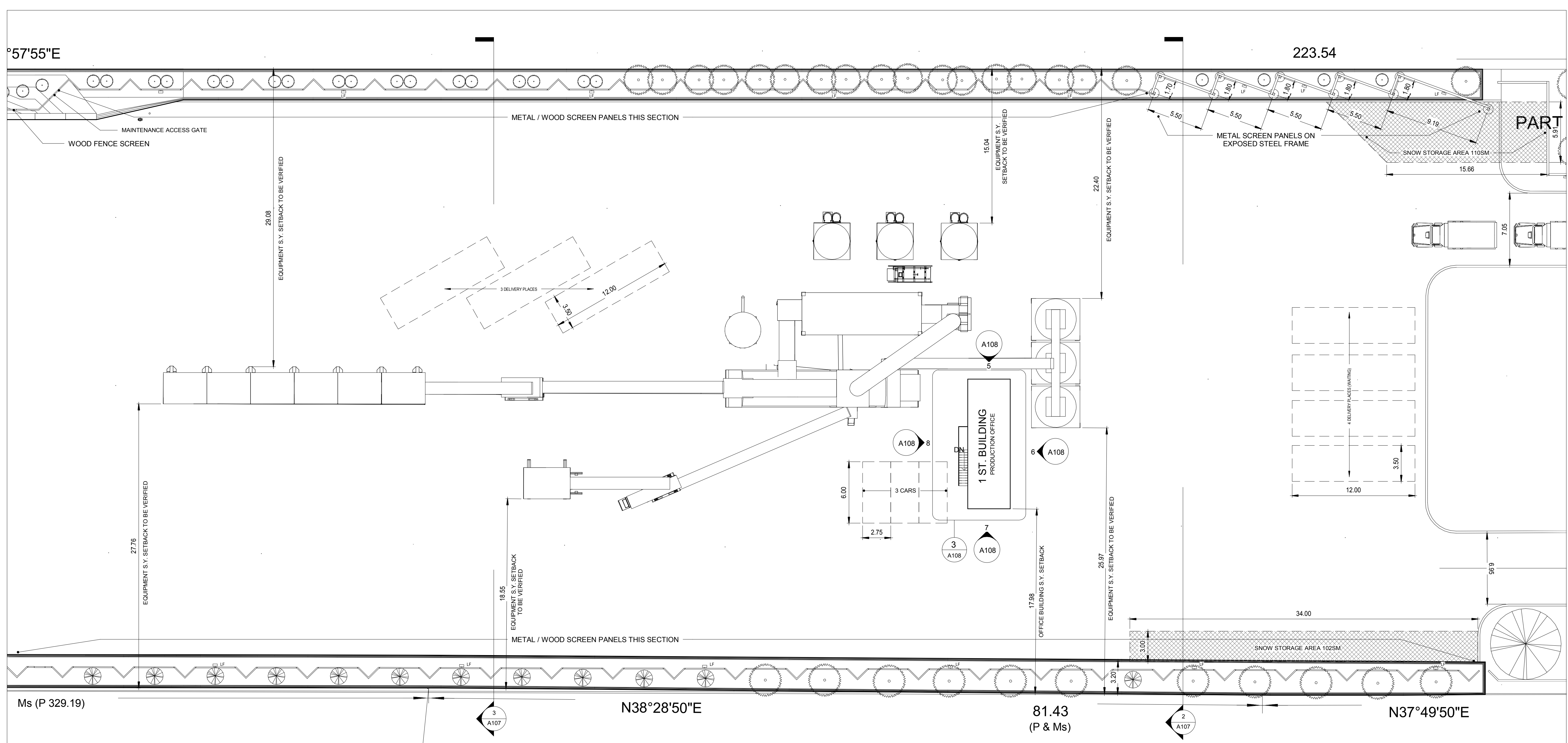
COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

DRAWING TITLE  
**Material Storage Screens and  
Fence Details & Profiles**

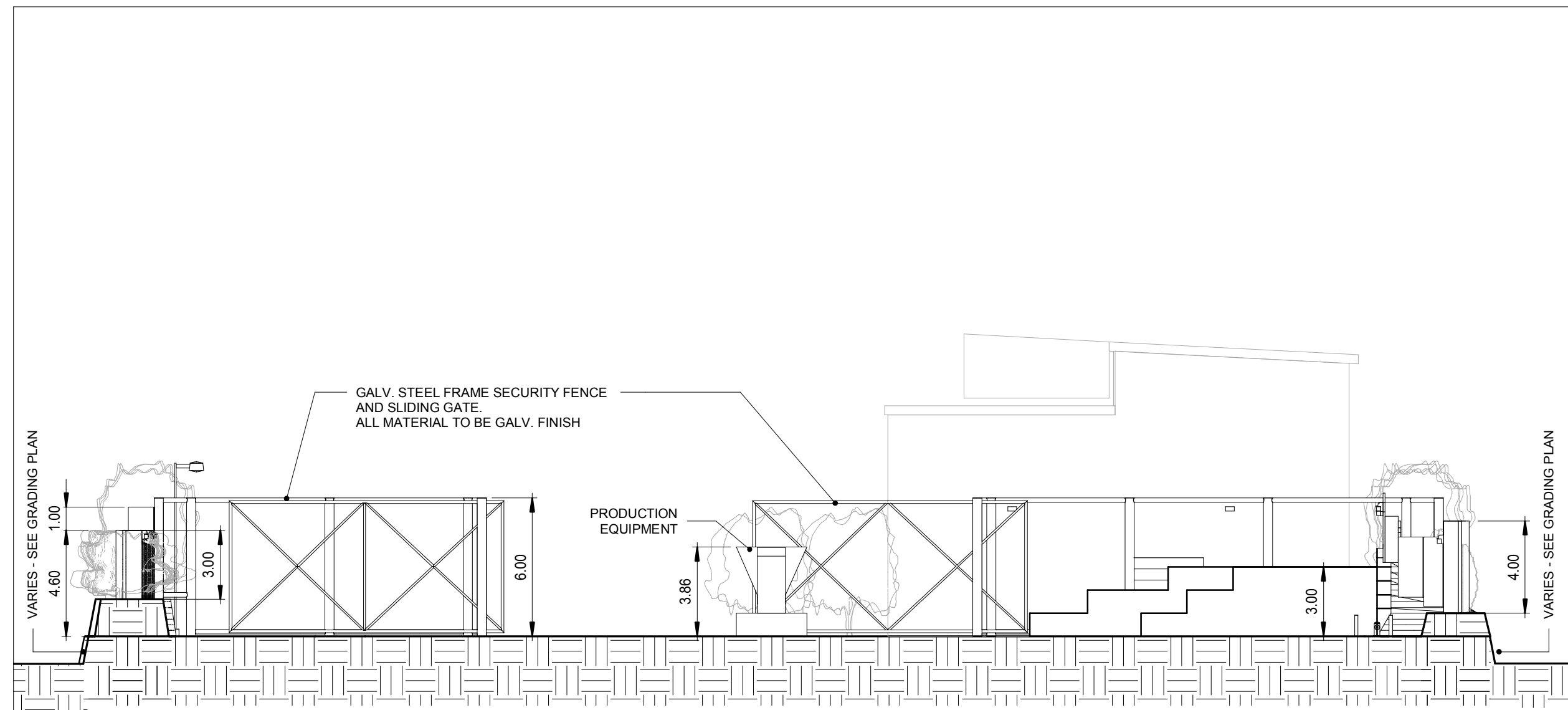
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DRAWING SCALE  
DRAWN BY:  
CHECKED BY:  
COMMISSION No:  
DRAWING No:

As indicated  
Author  
Checker  
2018-03  
**A106**

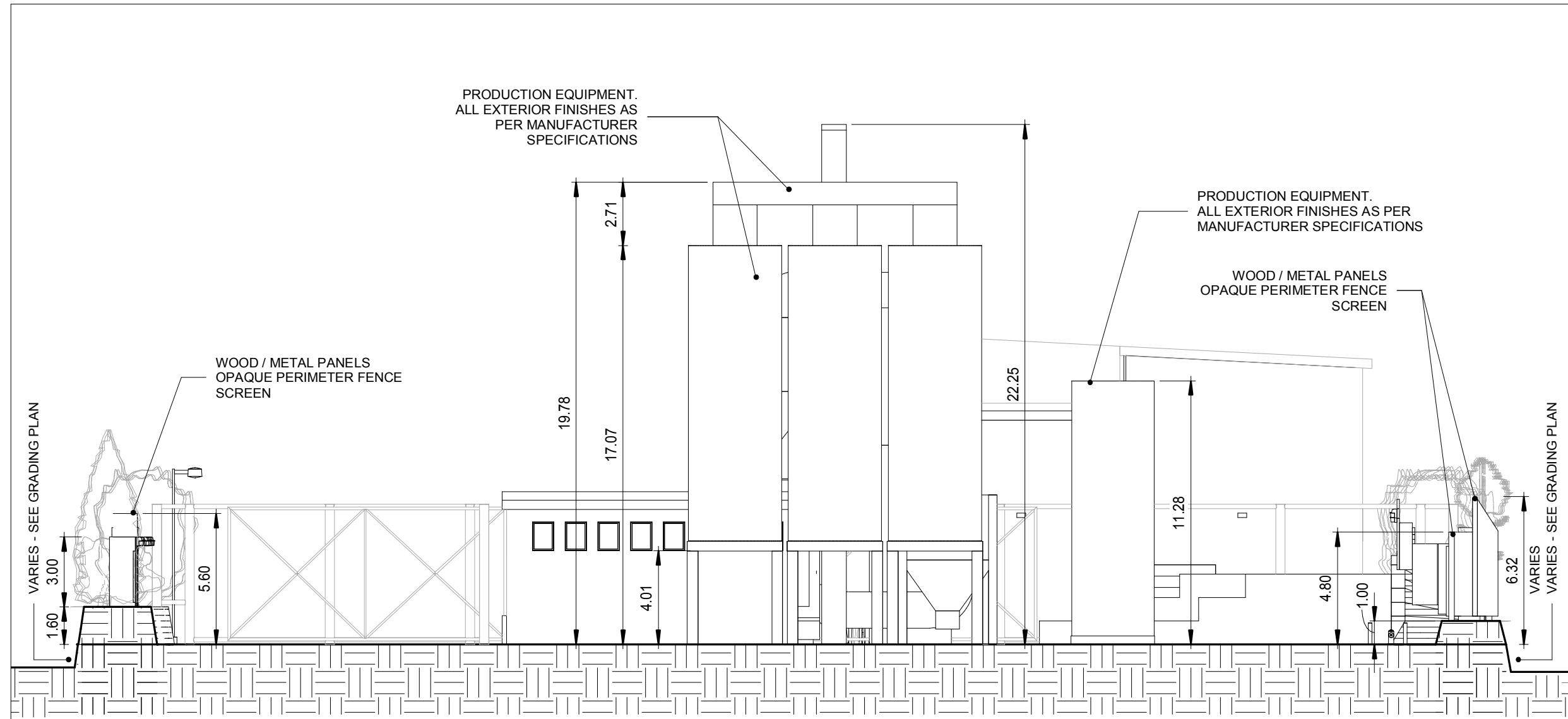




1 Site Plan - Callout 1  
1 : 200  
NOTE: ALL ASPHALT PLANT EQUIPMENT LAYOUT SUBJECT TO FINAL ENGINEERING DRAWINGS. THIS PLAN AND ELEVATIONS PROVIDED FOR PLANNING REFERENCES



3 Section 3  
1 : 200



2 Section 2  
1 : 200

REVISIONS, RECORDS

No.	Date	Subject
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04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION

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COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

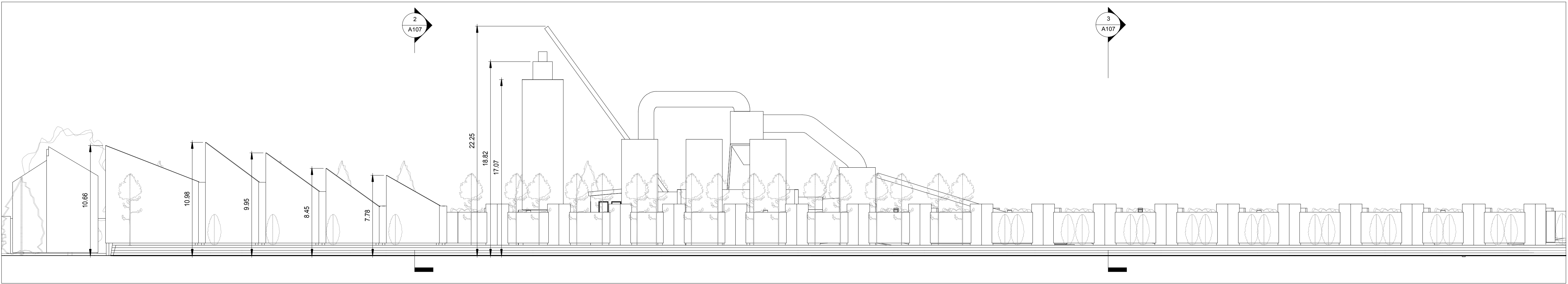
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**Production Facility Site Plan  
and Partial Site Profile**

DRAWING COMMENCED  
DRAWING SCALE  
DRAWN BY:  
CHECKED BY:  
COMMISSION No:  
DRAWING No:  
1 : 200  
JG  
JG  
2018-03  
**A107**

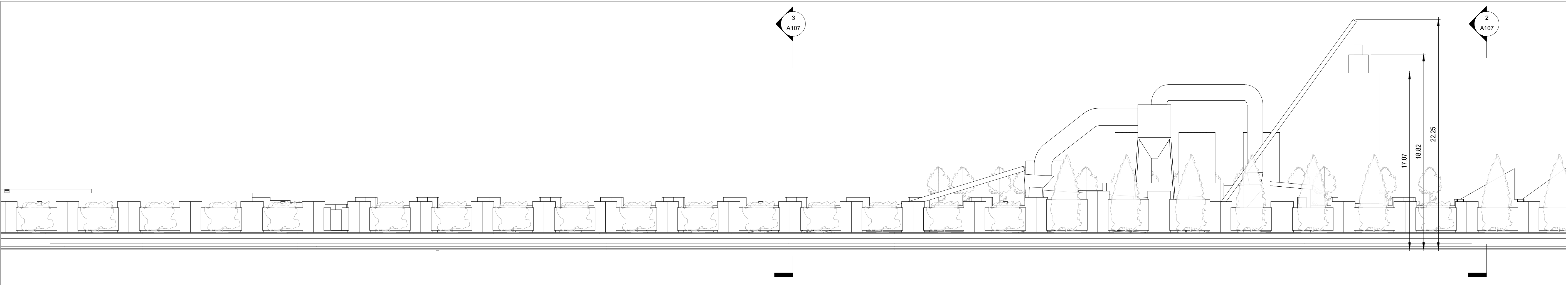


REVISIONS, RECORDS

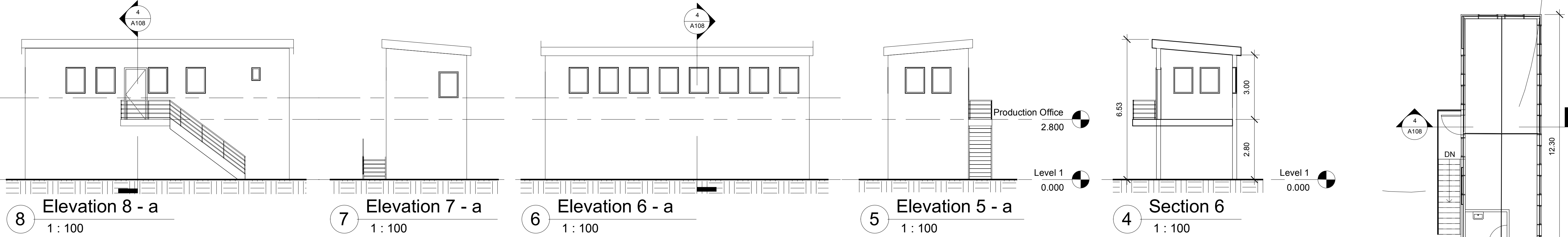
No.	Date	Subject
01	15/01/2018	ISSUED FOR PRELIMINARY REVIEW
03	10/04/2018	ISSUED FOR COORDINATION
04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION



1 Elevation 2 - a - Callout 1 PARTIAL NORTH ELEVATION - SCREENING OF PRODUCTION EQUIPMENT  
1 : 200



2 Elevation 3 - a - Callout 1 PARTIAL SOUTH ELEVATION - SCREENING OF PRODUCTION EQUIPMENT  
1 : 200



8 Elevation 8 - a  
1 : 100

7 Elevation 7 - a  
1 : 100

6 Elevation 6 - a  
1 : 100

5 Elevation 5 - a  
1 : 100

4 Section 6  
1 : 100

3 Production Field Office  
1 : 100

WRITTEN DIMENSIONS GOVERN OVER SCALED DIMENSIONS  
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COMMISSION TITLE  
**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

DRAWING TITLE  
**Production Area Screening and  
Production Supervision Office**

DRAWING COMMENCED  
DRAWING SCALE As indicated  
DRAWN BY: JG  
CHECKED BY: JG  
COMMISSION No: 2018-03  
DRAWING No: **A108**

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REVISIONS, RECORDS

No.	Date	Subject
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04	27/04/2018	ISSUED FOR SITE PLAN APPLICATION

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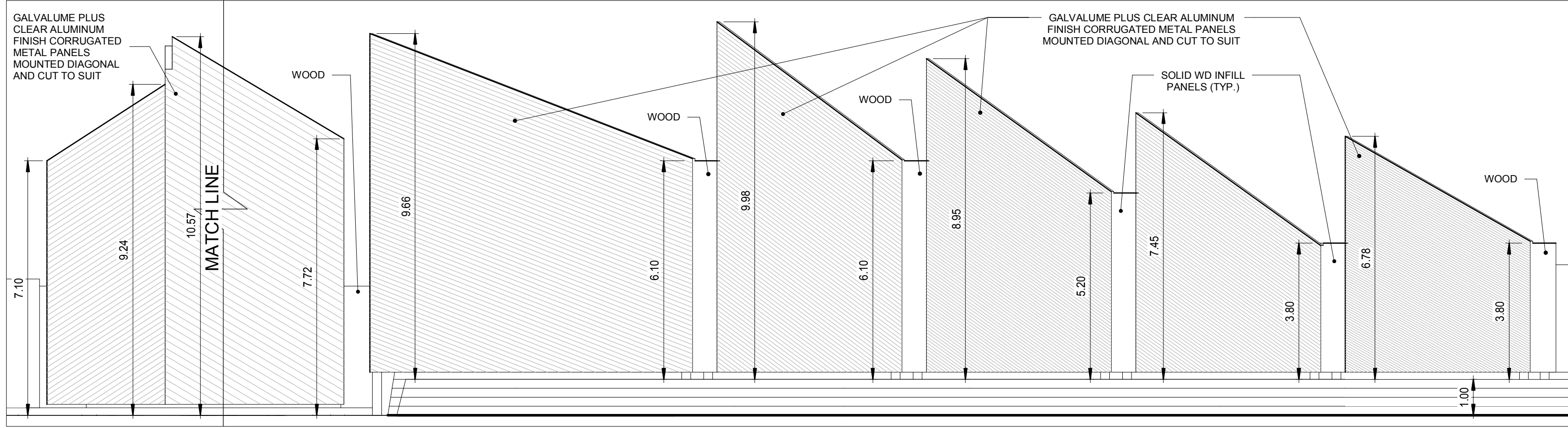


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**ASPHALT MIXING PLANT  
FACILITIES at # 12415  
COLERAINE DRIVE, BOLTON**

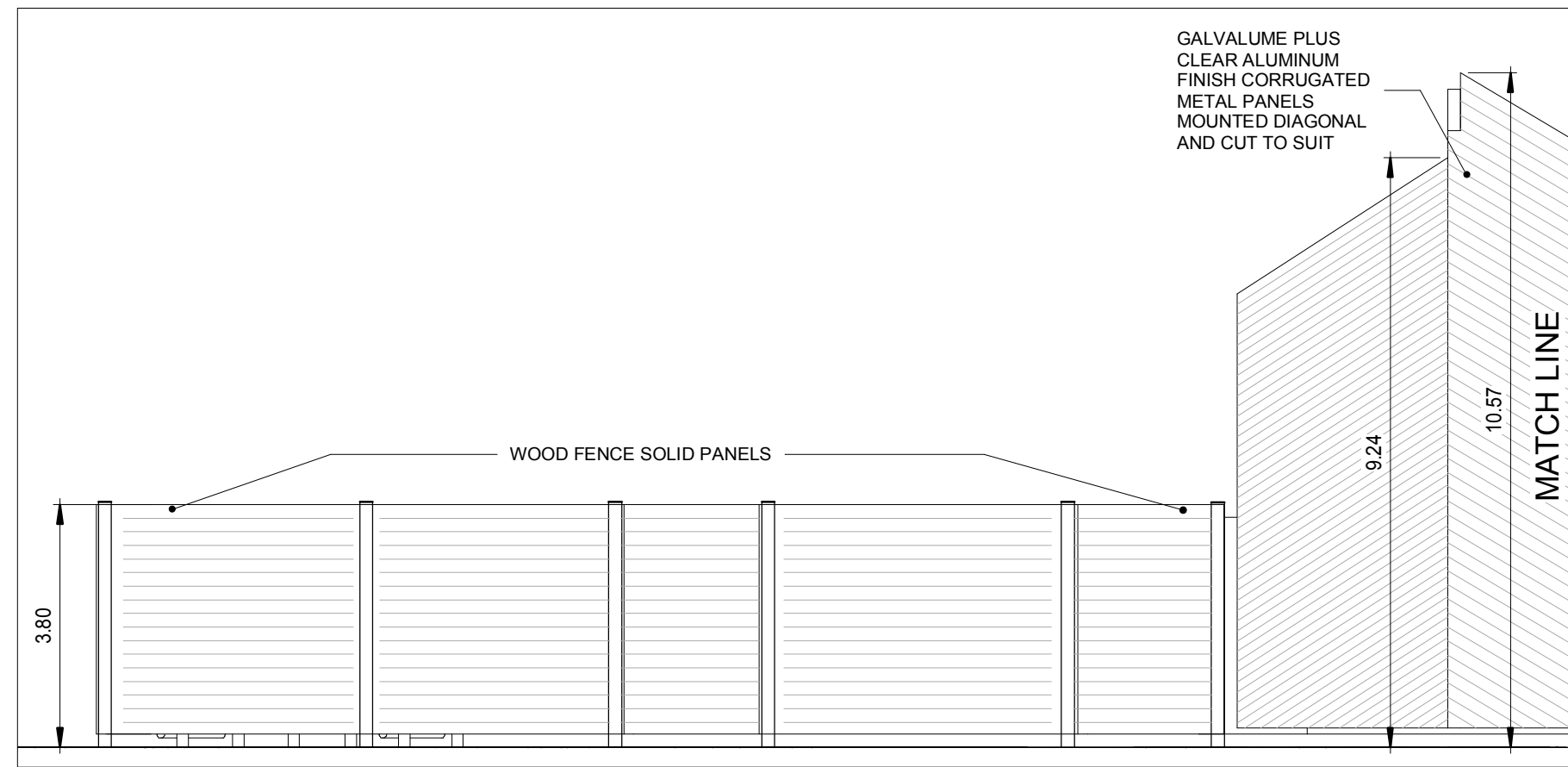
DRAWING TITLE  
**SIMPSON ROAD ACCESS  
AND SCREENING**

DRAWING COMMENCED  
DRAWING SCALE  
DRAWN BY:  
CHECKED BY:  
COMMISSION No:  
DRAWING No:

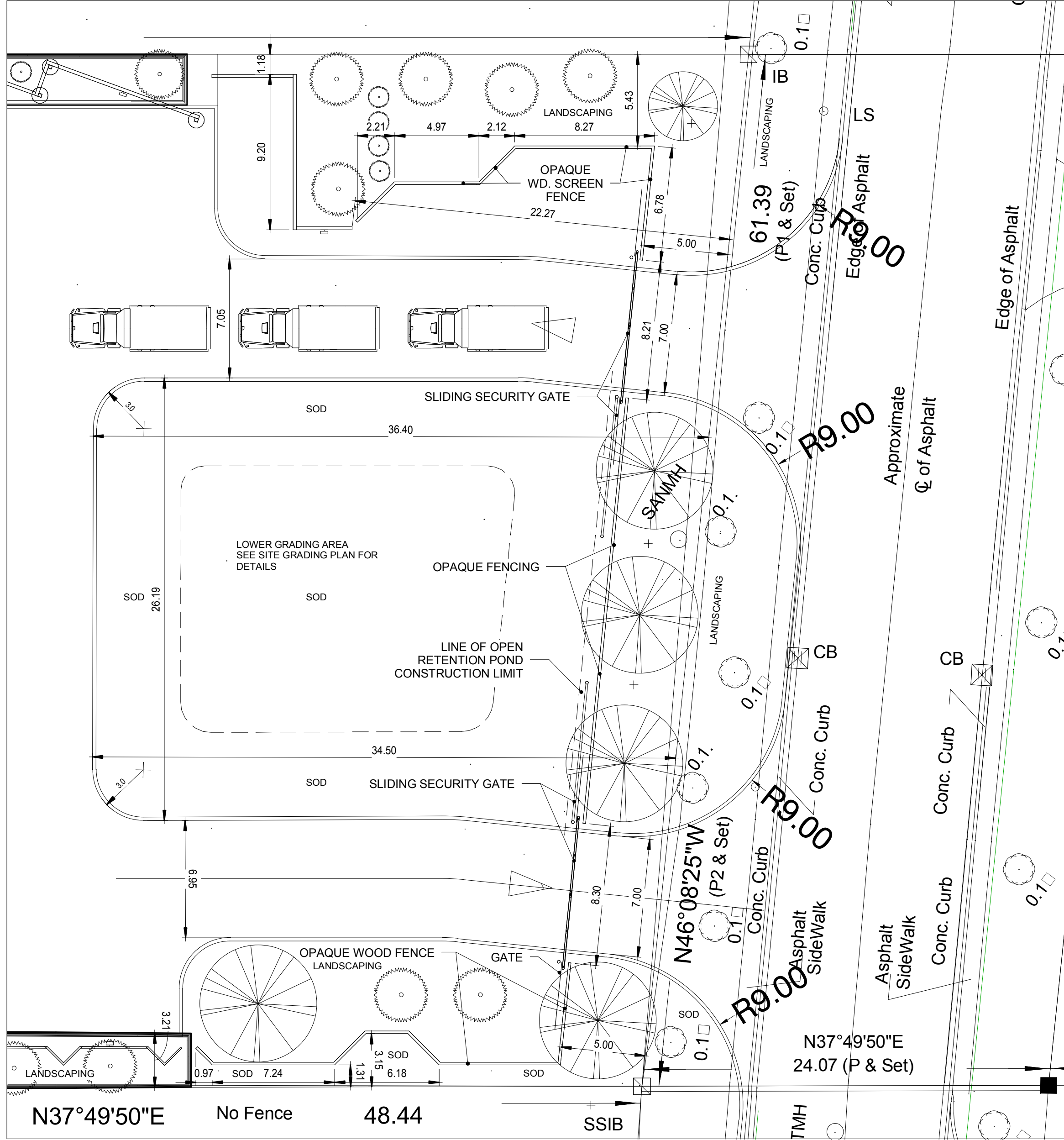
As indicated  
J.G.  
J.G.  
2018-03  
**A109**



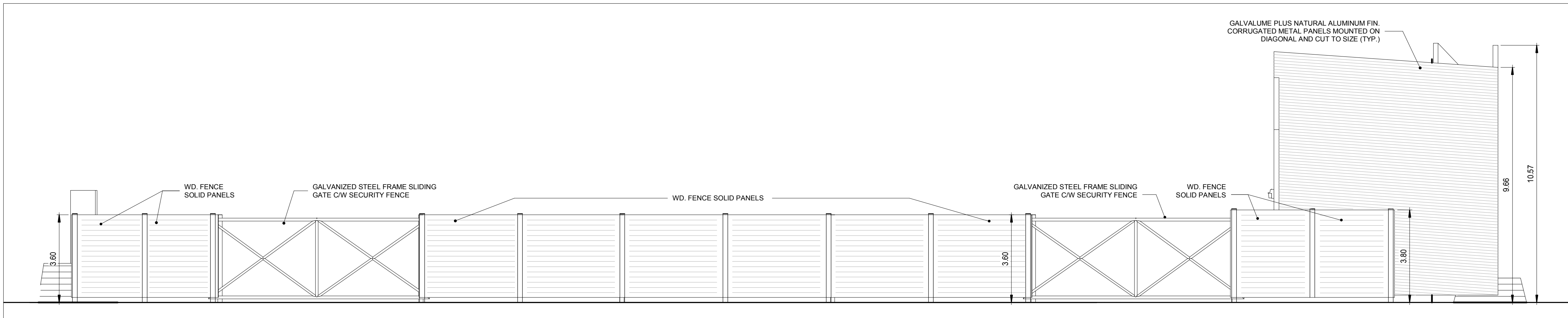
**2 High Level Metal Screen** PARTIAL VIEW OF OA NORTH ELEVATION - SCREEN AT N/E PORTION OF THE PROPERTY  
1 : 100



**4 Wood Fence Screen** TYPICAL WOOD FENCE SCREEN RETURN FOR N/E & S/E CORNERS OF THE PROPERTY FACING SIMPSON RD.  
1 : 100



**1 Simpson Rd. Entrance**  
1 : 200



**3 Simpson Rd. Screen**  
1 : 100

**AMENDMENT NO. xxx**  
**TO THE OFFICIAL PLAN FOR**  
**THE TOWN OF CALEDON PLANNING AREA**

**THE CORPORATION OF THE TOWN OF CALEDON**

**BY-LAW NO. 2018- xx**

A By-law to adopt Amendment No. xxx to the Official Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. xxx to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and finally passed in open Council this xxth day of xxxx, xxxx

---

Alan Thompson, Mayor

---

Carey deGorter, Clerk

### **THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. xxx of the Town of Caledon Official Plan.

**AMENDMENT NO. xxx**  
**OF THE TOWN OF CALEDON OFFICIAL PLAN**

**PART A - THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to add a site-specific permission to permit an asphalt plant on the subject property, 12415 Coleraine Drive.

**Location:**

The lands subject to this Amendment, as indicated on the attached Schedule "A", and area known as 12415 Coleraine Drive, Town of Caledon, Regional Municipality of Peel.

**Basis:**

The basis for this Amendment is contained in Planning Report PD xxxx-xx, as adopted by Council on xxxxx. The applicant, has requested an amendment to the Town of Caledon Official Plan to permit an asphalt plant on the property. In support of the application, the applicant submitted the following reports:

- Air Quality Assessment Report
- Functional Servicing and Preliminary Stormwater Management Report
- Geotechnical Report
- Hydrogeology Study
- Noise and Vibration Impact Study
- Planning Justification Report
- Urban Design Brief
- Traffic Impact Study
- Arborist Report

The proposed amendment to the Official Plan to permit an asphalt plant within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of an asphalt plant and associated open storage in the Prestige Industrial designation addresses an identified need for development of employment uses in an employment designated area.

**PART B - THE AMENDMENT**

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. xxx of the Town of Caledon Official Plan.

**Details of the Amendment**

The Town of Caledon Official Plan is amended as follows:

1. Section 7.9.5 is amended by adding the following subsection 7.9.5.5.3

7.9.5.5.3: In addition to the permitted uses in section 5.5.4.1 and notwithstanding subsection 5.5.4 of the Plan, an unenclosed asphalt plant is permitted on lands legally described as 12415 Coleraine Drive in the Town of Caledon, Regional Municipality of Peel, provided it is situated more than 100 metres from Coleraine Drive.

#### **Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.



**THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. 2018-xxx**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,  
with respect to Part of Lot 3, Concession 6  
Town of Caledon, Regional Municipality of Peel,  
municipally known as 12415 Coleraine Drive

**WHEREAS** Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

**AND WHEREAS** the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lot 3, Concession 6 Town of Caledon, Regional Municipality of Peel, for an office and asphalt plant purposes.

**NOW THEREFORE** the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
MP	<insert exception #>	<i>-Business Office -Equipment Storage Building -Warehouse -Asphalt plant -Accessory Open Storage Area</i>	The asphalt plant will be set back a minimum of 290 metres from Coleraine Drive and a minimum of 60 metres from Simpson Road. Open Storage will be set back a minimum of 140 metres from Coleraine Drive and 160 metres from Simpson Road.

2. Schedule "A", Zone Map 1a of By-law 2006-50, as amended is further amended for Part of Lot 3, Concession 6 Town of Caledon, Regional Municipality of Peel, from Agricultural A1 to Prestige Industrial MP -XX in accordance with Schedule "A" attached hereto.

Read three times and finally  
passed in open Council on the  
XX day of XXXXXX, 20XX.





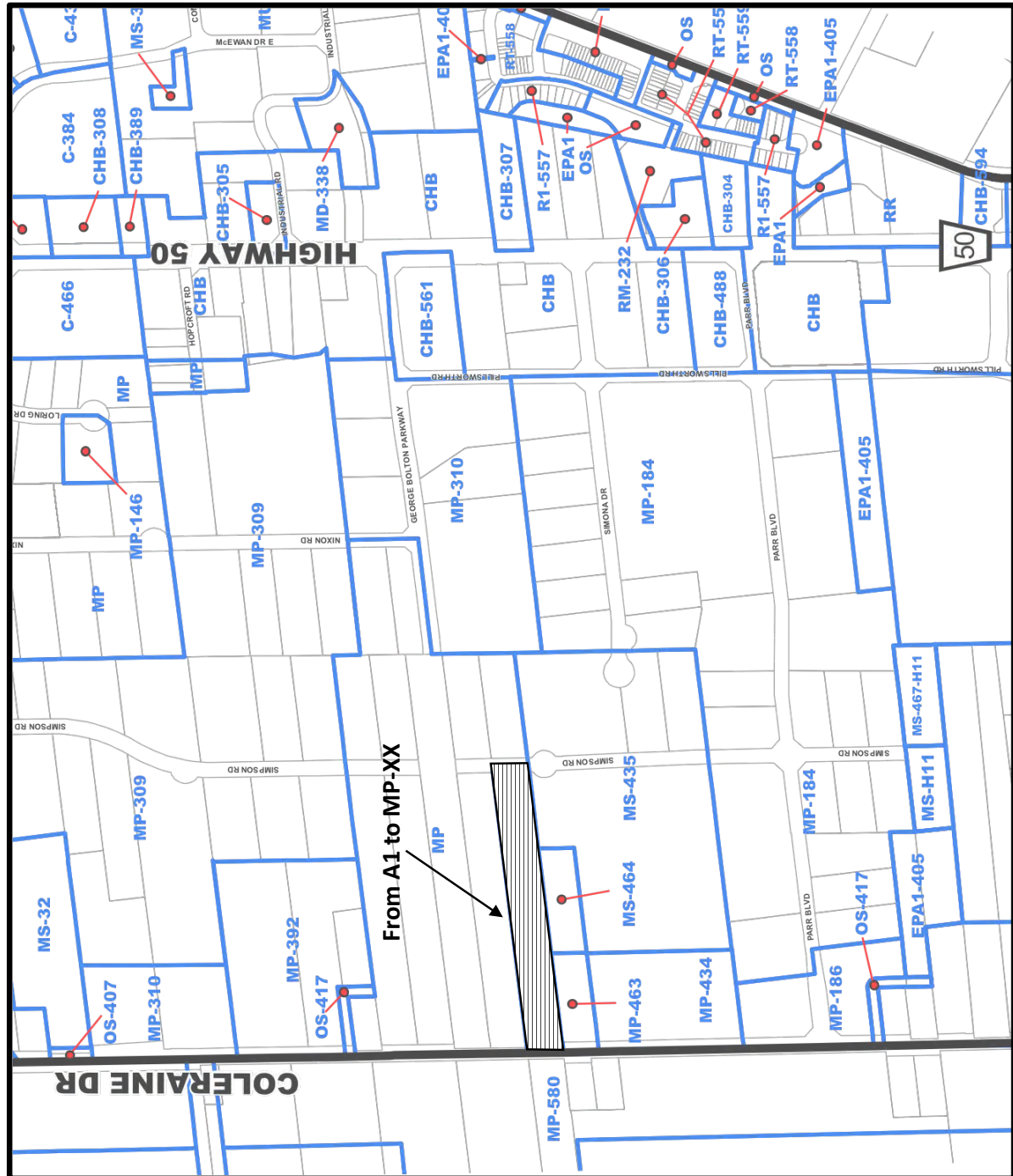
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Allan Thompson, Mayor

---

Carey deGorter, Clerk

<b>Schedule A</b> <b>By-law No. BL-2018-XXX</b>	Town of Caledon Regional Municipality of Peel	<b>Legend</b>  Subject lands to be rezoned to the zones identified on this schedule	<b>Key Map</b> 	Date: XXX	File: XXX
----------------------------------------------------	--------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------	-----------	-----------





## **AGENCY & DEPARTMENT COMMENT SHEET**

Prepared: January 18, 2019  
Lead Planner: Mary T. Nordstrom

**Proposed Official Plan Amendment and Zoning By-law Amendment Application**  
**MJJJ Developments Inc. – Asphalt Plant**  
**Part Lot 3, Concession 6 (Albion) - 12415 Coleraine Drive**  
**East side of Coleraine Drive, south of George Bolton Parkway**  
**File Numbers: POPA 18-02, RZ 18-04**

---

The following comments were received regarding the above-noted Official Plan and Zoning By-law Amendment applications.

### **EXTERNAL AGENCY COMMENTS**

#### **Region of Peel – January 14, 2019 (Attached)**

##### **Comments:**

- An amendment to the Regional Official Plan is not required; however, the application as currently proposed do not conform to the Regional Official Plan;
- The applicant must discuss how the proposed asphalt plant may impact the lands studied through ROPA 30 (Bolton Residential Expansion)
- The Planning Rationale Report must be updated to address a series of comments, including revising the summary of revised background studies, addressing how the proposal conforms to provincial, regional and municipal policies, in particular with respect land use compatibility, employment density and appropriateness of the land use;
- The Air Quality study is not satisfactory as it does not assess cumulative impacts to existing background air quality levels, does not include all sensitive land uses in the study area (i.e. schools) and requires revisions to the Air Dispersion Modelling and Wind Rose Assessments
- Revisions are required to the Traffic Impact Study with respect to trip generation volumes and a shifting of the Coleraine Drive entrance; and
- Detailed comments provided with respect to Site Plan and Servicing.

#### **Canada Post - August 2018**

**Comments:** Mail delivery will be provided for this address to the current delivery point to an existing Community Mailbox site in the vicinity as is pre-existing. The address is already included in the existing range – postal code L7E 3B4

#### **Dufferin-Peel Catholic District School Board – August, 2018**

**Comments:** Since the proposed development is for an asphalt plant, no students are anticipated from this development. The Board has no comments or objection to the further processing of this application.

#### **Enbridge Gas - August 2018**

**Comments:** No objection to the proposed applications.



### **Hydro One Networks – August 2018**

Comments: Hydro One has no objections at this point. Please ensure that all private electrical infrastructure on the property have owner agreements/easements placed on them when impacted by property severances/easements to ensure all land owners/tenants legal rights are maintained. Ensure all industry standard utility separations and clearance minimums are maintained.

### **Rogers Communications - August 2018**

Comments: No comments or concerns.

### **Comments from the following agencies remain outstanding:**

- Bell Canada
- Ontario Provincial Police
- MPAC
- Peel District School Board

## **TOWN OF CALEDON – DEPARTMENT COMMENTS**

### **Planning & Development – Peer Review of Air Quality Study – December 2018 (Attached)**

Comments: The Town retained Wood Environmental to undertake a peer review of the applicant's Air Quality Study. The results of that peer review are attached and summarized below:

- The Peer Reviewer is unable to conclude there will be no air quality impacts as the study has not fully addressed the requirements to evaluate potential air quality impacts and should be expanded to include other contaminants (i.e. odour, fine particulate matter, inhalable particulate matter) and all sources (point, fugitive and mobile).
- The study has not adequately assessed the following:
  - An inventory of all sensitive uses within the potential influence zone (i.e. food processing, research facilities, recreational facilities, day cares)
  - Existing air quality in the study area
  - Size and operating capacity of the proposed HMA Plant
  - Anticipated truck volumes or protocols to avoid idling and queuing;
  - Designation of the HMA Plant should be Class III, not a combination of Class II and Class III
  - A comprehensive list of potential air contaminants (i.e. fine particulate matter, odour, asphalt fume, sulphur dioxide, etc.)
  - Supporting calculations and modelling were absent
  - Potential nuisance effects of odour and fugitive dust from a quantitative perspective
  - An acceptable Best Management Practices Plan
  - Providing a useful comparable HMA Plant without any complaints or air quality effects
  - The corporate profile of Dig-Con and examples of similar operations adhering to BMPS



- The Ministry of Environment, Conservation and Parks (MECP) does not consider HMA plants to be "low risk" or "low odour" and require their emission reports to be reviewed by a Senior Air Quality Engineer at MECP prior to receiving Environmental Compliance Approval under the Ontario Environmental Protection Area (EPA).

#### **Planning & Development Peer Review of Hydrogeological Investigation – Jan 2019 (Attached)**

**Comments:** The Town retained Cole Engineering to undertake a peer review of the applicant's Hydrogeological Investigation Report. The results of that peer review are attached hereto; however, it is noted the report does not meet applicable policies, regulations and industry best practices and the findings cannot be supported for the following reasons:

- Local cross-sections should be constructed showing borehole logs;
- Clarification is needed to differentiate and separately assess groundwater flow for shallow and deep groundwater systems – additional groundwater monitors may need to be installed;
- Groundwater flow direction must be discussed and specified on a flow direction map;
- A borehole and monitoring well program is required;
- Monitoring wells required to assess impact on quality and quantity of groundwater aquifers;
- Maximum trench excavation depths for site servicing has not been reviewed and any dewatering requirements have not been investigated; and
- A water balance assessment is required.

#### **Planning & Development Peer Review of Noise Impact Study – January 2019 (Attached)**

**Comments:** The Town retained Town retained Valcoustics to undertake a peer review of the applicant's Environmental Noise Impact Study. The results of that peer review are attached hereto; however, notably, the Peer Reviewer finds the study has failed to demonstrate there will be no adverse noise impacts associated with the proposed change in use based on the applicable noise guidelines. Key points in the review include:

- Insufficient information provided with respect to: the purpose of the "High Level Screen Wall" that largely surrounds the asphalt plant area; operating hours as nighttime operations are implied; inconsistent reference sound levels; and, confirmation of the sample ambient sound level calculation.
- Certain assumptions could not be supported that may require additional noise mitigation measures being required, such as a conservative predictable worse case hour, an unjustified 10dBA sound level reduction and exclusion of sound level by some variable sources such as the drum dryer.
- Certain recommended sound barriers are not supportable and/or do not meet Town Standards including the proposed use of shipping containers and RAP piles as noise barriers and 4.8m high barrier (Town Standards are a maximum 2.4m high fence atop a maximum 2.4m high berm).

#### **Planning & Development Peer Review of Urban Design Brief – January 2019 (Attached)**

**Comments:** The Town retained Behar Planning & Design Inc. to undertake a peer review of the applicant's Urban Design Brief and Site Plan. The results of that peer review are



attached hereto; however, the review found the Urban Design Brief to be unsatisfactory for the following reasons:

- The Brief does not reference key design policies and principals with respect to exposure of the proposed HMA Plant from Coleraine Drive, Simpson Road and George Bolton Parkway and does not address CPTED (Crime Prevention Through Environmental Design) principals along the Simpson Road frontage.
- The impacts of the fencing, screening walls and berms associated with the proposed HMA Plant are significant and not appropriate from an urban design standpoint.
- Additional opportunities to enhance the landscape open space in front of the proposed office building should be explored by reducing the driveway width, shifting parking spaces back and in line with the proposed office building (not in front), reducing the number of parking spaces and lowering the corporate sign so that the building maintains prominence in the streetscape.
- Additional visuals (i.e. elevations) are required to understand whether further articulation of the office building elevations is required.

#### **Community Services, Planning & Development Section, Urban Design – January 2019**

##### **Comments:**

- The Design Brief submitted by the proponent does not provide enough detail throughout in how the developments proposal meets the Town-wide Design Guidelines (TWDG), the Official Plan or the South Simpson Industrial Secondary Plan. There is little emphasis on Community Design which should be a substantive section in the Design Brief.
- Direct reference should be made to the TWDG, specifically Section 11. This Section provides comprehensive guidelines on developing industrial prestige lands. The Design Brief should reference Section 11 and explain how the proposed development meets and exceeds the guideline recommendations. As such consistent reference to the property being designated as Prestige Industrial is an important part of the design brief as it guides the high architectural intent of the guidelines for this area.
- Urban Design has concerns regarding the proposed use of an Asphalt Plant in a Prestige Industrial Area, specifically Coleraine Drive. The Design Brief does not adequately explore the Prestige Industrial Use designation and the ramifications of the outflow and environmental and noise pollution that has the distinct possibility of preventing further development in this area.
- There is no Visual Impact Assessment provided that shows street views looking into the site from Coleraine Drive and Simpson Road. The Design Brief is deceiving in its visualizations of the actual plant and the exceedingly large walls that are proposed as screens to the plant machinery.
- Urban Design has significant concerns regarding the heights, design and visual impact of both the “high level metal screens” (10.5m high) and the wood panels fences at 3.6-3.8 meters high. Please reference relevant Town guidelines and standards for maximum fence and berm heights. What is the function of the metal screens in their location when the asphalt plant machinery is 22.5 meters high? A Visual Impact Assessment should have been included showing the metal fence in situ and the production machinery beyond from views taken along George Bolton Boulevard, the junction of George Bolton and Simpson, and Simpson Road ensuring that industry standards of scale and perspective are adhered to and site photos are used as part of the submission.
- Staff area concerned that if the proposed screening were not there, would the use of the production machinery and outdoor storage comply with the community design policies for the Prestige Industrial designation.



### **Community Services, Planning & Development Section, Zoning – January 2019**

#### **Comments:**

- The Town of Caledon Comprehensive Zoning By-law 2006-50, Section 4.28 lists an asphalt manufacturing or refining use as a prohibited use within the Zoned Area of the Town of Caledon. Accordingly, no person is to use any land or building for the purpose of an HMA Plant.
- The proposed HMA Plant should not be placed in the same MP Zone as the proposed office building as the use could encroach closer to Coleraine Drive, Simpson Road and/or George Bolton Parkway (via the north lot line setback) through minor variance applications.
- The proposed By-law does not adequately incorporate site layout (buffers) and restricted activities (i.e. no processing of RAP and aggregate) for the HMA Plant.
- Site Plan Drawing A101 does not provide a satisfactory Zoning By-law Matrix. The table should include columns for "Required" and "Proposed" standards each applicable standard.
- The application has not reviewed/confirmed compliance with all applicable standards in Sections 4 (General Provisions) and 5 (Parking, Loading and Delivery) of Zoning By-law 2006-50.
- Further justification is needed to understand the provision of 56 parking spaces whereas the Site Plan indicates 34 spaces are required, particularly when the PRR identifies the proposed uses will employ 11 to 18 people.

### **Policy and Sustainability Section, Policy – November 2018**

#### **Comments:**

- The applications for Official Plan amendment and zoning by-law amendment should be refused because the proposed asphalt plant is incompatible with the sensitive land uses in the area and will have significant social and environmental impacts on the surrounding area. The proposed asphalt plant does not meet the intent of the prestige industrial designation, which is to attract and protect employment uses such as corporate head offices and other higher order industrial uses that would benefit from a prominent location on a major road and situated at a key gateway location into the Town of Caledon and community of Bolton.
- The applications do not comply with the Town's Official Plan, the Provincial Policy Statement 2014 and Growth Plan 2017 and should be refused. .

### **Finance & Infrastructure, Transportation – January 2019**

**Comments:** The Traffic Impact Study is not satisfactory: Insufficient commentary has been provided to describe the daily number of truck traffic movements anticipated for the proposed HMA Plant; Clarification is needed with respect to the annual operation days and hours of operation per day; and, a breakdown of the assumptions for both average and peak times should have been provided.

### **Strategic Initiatives, Business Development, Tourism & Culture – August 2018**

#### **Comments:**

- The Economic Development & Tourism Division is supportive of the growth of industrial and commercial assessment growth and for the attraction and growth of quality jobs within Caledon. The proposal has identified that the site is 2.78 hectares (6.9 acres) in size and the proposed building on the site is 1,042 square metres (11,216 square feet) and the use will create 11 to 18 jobs. The proposal fails to meet the potential of the Prestige Industrial designated site. If the site was developed to maximize the size of the building, it would create both more jobs and assessment growth.



- The Town of Caledon has designated the property and surrounding properties as Prestige Industrial which is described in the Caledon Official Plan section 5.5.3.21 a) "Prestige Industrial applies to employment lands with full municipal water and sanitary services which provide for clean industry as well as office uses on landscaped lots in a park-like setting." The purpose of having this area designated and zoned prestige industrial is to not only protect the aesthetic qualities of the area to retain and attract prestigious companies and investment but to also protect existing and future companies from noise, air and vibration pollution that would disrupt their operations.
- There are many businesses, clients and especially advanced manufacturing uses that require exceptionally clean outside air without any particulate matter to ensure their equipment, products and services are not impacted and enable them to meet their quality standards. Introducing any uses within the Prestige Industrial area that produce any amounts of particulate matter will have a detrimental impact to existing industrial operations.
- The Planning Rationale Report indicates that some surrounding homes are former residential dwellings, this is inaccurate in that the uses on these properties remain residential regardless of their designation or zone.
- Economic Development understands the need for facilities such as the asphalt plant and it being located close to job sites, however an asphalt plant needs to be located in an area that does not impact the businesses, residents and other uses that surrounds it. Economic Development & Tourism through its business retention and expansion program and business attraction programs understands the importance of providing quality of life and the importance of offering its businesses an environment without dust, odour, visual and any other form of pollution that negatively impacts business attraction, retention or expansion.

#### **Community Services, Planning & Development Section, Engineering - August 2018**

##### **Comment:**

- The Noise Impact Study is not satisfactory. The Town will not consider RAP piles as permanent noise barriers. Alternate noise mitigation measures are to be considered in place of the RAP piles.
- Note that as per Town Standard 609, noise barrier wall heights are to be a maximum of 2.4m. The remainder of the noise barrier is to be made up of a berm.
- The Functional Servicing and Preliminary Stormwater Management Report requires revisions and clarification, including how the SWM plan is consistent with previous studies and reports prepared for the South Bolton Industrial Area and external drainage to the north.
- Detailed comments on grading, servicing, erosion and sediment control to be addressed through the associated Site Plan Application.

#### **Community Services, Parks and Open Space Design, Landscape - August 2018**

##### **Comments:**

- A detailed cross section illustrating the proposed minimum 3.0m planting strip along the North, South, East and West lot lines are sufficiently wide to accommodate retaining walls, trees, noise wall and berm.
- Detailed comments with respect to landscaping, including conflicting information on tree removals and tree protection, to be reviewed through the associated site plan application.

#### **Fire and Emergency Services Department - August 2018**

**Comments:** Comments regarding fire department connection, access, signage and hydrant locations provided through the associated site plan application.





### **Corporate Services, Accessibility – August 2018**

#### **Comments:**

- Comments regarding barrier free entrance, accessible aisles and walkways, exterior light and snow storage were provided through the associated site plan application.

### **Corporate Services Department, Legal – December 2019**

#### **Comments:**

- The legal description in the By-law should be revised to: Part Lot 3 Concession 6 (Albion); together with an easement over Part 4, Plan 43R36307 as in PR2782264; Town of Caledon, Regional Municipality of Peel.

### **Community Services, Building & Support Services – September 2018**

**Comments:** Comments regarding building classification, fire alarm system and access routes, OBC matrix and spatial separation to be addressed through associate Site Plan Application.

### **Corporate Services Department, Treasury – January 2019**

#### **Comments:**

- For property tax purposes, 12415 Coleraine Drive, (Part Lot 3, Con 6 ALB) is currently assessed as Commercial & Residential (\$1.61 mn. CVA). The Town's share of taxes levied, based on current value assessment is approximately \$5,450. The property tax account as at January 15, 2019 is determined to be current.
- If the proposed development were to proceed as planned, (two office buildings as accessory to industrial plant), the property's taxable assessment value would change to reflect the developments that would have taken place.
- Future developments would be subject to the following Development Charges:
  - Town of Caledon: \$39.57 per m<sup>2</sup> of added industrial floor space (will be \$40.90 per m<sup>2</sup> effective February 1, 2019).
  - Region of Peel: \$144.48 per m<sup>2</sup> of added industrial floor space (will be \$149.28 per m<sup>2</sup> effective February 1, 2019).
  - Education: \$10.87 per m<sup>2</sup> of added industrial floor space (no change effective February 1, 2019).
- 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. 2014-054, or as amended.
- The Development Charges comments and estimates above are as at January 15, 2019, 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. Development Charges are calculated and payable at the time of building permit issuance. 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 the Development Charges By-law and rates in effect at the time of building permit, and actual information related to the construction as provided in the building permit application.

### **Community Services, Municipal Numbering - August 2018**

- Details comments regarding the municipal numbering process were provided through the associated site plan application, noting that the address of "12415 Coleraine Drive" was issued using the existing northern access for the existing building. Should SPA 18-58 be approved for the proposed development, a new municipal number will be issued for Building 'A' from



Coleraine Drive and for Building 'B' from Simpson Road. The existing address of 12415 Coleraine Drive will no longer be applicable.

January 14, 2019

Mary Nordstrom  
Senior Planner, Development  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Re: Application for a Local Official Plan Amendment, Zoning By-law  
Amendment, and Site Plan Approval  
12415 Coleraine Drive  
Part Lot 3, Concession 6 (ALB)  
Town of Caledon  
Town File: POPA 18-02, RZ 18-04, SPA 18-0058  
Region File: OZ-18-002C, RZ-18-004C, SP-18-058C**

Regional staff have reviewed the above noted official plan amendment, zoning by-law amendment, and site plan applications and offer the following comments:

### **Regional Requirements**

**The following requirements shall be completed by the applicant to the satisfaction of the Region prior to support of the applications for an official plan and zoning by-law amendment and site plan approval:**

#### **Development Planning**

##### *ROPA Exemption*

- Peel Region By-Law 1-2000 states that local Official Plan amendments are exempt from Regional approval (as the approval authority) where they do not require an amendment to the Regional Official Plan. It is advised that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.

##### *Planning Rationale Report*

###### **General Comments:**

- The applicant must be advised that through the Bolton Residential Expansion Study/Regional Official Plan Amendment 30 (BRES/ROPA 30 is currently under appeal), lands west and north of Coleraine Drive were assessed for an expansion to the Rural Service Centre Boundary for a mixed-use community. Areas as close as east of Humber Station and south of Healey Road may be encompassed in the Rural Service Centre Boundary and be developed with sensitive uses. During the BRES public consultation processes, proximity of residential land uses to industrial uses was an issue that was raised by many residents. The Region's response to this concern can be found in the staff recommendation report: [http://www.peelregion.ca/planning/officialplan/bres/pdf/staff-reports/ROPA\\_30\\_Staff\\_Report\\_BRES\\_Dec8\\_2016.pdf](http://www.peelregion.ca/planning/officialplan/bres/pdf/staff-reports/ROPA_30_Staff_Report_BRES_Dec8_2016.pdf)  
The staff response regarding adjacent residential and industrial uses was "The purpose of this process is to identify lands to be brought into the Bolton settlement boundary. Subsequent planning processes including secondary planning, subdivision, and site plan control would be expected to address mitigation of potential hazards on sensitive land uses. The planning processes and employment uses will be subject to relevant Provincial legislation and policy such as the Environmental Protection Act,

the Technical Standards and Safety Act, Ministry of Environment Minimum Distance Separation Guidelines, and Regulation 211/01 Propane Storage and Handling." The Planning Rationale Report must be revised to discuss how the proposed asphalt plant use may impact the lands studied through ROPA 30.

#### Section 2 – Proposal:

- Section 2.1 – Location: Please revise the property's legal description location to read "Region of Peel".
- Section 2.2 – Subject Site and Proposed Development: Figure 7 (page 7) locates some surrounding uses. Please revise Figure 7 to include all sensitive uses including but not limited to schools like the Wali Ul Asr Learning Institute and the Creative Children's Montessori School, both within 1000 metres of the subject site.
- Section 2.3 and 2.4 – Official Plan Amendment and Zoning By-law Amendment: The subject site is within the Prestige Industrial designation in the Town of Caledon Official Plan. The applicant has proposed a site-specific permission for the Prestige Industrial designation to permit the asphalt plant use. The Town of Caledon Official Plan contemplates asphalt plants in the Extractive Industrial Area zone in section 5.11.2.2.4.c), which is not a land use designation currently identified for this property, or within Bolton. The proposed zoning is Prestige Industrial with a site-specific exception for the asphalt plant use in the interior of the property.
  - The applicant must propose a land use and appropriate Official Plan designation and Zoning category to the satisfaction of the Town of Caledon.

#### Section 3 – Supporting Studies:

- Section 3.1 – Air Quality Study: Please see comments below. The Planning Rationale Report (PRR) must be updated following revisions to the Study.
- Section 3.2 – Functional Servicing and Preliminary Stormwater Management Report: Please see comments below, and detailed comments sent directly to the consultant. The PRR must be updated following revisions to the Report.
- Section 3.3 – Geotechnical Report: Regional staff have no comments on the Report, however, the PRR must be updated if revisions to the Report are made.
- Section 3.4 – Hydrogeology Study: Please see comments below.
- Section 3.5 – Noise and Vibration Study: Please see comments below. The PRR must be updated following revisions to the Study.
- Section 3.6 – Traffic Impact Study: Please see comments below. The PRR must be updated following revisions to the Study.
- Section 3.7 – Urban Design Brief: Regional staff have no comments on the Report, however, the PRR must be updated if revisions to the Report are made.
- Section 3.8 – Tree Inventory and Preservation Report: Regional staff have no comments on the Report, however, the PRR must be updated if revisions to the Report are made.

#### Section 4 – Planning Policy and Overview & Assessment:

- Section 4.1 – Provincial Policy Statement (PPS):
  - The applicant has referred to PPS 1.1.1 to discuss direction to sustain "healthy, liveable, and safe communities", referencing specifically policy 1.1.1.b). While industrial employment uses can contribute to the appropriate land use mix for long-term needs, the use must also be consistent with policy 1.1.1.c), "avoiding development and land use patterns which may cause environmental and public health and safety concerns". The air quality study provided in support of the application is not satisfactory and requires revisions (please see comments below)

- upon a revision to the report, the applicant must revise the PRR to discuss policy 1.1.1.c) in relation to air quality and other public health concerns arising from the proposal.
- Similarly, the applicant has referred to PPS 1.2.6.1 – Land Use compatibility. As an asphalt plant is considered to be a *major facility* as defined by the PPS, they must be designed, buffered, and/or separated from sensitive uses. The applicant has not yet identified all sensitive uses in the PRR, while the air quality study is also not satisfactory to the Region of Peel; therefore the proposal does not currently meet the requirements of policy 1.2.6.1.
- The PRR discusses the proposed asphalt plant use as being encompassed within *mineral aggregate resources* and *mineral aggregate operations*. The policies in Section 3.3 of the Regional Official Plan govern mineral aggregate resources. While asphalt is a product derived from aggregate materials, it is not considered a mineral aggregate resource under the Aggregate Resources Act. As noted in the introduction “Peel’s mineral aggregate resources base consists of unconsolidated sands and gravels as well as accessible sequences of shale, sandstone and dolostone.”  
In order for the asphalt recycling plant to be considered under the mineral aggregate resources policy framework the plant would have to be a secondary use to the primary extraction operation, as per the PPS definition of *mineral aggregate operations*, not a stand-alone plant outside of a pit or quarry. A standalone asphalt plant is a heavy industrial use which uses aggregate materials in its production. The proposed asphalt plant use is not a *mineral aggregate resource* or *mineral aggregate operation*. The PRR should be revised accordingly.
- Section 4.2 – Growth Plan for the Greater Golden Horseshoe:
  - Please revise the second-last paragraph of page 25 to reference Growth Plan policy 2.2.5.1.a) and d) as both are quoted.
- Section 4.3 – Regional Official Plan:
  - The subject site is located in Bolton Rural Service Centre and is within the Designated Greenfield Area as shown on Schedule D4 in the Regional Official Plan. The PRR notes that the proposed use will employ 11 to 18 people. Please include a discussion of how the proposed use would contribute to the greenfield density targets as noted in Regional Official Plan Section 5.5.4., and particularly 5.5.4.2.2.
  - As noted above, the policies in Section 3.3 of the Regional Official Plan governs *mineral aggregate resources* – the proposed asphalt plant use is not considered a *mineral aggregate resource* or *mineral aggregate operation*. The PRR should be revised accordingly.
  - The Regional Official Plan has policies in section 5.1.3.1 – Regional Structure, which requires the Region to “plan for *major facilities* (such as transportation and infrastructure corridors, airports, sewage treatment facilities, waste management system and industrial and aggregate activities) and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants”. The PRR must be revised to discuss conformity to this policy.
  - The applications as currently proposed do not conform to the Regional Official Plan.
- Section 4.4 – Town of Caledon Official Plan:
  - Please see comments noted above in Section 2.3 and 2.4.
- Section 4.5 – South Simpson Industrial Secondary Plan:

- Similarly to comments on land use compatibility noted above in Section 4.1, the PRR must be revised to discuss land use compatibility in the South Simpson Industrial Secondary Plan following the revisions of the air quality study and other supporting materials as required by the Town of Caledon and other agencies.
- Section 4.6 – Zoning By-law:
  - The applicant must propose a land use and Zoning category to the satisfaction of the Town of Caledon.

Section 5 – Conclusion:

- As the report and its supporting studies are required to be revised as per the Region of Peel comments in this letter and comments from other agencies, it cannot yet be determined if the proposed asphalt plant is an appropriate and supportable use.

*Noise Report Comments*

- The Region of Peel comments on noise studies for residential applications on Regional Roads only. Noise-related comments on this industrial proposal are deferred to the Town of Caledon.

*Natural Heritage*

- There are no natural heritage features designated as part of the Region of Peel Greenlands System on the property.

*General*

- A revised submission is required; future resubmissions shall include:
  - 7 copies of the revised site plan and landscape plan;
  - 4 copies of the site servicing and site grading drawings, stormwater; management report, draft reference plan; and
  - 2 copies of any required reports/studies, or other materials of interest to the Region of Peel.
- All drawings (site plan, landscape plan, site servicing and site grading drawing, draft reference plan) shall be revised to reflect all traffic development requirements such as the centerline of Coleraine Drive, road widening, approved access, and the reserve.
- Following necessary resubmissions, should the applications proceed to approval, the applicant will be required to enter into a Site Plan Agreement with the Region of Peel, which will include the appropriate Regional provisions as required. The Region will require a processing fee prior to the execution of the Agreement. As per Fees By-law 55-2017, as amended time-to-time, a cheque for \$2,000.00 can be made payable to the "Region of Peel" and would be requested at the site plan approval stage.

Public Health

*Healthy Development Assessment*

- The Region has reviewed the Healthy Development Assessment received with the first submission. As noted in the assessment, most standards are not applicable for this type of industrial development. This proposal will be assessed for land use compatibility via other measures like air quality impacts.

*Sustainable Transportation*

- Please ensure that the carpool parking spaces are clearly marked with signage or pavement markings and indicated on the site plan to ensure that they are differentiated from other parking spaces.

### *Air Quality Study*

- The Region requires the Study to be revised to determine if there are cumulative impacts to existing background air quality levels. Monitoring data from the MOECP Brampton and Newmarket stations in the should be used in the modelling.
- The two schools noted below must be reflected in the documentation for this facility and should be included in the air quality and odour assessments.
- The Region defers assessment of whether benzo(a)pyrene can be used as a surrogate for PM2.5 to the MECP.

### *Sensitive Receptors*

- The air quality study identifies that the authors considered the MOECC D-6 Guidelines and on page 6 identifies that the HMA facility would be a Class III facility under the D-6 Guidelines. The air quality study identifies five existing residences in close proximity to the facility. While these homes are just outside the 300m separation distance, they are well within the 1000m area of influence radius. Also, when Peel Health staff did a search of the surrounding land uses using Google Maps, the Wali Ul Asr Learning Institute and the Creative Children's Montessori School were identified, both within 1000m of the proposed facility. These facilities appear to not have been accounted for in the air quality study and must be included, in addition to any other sensitive receptors in the area of influence.

### *Air Dispersion Modelling Assessment*

- In Appendix C, Air Dispersion Modelling Assessment, the document states that the model used a receptor grid that was centred at the site and extended out approximately 1 km from the property line in all directions as well as individual receptors at the sensitive receptor locations shown in Figure 1. The report that we have is missing Figure 1 so we can't assess if all the sensitive receptors, including the schools noted above, were accounted for.
- The study notes that the facility will operate from 7 am to 7 pm and may on occasion operate 24 hours a day. It is unclear from the Air Dispersion Modelling Assessment in Appendix C what operating conditions were modelled - were start up/shut down and upset (i.e., power failure) conditions modelled? Did the modelling include 24-hour operations? Also, given that these facilities don't operate in the winter, what months were modelled?
- In Appendix C, the list of contaminants modelled is provided but Table 3 and 4 do not include the results for all the contaminants (sulphur dioxide and carbon monoxide). While these are not likely to be above the Reg 419 standards, they should be listed.
- This document appears to be a high-level summary. Many of the details may be in the Emission Summary and Dispersion Modelling report (ESDM) that will have to be prepared under O. Reg 419.

### *Odour*

- The assessment of the wind roses should include the schools that are within the area of influence. While the residences are infrequently down wind, the Montessori school has the potential to be impacted on a more frequent basis.

### Regional Road Review

#### *Regional Road Access and Traffic Impact Study Review*

- We have reviewed the TIS and are generally satisfied with the findings of the report as it pertains to Coleraine Drive. Please find comments and requirements for minor revisions and next steps below:

- The trip assignment for Total Traffic Volumes (2022) needs to be updated to reflect the trip generation volumes noted within the report;
- The Region will support one right-in/right-out access at the southerly limits of the property, with provisions in the site plan agreement to make it a shared access in the future when the property to the south re-develops;
- The access may operate as a full-movement access in the interim, and shall be physically restricted upon any of the following occurrences:
  - It is determined by the Region that the interim access adversely impacts the safety and capacity of traffic on Coleraine Drive;
  - The industrial lands on the west side develop; and
  - Regional Council so directs.
- The access needs to be relocated to the southerly limits of the property, for the purposes of a shared mutual access in the future;
- The Region now requires a functional design for the access design, clearly noting the right turn-lane storage and taper requirements as per TAC guidelines;
- Please note that the Region is not in favour of restricting movements at accesses through the installation of "pork-chop islands", therefore it may be removed. Since the access is to operate as a full-movement access for the interim, it is not required.

#### *Site Plan Comments*

- As noted above, the access must be moved to the southerly limits of the property. This needs to be reflected and updated in the site plan drawings as well.
- The Region requests supporting documentation of the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 150 (Coleraine Drive), which has a right-of-way of 36.0 metres, 18 metres from the centreline of the road allowance. Additional property over and above the Official Plan is required within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters, which is 41.5 metres, 20.75 metres from the centreline of the road allowance for a single left-turn lane configuration.
- The Region will require the gratuitous dedication of a 0.3 metre reserve behind the property line along the frontage of Regional Road 150 (Coleraine Drive) except at the approved access location.
- The centreline of the original road allowance needs to be clearly noted on the plans, as it is unclear whether the Region's land requirement of 20.75 metres has been reflected on the plans or not.
- Additionally, we require a draft reference plan for our review and comment with the land dedication requirements clearly noted on the plans (measured from the centreline of the original road allowance), as well as the 0.3m reserve behind the property line and lifted at the access location (relocated to the southerly limits).
- The access design must be modified to the satisfaction of the Region of Peel prior to support of the applications.

#### Site Servicing Review

- An existing 300 mm diameter water main and 750 mm diameter water main is located on Coleraine Drive. Connection to the 750 mm diameter water main is not permitted. An existing 300 mm diameter water main is located on Simpson Road.



- An existing 750 mm diameter sanitary sewer is located on Coleraine Drive, and an existing 250 mm diameter sanitary sewer is located on Simpson Road.
- The submitted report was not stamped by P.Eng. - in future resubmissions reports must be stamped.

#### *Regional Roads, Stormwater and Functional Servicing Requirements*

- No additional storm drainage may be conveyed from the subject site to Coleraine Drive 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.
- Grading and Drainage approval by the Region is required prior to Site Plan Approval.
- A Storm Water Management and Functional Servicing Report was forwarded to a site servicing technician for review. Detailed engineering comments were sent directly to the consultant. The Region will require a satisfactory report prior to Site Plan Approval.
- The Site Servicing drawings have been received and assigned to a Site Servicing Technician for review. Detailed engineering comments were sent directly to the consultant.

#### Hydrogeological Study Comments

- Watermarks Environmental provided a review of the MECP WWRs database with a total with 22 properties surveyed and a door-to-door survey done to all properties. There were no residents interested in participating in a monitoring plan.
- The Report provides water level and water quality monitoring before, during and after construction. A mitigation for short term impacts and a contingency plan is also provided
- The study does meet Region of Peel requirements.
- If site dewatering activity exceeds 50,000L per day the developer and consultant shall apply for a EASR from the Ministry of Environment and report discharge water quality results to the Region of Peel.

#### Legal Review

- The Region of Peel has no easements on the property. Please provide 2 copies of the PINs for the property.

#### Notes

For further assistance, please review the notes below:

#### Landscaping/Encroachments

- The developer acknowledges and agrees that there are certain restrictions on what is permitted within the Region's right-of-way limits.

#### Site Servicing Review

- 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](mailto:PWServiceRequests@peelregion.ca)
- For Underground Locate Requests please go to the following link: <https://www.peelregion.ca/pw/locaterequest/>
- 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>
- 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>
- Please refer to Water Service Connection Fees and Latest User Fee Bylaw found at the following link: <http://www.peelregion.ca/pw/water/rates/connect-rates.htm>
- Please refer to our Standard Drawings to determine which standards are applicable to your project. The most current standard drawings are found on-line at <http://www.peelregion.ca/pw/other/standards/linear/drawings/>
- For Infrastructure Records please contact Records at 905-791-7800 extension 7882 or by e-mail at [PWServiceRequests@peelregion.ca](mailto:PWServiceRequests@peelregion.ca).
- For information on site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca).
- All servicing and grading drawings shall reflect the Region's and Local Municipality's road widening requirements.
- Fire protection approval from the local municipality is required prior to site servicing approval.
- Final site servicing approvals are required prior to the local municipality issuing building permit.
- Servicing for the proposed development must comply with the Local Municipality's requirements for the Ontario Building Code and most current Region of Peel standards.

#### Waste Management

- Commercial waste must be collected through a private waste hauler.
- There is no landfill site within the vicinity of the subject property.

#### Concluding Comments

If there are any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 8673, or by email at: [joy.simms@peelregion.ca](mailto:joy.simms@peelregion.ca).

Yours truly,



Joy Simms,  
Development Services



**December 21, 2018**

**TC180937**

**Mr. Jay Menary ([jay.menary@caledon.ca](mailto:jay.menary@caledon.ca))**

**Planning and Development**

**Community Services**

**Town of Caledon**

**6311 Old Church Road,**

**Caledon, ON, L7C 1J6**

**Attn: Mr. Jay Menary, C.E.T., Technologist, Development Engineering**

**Dear Mr. Menary,**

**RE: Peer review of the air quality study completed by BCX Environmental Consulting (BCX) for the proposed Hot Mix Asphalt Plant at 12415 Coleraine Drive, Bolton, ON.**

Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited (hereinafter referred to as Wood), was retained by the Town of Caledon to conduct a technical peer review of the air quality study completed by BCX Environmental Consulting (BCX) for the proposed Dig-Con International Hot Mix Asphalt Plant proposed for 12415 Coleraine Drive, Bolton, ON (the 'Site').

The following documents have been reviewed as part of this peer review:

- *Air Quality Study, Dig-Con International Limited Proposed Hot Mix Asphalt Plant*, prepared by BCX and dated May 2018, hereafter referred to as the "BCX Study";
- *Addendum - Air Quality Study for a Proposed Hot Mix Asphalt Plant 12415 Coleraine Drive, Bolton*, prepared by BCX and dated June 2018; and
- *12415 Coleraine Drive East – Environmental Noise Impact Study*, prepared by Aercoustics and dated September 2017.

In addition, the following regulatory and guideline documents and public information sources have also been reviewed, where relevant:

- i. Ministry of the Environment, Conservation and Parks (MECP) Guideline D-6, 'Land Use Compatibility', July 1995;
- ii. Town of Caledon Official Plan, April 2018 Consolidation, in particular Sections 3.1.3.11, 6.2.1.6, 6.2.1.3, and 5.5.3.15;
- iii. MECP Access Environment database of current and historical ECAs for Air & Noise, Waste Disposal Sites, and others;
- iv. Ontario Environmental Bill of Rights database on applications for ECA (Air & Noise) and MECP decisions;





- v. Google Earth mapping tool and repository of historical aerial photos; and
- vi. National Pollutant Release Inventory (NPRI), Environment and Climate Change Canada (ECCC).

HMA Plants, operating under NAICS 32412 are not considered to be "low risk" or "low odour" operations by MECP. These facilities are not eligible for the Environmental Activity and Sector Registry. The MECP requires the Emission Summary and Dispersion Modelling Reports (ESDMs) prepared in support of air approvals to be reviewed by a Senior Air Quality Engineer at the MECP Approvals Branch prior to receiving an Environmental Compliance Approval under Section 9 of the Ontario Environmental Protection Act (EPA). HMA plants have the potential to cause off-site effects from the process or activities carried out on-site in support of HMA production. Further, there will soon be a Technical Standard for Hot Mix Asphalt Plants that will prescribe Best Management Practices for facilities that fall within that Sector.

Wood respectfully presents the following air quality peer review comments for consideration, noting that the comments are not presented in order of significance, but rather follow the overall structure of the BCX Study.

### **Section 1.1**

1. A distinction is needed between industrial use and Prestige Industrial use. Section 5.5.4 of the Official Plan permits the following land uses considered as Prestige Industrial:
  - a) Manufacturing, fabricating, printing, processing, assembling and packaging operations;
  - b) Warehousing and wholesale operations;
  - c) Laboratories,
  - d) Computer and data processing;
  - e) Research and development facilities;
  - f) Corporate offices;
  - g) Offices related to permitted industrial uses;
  - h) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses;
  - i) Day care facility; and,
  - j) Commercial uses in accordance with Section 5.5.3.

Based upon this definition, several of these land uses would normally not be a component of industrial use and would be considered sensitive uses, as well as other uses, such as food processing, research facilities and recreational facilities for which air quality is a consideration in their operations. Adjacent vacant lands zoned as Prestige Industrial should be considered as potentially sensitive receptors for the purpose of this study. BCX has taken an initial





cursory review of existing uses but has not reviewed in-depth both proposed and existing uses to determine if any are considered actual sensitive uses under D1-D6 or would be deemed to be sensitive to air quality. The BCX study states on page 16, that they have *"reviewed the operations of neighbouring industrial...these are all construction..."* Though this may be correct for the adjoining neighbours, it is not correct for all industries within the potential influence zone. Where air quality sensitive industries are identified, Dig-Con should consult and work with these industries to ensure there are no air quality impacts on the sensitive industries. If necessary, this could include consideration of installing air filtration (particulate and/or odour filters) on air intakes for potentially impacted industries.

2. Reference to the Ministry of the Environment and Climate Change (MOECC) should be updated to Ministry of the Environment, Conservation, and Parks (MECP) following the name change that occurred after the BCX study was issued.
3. The BCX Study addresses the Region's specific requirements that the study (a) use facility specific air dispersion modelling and wind rose plots to evaluate potential air quality impacts (b) identify mitigation measures, and (c) compare proposed operations to an existing, similar facility. While the first two requirements are fully met, the final requirement is only partially met as discussed further in the review of Section 4.1.1.
4. There is no assessment of the existing air quality in the study area. Although other industrial facilities have been identified, there are no details of what contaminants or quantities are expected to be released into the regional study area.

There are regional air monitoring stations operated by the MECP or ECCC at Newmarket, Brampton, and in Etobicoke that would be useful to establish macroscale baseline concentrations for fine particulate matter PM<sub>2.5</sub>, and NO<sub>2</sub>. Note that baseline TSP and PM<sub>10</sub> should be from a local source and not regional, or from an ambient monitoring station with similar land uses in the surrounding area.

Publicly available data on air emissions is available from the NPRI which lists five NPRI reporting facilities in Bolton, from the MECP's Access Environment Database which has at least seven facilities with approvals or EASRs and five facilities with ECAs in Bolton, and the Environmental Bill of Rights (EBR) database which can be searched by facility name. The potential for cumulative effects from these facilities should be considered and addressed.

In addition to the industrial facilities located near the Site, there are also arterial roads, including Coleraine Drive, currently used by large transport and aggregate haul trucks. The development of other Prestige Industrial lands on the west side of Coleraine will also include new distribution centres that will add further truck traffic. The tailpipe emissions and road dust from these vehicles are considered to be 'Traffic Related Air Pollution' (TRAP), and should also be assessed as an influence on air quality at impacted sensitive receptors.



Town of Caledon  
Peer Review  
Air Quality Study, Dig-Con Proposed Hot Mix Asphalt Plant  
21 December 2018



Table 1: Industrial Facilities in Bolton Reporting to NPRI

Company	NPRI ID	NAICS
Teknaform Inc.	29115	Plastic Product Manufacturing (3261)
Gendon Polymer Services	29552	Plastic Product Manufacturing (3261)
Naizil Inc.	4629	Textile and Fabric Finishing and Fabric Coating (3133)
Bolton Steel Tube Co. Ltd.	21	Steel Product Manufacturing from Purchased Steel (3312)
Mars Canada Inc.	10152	Animal Food Manufacturing (3111)
Alliance Agri-Turf Inc.	25324	Pesticide, Fertilizer and Other Agricultural Chemical Manufacturing (3253)

Table 2: Example Facilities in Bolton Registered to the EASR (Air and Noise)

Approval Number	Document Link	Business Name	Address	Municipality	Postal Code	Date
R-010-1110619472	<a href="#">Link</a>	Experteers Corporation	13360 COLERAINE DR	BOLTON	L7E 3B3	2018-10-05
R-010-6110149750	<a href="#">Link</a>	WSI SIGN SYSTEMS LTD	31 Simpson RD	Bolton	L7E 2R6	2017-06-01
R-010-2110413477	<a href="#">Link</a>	TWILIGHT SIGNS & NEON INC	30 McEwan DR	Bolton	L7E 2V6	2018-04-17
R-010-7110332666	<a href="#">Link</a>	MARS CANADA INC.	57 HOLLAND DR	BOLTON	L7E 5S4	2018-01-12
R-010-6110457449	<a href="#">Link</a>	STONEBRIDGE BOLTON QUEEN INC.	301 Queen ST S	Bolton	L7E 2B1	2018-05-22
R-010-3110166735	<a href="#">Link</a>	BENSON STEEL LIMITED	72 COMMERCIAL RD	BOLTON	L7E 1K4	2017-06-21
R-010-7110257613	<a href="#">Link</a>	METRIE CANADA LTD./METRIE CANADA LTEE41	Simpson RD	Bolton	L7E 2R6	2017-10-12

Table 3: Example Industrial Facilities Proximate to Site with ECAs (Air)

Company	Process or Activity	Address
Concord Kitchens Ltd.	Wood Kitchen Cabinet and Counter Top Manufacturing	114 Healey Road
Teknaform Inc.	Plastic Product Manufacturing	180 Parr Blvd.
Nor Galaxy Group	Paint Spray Booth	21 Parr Blvd.
Torsteel Company Limited	Architectural Metal Fabricators	12905 Coleraine Drive
Kingspan Insulated Panels Ltd.	Polyurethane Foam Insulated Metal Wall and Roof Panels	12557 Coleraine Drive
Silcotech North America Inc.	Silicone Molding	54 Nixon Road





## Section 1.2

5. The size and operating capacity of the HMA plant is not clearly stated, and comparison with other HMA plants would be useful for context.
6. There are very few details about Dig-Con provided, and whether they have demonstrated experience operating similar facilities with effective air quality management. A significant component of proper air quality emissions management and control depends on the competency of the operator. No information has been provided to determine if Dig-Con has the experience and competency to ensure appropriate site and emission management will be undertaken.
7. The anticipated truck volumes are not cited in the BCX Study, nor are any protocols discussed to avoid idling and queuing on-site or on Simpson Road. Measures to ensure compliance with the Town of Caledon's Anti-Idling By-law BL-2014-078 should be identified.
8. The site plan and study have separated the HMA plant into two parts, the Class III HMA Plant and the Class II aggregate facility. The aggregate areas and stockpiles are part of the HMA Plant and the 300 metre setback distances should start at the stockpile extent and not the HMA equipment. There are no provisions in the MECP D1-D6 guidelines for separating out specific components of the operation into different class designations. Also, the setback distances depicted in Figure 4 should be measured from the outer boundary of the operational activity and not from the centroid or the emission source. The 300 metre setback should be measured from the site entrance used by trucks on the east and the edge of the stockpiles to the west. The figure should be revised and the BCX Study reviewed to ensure no additional sensitive receptors are identified in the expanded influence area.

The BCX study indicates that the plant can operate and will be permitted for 24 hour per day activities. As such, a 24-hour per day operation should also result in a Class III designation.

9. There are a number of design elements and features that have been well designed and planned to minimize potential off-site effects, including:
  - a. no onsite processing of RAP or aggregate;
  - b. good site layout allowing for maximum separation of HMA equipment from Coleraine Drive;
  - c. truck access to site from Simpson Avenue will avoid residences on Coleraine Drive; and
  - d. HMA production using state of the art equipment and following OHMPA temperature limits.

While these features are extremely important in minimizing air quality impacts, the site-specific zoning should appropriately consider the proposed site layout and protection of the on-site buffer area on the west portion. Any encroachment of active operations or emission sources into the on-site buffer area would require a further study, assessment and approval of new planning act applications (i.e. Site Plan Amendment, Rezoning, etc.).

Similarly, a commitment should be obtained from Dig-Con to ensure that operational specific details that minimize emissions, such as the OHMPA temperature requirements, no processing of





RAP and aggregate, and the Dust and Odour Best Management Plans are included in any Environmental Compliance Approval to ensure these mitigation measures are fully enforceable by MECP. Without a formal commitment by Dig-Con, BCX's recommendations may not be enforceable if the facility can demonstrate compliance with O.Reg.419/05 and obtain approval from the MECP until environmental complaints are made, and the objective is to avoid land use compatibility issues to avoid complaints.

## **Section 2.1**

10. If the HMA Plant setback is measured from the extent of the stockpiles, there are sensitive receptors within the 300 metre minimum separation distance. We are in agreement that the distances need not be measured from the property boundary, however the outdoor stockpiles will be a source of fugitive dusts and should be included as part of the Class III HMA Plant as discussed above.
11. The potential air contaminants list is not comprehensive. For an air quality assessment of this nature, it would be reasonable to also include fine particulate matter (PM<sub>2.5</sub>), odour, asphalt fume CAS 8052-42-4, sulphur dioxide, respirable crystalline silica, hydrogen sulphide, reduced sulphur compounds, or provide rationale for why these contaminants would not be released in significant amounts from the proposed HMA Plant. There are Ambient Air Quality Criteria (AAQC) and Air Benchmark Criteria (ACB) for all these contaminants with the exception of odour. Note that asphalt cement can have a sulphur content of up to 6%.

### **Section 3.1.2**

12. The study did not provide supporting calculations or dispersion modelling input and output files. As such, a review of the assumptions, data used and the calculations could not be performed. The report notes that the maximum emission scenario was considered, however since the emission rate estimates and dispersion modelling could not be reviewed, we could not confirm this.
13. Offsite effects from the HMA Plant would be the result of point sources, fugitive sources and mobile sources at the facility. The Noise Impact Study noted that up to 33 trucks per hour would be required to support the HMA Plant (20 HMA trucks per hour, 10 aggregate delivery trucks per hour, one asphalt cement truck, one aggregate loader, and one RAP loader). It is understood that this is likely a conservative profile intended to present the worst-case hourly activity for the noise assessment. Daily average truck volumes would also be helpful to understand the difference between worst-case and typical activity at the site.

For the purposes of an air quality effects study to establish land use compatibility, the mobile emissions sources must be included; the truck tailpipe emissions should be accounted for in the emission inventory, and in the air dispersion modelling if found to be significant. If tailpipe emissions are not significant, rationale should be provided to support that determination.

Also for the purposes of the air quality study, the fugitive dust emissions need to be quantified and their impacts assessed. While it is appropriate for an ECA application and ECA approval to not model those sources if a site has a BMP, for an air quality assessment for land use compatibility, it is essential that all emissions and impacts be considered.







Demonstrating compliance with the ACBs, and developing a BMPP for Fugitive Dusts and Odours, are both considerations for complying with air quality regulations for a specific facility, but do not address the broader context of assessing broader overall and cumulative air quality effects as is considered in appropriate land use planning and zoning. The MECP requires confirmation that the land-use is approved and therefore has been considered appropriate in the broader context air quality issues of land-use planning and designation.

14. For an air quality assessment of this nature, it would be more appropriate to compare modelled effects with the AAQCs in Ontario rather than the ACBs. There are also AAQCs for contaminants and averaging times where there are no ACB. For example, there is an AAQC for PM<sub>2.5</sub>.
15. For NO<sub>x</sub>, the AAQCs is for NO<sub>2</sub> and not NO<sub>x</sub> as NO<sub>2</sub>. Therefore atmospheric conversion of NO to NO<sub>2</sub> could be incorporated, if necessary, into the model such that it is the NO<sub>2</sub> concentration that is predicted off-site.
16. It is our experience that MECP prefers that prediction of effects at specific sensitive receptors should be done using site-specific met data that has been prepared considering the land uses in the study area. The air dispersion modelling was done using the MECP regional meteorological and terrain data. This is from Toronto Pearson, which is approximately 20 km from the site. It is not clear in the BCX study whether the raw data file was used to develop a site specific meteorological data set that reflects the land use in the surrounding area of the HMA Plant.
17. With respect to PM<sub>2.5</sub>, although handling heated asphalt is a source of PM<sub>2.5</sub>, there are other sources of point, fugitive, and mobile PM<sub>2.5</sub> that should be considered. Further, there are both provincial and federal air quality criteria for PM<sub>2.5</sub> (AAQC and CAAQS) that are based upon potential health effects. PM<sub>2.5</sub> should be quantified from all emission sources and modelled to predict the off-site effects.
18. There is a Technical Standard for Hot Mix Asphalt Plants scheduled to be released for public consultation by the MECP soon (Winter 2018-2019) that will define best practices for facilities in Ontario. Dig-Con should include a commitment to implement and adhere to the elements of the Technical Standard. The Technical Standard will include appropriate temperatures of operation and storage and the measuring and recording of the required temperatures.

### Section 3.2.1

19. The potential nuisance effects of odour and fugitive dusts were discussed qualitatively, however there is sufficient reference data available to quantitatively assess these emissions and include the fugitive and mobile sources in the air dispersion modelling. Quantifying odour and dust effects at the sensitive receptors would allow for more informed decision-making. Although source testing for odours is the preferred method of developing a site-specific odour emissions inventory, there should be sufficient data available in the literature and from other studies to prepare reasonable estimates of the odour emissions and fugitive dust emissions from HMA sources.
20. The BMPPs for Odour and Fugitive Dusts are referred to (and recommended by BCX) in this section. It is unclear whether Dig-Con will incorporate these plans into an Environmental Management System, an ECA or how Dig-Con will ensure these are implemented and adhered to.





Upon review of the BMPPs, please note the following:

- a. In the BMPP, visual inspection is identified as a control measure; it is the responsive action triggered by the inspection that allows for dust control. Visual inspection is a monitoring practice rather than a control measure.
- b. Many triggers for mitigation are left to the discretion of the site foreman without supporting criteria. For example, sweeping is not scheduled but performed on an as-required basis.

It is more effective to carry out these activities on a routine and scheduled basis as part of preventative maintenance and housekeeping activities, with the option to supplement between scheduled mitigation activities if visual inspections warrant. The objective is to prevent or minimize fugitive dusts, which is better done in a proactive manner than in response to daily inspections. For example, bi-weekly sweeping should be scheduled, with the option to call the contractor on other days if silt build-up is identified during daily inspections.

- c. There is no discussion of track out onto public roadways, particularly Simpson Road. This should be identified as a potential source of fugitive dusts and prevention and cleanup of track out included in the BMPP for fugitive dust. It may be intended that the Material Spills section covers trackout, however this is unclear, and the clean-up should extend beyond the site entrance onto the public roadways.

Track-out control mats could be considered for the site entrance.

- d. The Daily Dust Inspection Checklist should include criteria for determining whether watering, sweeping, or other preventive measures are needed. Examples of the useful criteria include the size of dust plumes behind truck tires, with watering triggered once plume reaches tire height. For watering of stockpiles, another trigger might be the number of days since notable precipitation (0.254 mm / 0.01 in.). Another trigger might be the wind speed forecast for the following day, if speeds in excess of 10 m/s on an hourly average are predicted, then preventive mitigation such as increased watering or tarping should be considered.

In general, the BMPPs should include more measurable or quantifiable triggers to track silt or fugitive dusts.

- e. The BMPP for fugitive dusts should include potential watering of stockpiles for dust mitigation. Although the proposed three-sided enclosures will reduce the potential for wind erosion or dust releases from material handling, there may be situations where watering of stockpiles is needed (high winds forecast, overflow aggregate extending beyond containment areas, as examples).
- f. Dust collection is noted in several areas as a method for odour control. Dust collection is, however, a poor odour control measure and, in general, does not result in reduced odour emissions. There is the potential benefit of capturing fugitive odours and directing them





to a vertically discharging stack associated with the dust collector which may reduce off-site odour effects but does not reduce odour emissions.

- g. The BMPP for Odours also blurs the definitions of odour source, monitoring practice, and control measure. Using Mixing as an example (Table B-2), the Mixing Operating is the odour source not the control or preventative measure. The control measure is the dust collection system. It is the collection and discharge from the point source that is the control measure. The statement that the dust collection system will reduce odour emissions is inaccurate.

The Odour Prevention and Control Measures section should be revised to clearly identify the control measures that will mitigate off-site odour effects, and how these will be monitored.

- h. The site will not be active over the weekends, however exposed stockpiles may be a source of fugitive dusts during inactive hours, particularly following summer rain which may cause runoff or exposed fines that is prone to re-entrainment once it dries. End of week practices to cover stockpiles, where practicable, should be considered.
- i. The odour BMP indicates that odour along haul routes will be minimized by "optimizing off-site truck routes to limit travel in the vicinity of residential areas". No details are provided on how this will be determined, documented/recorded and enforced.
- j. There is no complaints handling procedure or corrective action procedure provided as part of the BMPs. The procedure will be required by MECP through the ECA, but a typical BMP will provide further details and procedures for the facility such as identifying responsible persons and the protocols for corrective actions.

### **Section 3.2.2**

- 21. In addition to the frequency with which the facilities are downwind of the Site, wind speed is also an important factor. High wind speeds can result in entrainment of dust from outdoor stockpiles or roads and low wind speeds result in poor air dispersion and lead to the highest odour impacts in the area.

### **Section 4.1.1**

- 22. A description of Cox Construction's HMA plant is provided, however there is little discussion or comparison with the proposed Dig-Con plant regarding air quality. MECP should be contacted to confirm that there have been no complaints filed about Cox Construction.
- 23. Other HMA facilities are provided in Appendix F. Though distances are considered in the comparison, these comparisons are not useful if an analysis of complaints or impacts from these facilities is not provided. For example, showing that the AECON plant is closer to sensitive receptors (residential) than the proposed Dig-Con is not useful if there is no review of complaints. If the intent is to show that HMAs can be adjacent to sensitive uses with no issues, Section 4 does not provide sufficient support to reach such a conclusion. It is not sufficient to say "these sites operate in close proximity to sensitive receptors" without going the next step and determining if there have been complaints/impacts.





24. A comparison with other Dig-Con operations (ideally another HMA plant) would be useful in demonstrating their ability to manage the environmental aspects of their facilities.

### **Section 5.0**

25. The conclusions include statements such as "Dig-Con should" or "provided that Dig-Con implements and follows". There are no specific commitments from Dig-Con, or other mechanism to ensure Dig-Con implements and enforces the operation controls and BMPs assessed and recommended by BCX.
- a. Dig-Con as a company is not described. Given the overall conclusions depend on Dig-Con managing the site and equipment very carefully and under BMPS etc. Some history of company and their experience with this would be helpful in providing support that they can operate properly. This would help with the BCX "recommends" becoming actual actions.
  - b. A commitment should be obtained from Dig-Con to ensure that operational specific details that minimize emissions, such as the OHMPA temperature requirements, no processing of RAP and aggregate, and the Dust and Odour Best Management Plans are included in any Environmental Compliance Approval to ensure these mitigation measures are fully enforceable by MECP.
26. VOC emission and odour reduction will be contingent on maintaining the temperature limits of the OHMPA. A commitment from Dig-Con to appropriately monitor and maintain records of the operating temperatures would be required to demonstrate continued compliance with the temperature limits, as well as inclusion as at Term and Condition of the MECP ECA approval.

### **Conclusions and Recommendations**

As detailed in our peer review findings, we are unable to conclude that there will be no air quality impacts of the proposed HMA on surrounding areas, based upon the information and analysis provided by BCX.

We also believe that the BCX Study has not fully addressed the Region's requirements for an air quality study, the OP requirements, or the DI-D6 Guidelines to evaluate potential air quality impacts. The quantitative air quality study should be expanded to include other contaminants (including but not limited to odour, fine particulate matter PM<sub>2.5</sub>, inhalable particulate matter PM<sub>10</sub>, and SO<sub>2</sub>) and all sources (point, fugitive, and mobile).

On page one of the BCX study, it is stated that the purpose of the air quality study is to "provide an assessment of the potential air quality impacts, both health impacts and nuisance impacts (dust and odour) from...". By not considering all sources (both on-site and off-site) and background air quality, the BCX study does not provide an appropriate air quality assessment.

The BCX Study also fails to provide a useful comparison to an operating facility that is a similar, modern HMA Plant. For the presentation of other HMA Plants for comparison, the information provided is insufficient to support a conclusion that an HMA Plant can operate within the area of influence without any complaints or air quality effects.



Town of Caledon  
Peer Review  
Air Quality Study, Dig-Con Proposed Hot Mix Asphalt Plant  
21 December 2018



A commitment should be obtained from Dig-Con to ensure that operational specific details that minimize emissions, such as the OHMPA temperature requirements, no processing of RAP and aggregate, and the Dust and Odour Best Management Plans are included in any Environmental Compliance Approval to ensure these mitigation measures are fully enforceable by MECP.

We would also recommend consultation with both residents and neighbouring industrial and commercial operations within the 1000 metre influence area to be able to demonstrate that any impacted industries and receptors are considered, and where necessary, work with the impacted industries and receptors to minimize potential effects.

Further we recommend that, should the Town move ahead with rezoning the Site, the Town should ensure the rezoning puts in place an on-site buffer area of 150 metres from outdoor storage areas (including RAP and aggregate) and 300 metres from the asphalt plant to Coleraine Drive and that any subsequent land use changes within this buffer zone would require appropriate study and approval. Consideration must also be given to controlling the encroachment of future potentially sensitive land uses at the adjacent lands that are currently zoned for Prestige Industrial Use; the Town may need to put measures in place to prevent the possible introduction of a sensitive uses (allowed under Prestige Industrial) within 300 metres of Dig-Con HMA plant.

Should you have any questions regarding this peer review, please do not hesitate to contact the undersigned.

Sincerely,

**Wood Environment & Infrastructure Solutions**  
**a Division of Wood Canada Limited**

A handwritten signature in black ink, appearing to read "Lattner".

Linda Lattner, M.Eng., P.Eng.  
Senior Air Quality Engineer

A handwritten signature in black ink, appearing to read "Tony van der Vooren".

Tony van der Vooren, Ph.D., P.Eng.  
Senior Environmental Consultant

c.c.





## **DISCLAIMER**

This technical peer review of the air quality study completed by BCX for the proposed Hot Mix Asphalt Plant at 12415 Coleraine Drive, Bolton, ON, has been prepared by Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited for the Town of Caledon (Client) and may be used solely by the Client, and shall not be used nor relied upon by any other party nor for any other purpose without the express written consent of Wood.

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The Client and any such third party agrees to waive and release Wood from any kind of losses, claims, expenses or damages of any kind incurred by the Client or any such third party resulting in whole or in part from the use of this Review including but not limited to any decisions made or actions based on this Review by any party.

While it is believed that the information contained herein is reliable under the conditions and subject to the limitations set forth herein, this Review is based in part on information not within the control of Wood and Wood therefore cannot and does not guarantee its accuracy. Wood provides no warranty, guarantee or other assurances to the Client, express or implied, of any kind, nor assumes liability of any kind, whether in tort, contract or otherwise, relative to the observations, conclusions, and recommendations set out in this Review. The comments in it reflect the peer reviewers' best judgment in light of the information available to it at the time of preparation. Wood shall not be responsible for any errors or omissions in this Report or in any information contained herein resulting from the fault or negligence of others.

Any environmental commentary does not constitute a legal opinion. The disclosure of any information contained in this Review is the sole responsibility of the Client. The principles, procedures and standards applied in conducting a technical peer review are neither regulated nor universally the same.

Wood has conducted this technical peer review in accordance with the methodology outlined in the proposal and referenced in the Review documents. It is important to note that the methods of evaluation employed, while aimed at minimizing the risk of unidentified problems, cannot guarantee their absence. The information contained herein has been prepared based upon information and data obtained by Wood from the management and staff of the Client its contract staff and advisors, or from other public sources. Even though the information provided by the Client was reviewed, we were required to rely on this information without being able to independently verify its accuracy.





January 02, 2019  
Our Ref: 2018-0520

Jay Menary  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**Attention: Mr. Jay Menary**

**Re: Peer Review of Hydrogeological Investigation Report  
12415 Coleraine Drive, Bolton, ON**

## 1. Introduction

Cole Engineering Group Ltd. ("COLE") was retained by the Town of Caledon to undertake hydrogeological Peer Review services for the proposed development located at 12415 Coleraine Drive, Bolton, ON. It is our understanding that a Hydrogeological Investigation Report prepared by Watermark Environmental (Watermark) was submitted in April 2018 in support of the site plan application. This letter outlines the results of our Peer Review of Watermark's April 2018 Hydrogeological Report.

The objective for the peer review is to identify whether the report meets the applicable regulations, policies, guidelines, and industry practice; review whether potential adverse impacts / changes to the groundwater regime have been identified; and review whether any proposed mitigation measures adequately address potential adverse impacts.

## 2. Proposed Development

The Site is located east of Coleraine Drive, between Parr Boulevard and George Bolton Parkway in the community of Bolton (Town of Caledon). The Site covers a total area of 2.96 hectares (ha) and is currently being used for rural residential purposes. The Site is designated Prestige Industrial according to the Town of Caledon Official Plan. The proposed development is for the construction of new asphalt mixing plant facilities, one office building and utilities.

The hydrogeological study conducted by Watermark included a review of available background information and existing site conditions and an investigation of potential groundwater impacts associated with the proposed development. No field efforts were completed as part of hydrogeological investigation.

P:\mrk\2018\2018-0520\400\_Tchncl\70\_Rprts\Draft Peer review

**COLE ENGINEERING GROUP LTD.**

HEAD OFFICE

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Mr. Jay Menary  
Town of Caledon  
January 02, 2019



### 3. Report Summary

A brief summary of the work completed by Watermark is presented below:

- The Site is situated within the South Slope Physiographic Region. This region is characterized by fine sand deposits.
- The Site is not within a Significant Groundwater Recharge area (SGRA) or a Wellhead Protection Area (WHPA). However, it is partially located within highly vulnerable aquifer areas (HVAs).
- The overburden across the Site is reported to be mainly clayey silt till (Halton Till) with an approximately thickness of 15 to 20 m.
- Hydrostratigraphic layers are considered to be Halton Till, Oak Ridges Moraine, Newmarket Till, Thorncliff Formation, Sunnybrook Drift, and the Scarborough Formation.
- Private well records on file with the Ministry of the Environment and Climate Change (MOECC) identified fifteen (15) potential groundwater users within a 500 m radius of the site. The majority of these wells are for water supply.
- Based on a review of a MOECC well database, the local static groundwater level was determined to be between approximately 6.71 m below ground surface (mbgs) and 10.79 mbgs.
- A survey was conducted to identify current users of groundwater. Twenty two (22) properties were identified within 500 m of the Site. Twelve (12) responses to the survey were received, which confirmed they had been connected to the municipal system.
- A tributary of the West Humber River flows approximately 200 m west of the Site. Based on laboratory analyses, the results for the surface water collected on March 21, 2018 by Watermark exceeded the Provincial Water Quality Objectives (PWQO) criteria for aluminum and copper.
- It was reported that the maximum depth of excavation for the footings of the proposed structure will be 1.2 mbgs. Given that the static water level in the area is expected to be on average greater than 8 mbgs, construction dewatering will not be required. As a result, short-term impacts to the groundwater system as a result of dewatering are not anticipated.
- The reduction of recharge to underlying aquifer and the potential introduction of contaminants as a result of spills have been reported to be the main long-term impacts to the groundwater system. A contingency plan has been proposed in order to mitigate the long-term impacts to the groundwater system.

### 4. Regulatory Requirements

Our understanding of the regulatory requirements for the proposed development, in the context of a hydrogeological assessment, is derived from the following documents and guidelines:



Mr. Jay Menary  
Town of Caledon  
January 02, 2019



- Region of Peel, Guidelines for Hydrogeologic Assessment and Reporting Requirements, New Development on Municipal Services, July 2009; and
- Hydrogeological Assessment Submission, Conservation Authority Guidelines for Development Applications, 2013.
- Town of Caledon Official Plan, April 2018 Consolidation, in particular Sections 3.2.5.13 and 6.2.1.6.

## 5. Peer Review Comments

The following Peer Review comments are provided:

### 5.1 Geology

1. The report includes a regional cross section along the west branch of the Humber River. The approximate location of the Site should be discussed on the figure. Also, as per the Conservation Authority *Hydrogeological Assessment Submissions (2013)*, the report should contain a minimum of two cross-sections. It is recommended to construct a local cross-section with borehole logs being shown on the cross section.
2. The report stated that the local geology of the Site has been studied using “the borehole logs collected during the background review from various sources”. These borehole logs were provided in **Appendix B** of the report. A borehole location map is required to specify the location of the boreholes. Also, the report should mention to the source of the logs. Following the Conservation Authority *Hydrogeological Assessment Submissions (2013)*, the local geological conditions should be assessed through the completion of test pits and boreholes on-site.

### 5.2 Hydrogeology

1. Groundwater levels presented in **Table 4-1** should be discussed further as it is not clear if those are representing the deep groundwater or shallow groundwater systems. The installation of one shallow monitoring well could confirm the estimated static water level. As outlined in the *Region of Peel, Guidelines for Hydrogeologic Assessment and Reporting Requirements*, if no existing on-site wells are available, groundwater monitors are to be installed.
2. As per the Conservation Authority *Hydrogeological Assessment Submissions (2013)*, the groundwater flow direction should be discussed in the report. The location of the water level records (**Table 4-1**) should also be specified on **Figure 8** or on a groundwater flow direction map.
3. As per the Conservation Authority *Hydrogeological Assessment Submissions (2013)*, the completion of test pits/ boreholes / monitoring wells is required to support a Site Plan application for a commercial, institutional, or industrial site. No boreholes or monitoring wells were completed as part of the Hydrogeological Study. No justification is provided as to why a borehole and monitoring well program was not required.

**Mr. Jay Menary**  
Town of Caledon  
January 02, 2019



4. As per the Town of Caledon Official Plan (3.2.5.13.6), new development shall not negatively impact the quality and quantity of groundwater aquifers. Without monitoring wells, this cannot be established.
5. It is our understanding that the proposed development includes site servicing. As such, the maximum trench excavation depths needs to be discussed and the need for any dewatering investigated.
6. One possible potential long-term impact to the groundwater system that has been discussed in the report is the reduction of recharge to the underlying aquifer unit. Following the Conservation Authority guidelines, a water balance assessment is required to compare pre-development and post-development recharge conditions to evaluate predicted changes in recharge and run-off volumes due to the proposed development.

## **6. Conclusion**

This Peer Review was prepared for the benefit of the Town of Caledon. Our Peer Review findings are based on information provided in the referenced documents. We have assumed that the information presented is true and accurate. We cannot be held responsible for the site conditions should they differ from those reported.

Based on our review of the subject hydrogeological study at 12415 Coleraine Drive, Bolton, ON, the report does not meet applicable policies, regulations, and industry best practices and further discussion and clarification in certain sections of the report is required to further support the proposed development. The following additional investigations are recommended to support the proposed industrial development:

- Assessment of the soil and overburden materials present on the site by excavation of test pits or shallow boreholes;
- Assessment of groundwater flow for shallow and deep groundwater systems; and
- A water balance analysis to estimate the amount of infiltration to maintain pre-development conditions.

**Mr. Jay Menary**  
Town of Caledon  
January 02, 2019



In the absence of the above-mentioned additional work, the report has not established that negative impacts will not be associated with the proposed development.

Please do not hesitate to contact us if you have any questions.

Yours sincerely,  
**COLE ENGINEERING GROUP LTD.**

Alireza Hejazi, Ph.D., P.Eng.  
Environmental Engineer and Hydrogeologist

Steve Davies, M.Sc., P.Geo.  
Team Leader – Environmental Geoscience

January 2, 2019

Town of Caledon  
6311 Old Church Road  
Caledon, Ontario  
L7C 1J6

Attention: Jay Menary  
jay.menary@caledon.ca

**VIA E-MAIL**

**Re: Peer Review  
Proposed Asphalt Plant  
12415 Coleraine Drive  
Bolton, Ontario  
VCL File: 118-0402**

Dear Mr. Menary:

We have completed our review of "*12415 Coleraine Drive – Environmental Noise Impact Study, Bolton, Ontario*", prepared by Aercoustics Engineering Ltd., dated September 11, 2017 and the Addendum Letter, prepared by Aercoustics Engineering Ltd., dated June 20, 2018. Our comments are provided herein.

## **1.0 COMMENTS**

- a) The noise study has applied the noise guideline limits outlined in Ministry of Environment Conservation and Parks (MECP) Publication NPC-300 "*Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning*". This is considered appropriate.
- b) The architectural site plan included as part of the first submission to the Town of Caledon proposed a "High Level Screen Wall" of up to 22.5 m in height. A screen wall is shown essentially surrounding the entire asphalt plant area. Any acoustical effects from this proposed screen wall have not been included in the noise assessment. The noise study should provide comments on this proposed screen wall and outline any acoustical benefits that it may provide. The noise study should also explain why this wall is being provided.
- c) The facility description states that the asphalt plant will operate from 07:00 to 19:00 hours, which is defined as the daytime period by the MECP noise guideline. However, the remainder of the report seems to imply that operations could occur at night even providing noise mitigation requirements for nighttime operations. Clarification regarding the operating hours is needed.
- d) Reference sound levels for the equipment that are proposed to operate on the site are provided in Table 2, Table 6 and Appendix D. However, the reference sound levels are not consistent. Clarification regarding the reference sound levels is needed.

- e) The MECP noise guideline requires that the noise impact assessment be done using a predictable worst case hour. Table 1 in the report indicates that there will be two front end loaders operating on the site and that they would only operate for 50% of the time in the worst case. This does not seem to correspond with the requirement for a predictable worst case hour where the loaders are expected to operate for essentially the entire hour. If the loaders were assumed to operate for 100% of the time in the worst case hour, additional noise mitigation measures could be needed.
- f) Review of the acoustical model provided by Aercoustics Engineering Ltd. indicates the lump breaker (S01) was measured to have a sound power level of 110 dBA. A 10 dB sound level reduction was then applied to this noise source without any justification. Rationale for the 10 dB reduction is needed. Without this 10 dB adjustment, additional noise mitigation measures could be needed.
- g) Our experience with asphalt plant operations is that there is potentially significant variability in the sound level produced by some of the sources, such as the drum dryer. Thus, sound level measurements of the equipment operating on the site should be done to confirm that the sound emission levels do not exceed those used to complete the noise assessment.
- h) Noise impacts have been evaluated at two existing residential dwellings. R01 is to the north of the site, on the north side of George Bolton Parkway and R02 is to the west on the west side of Coleraine Drive. The report also provides a discussion on zoning and vacant lots indicating lands in the area are zoned as industrial or as agricultural. It is our understanding that the zoning map provided in the noise study is out of date. All A1 zones, except this site, are now zoned industrial. The west side of Coleraine Drive is zoned MP-580 which allows for day nurseries. Day nurseries are potentially a noise sensitive land use that must be considered in the noise assessment.
- i) The addendum letter indicates that there is an existing dwelling on the property immediately to the north of the proposed asphalt plant site. This dwelling is being renovated for office use by the owners of the property, Rafat. An office use is not considered a noise sensitive point of reception. However, the study should confirm that the zoning on the site to the north is such that the office could not be converted back to a residential use or that another residential dwelling could not be constructed on the site.
- j) Section 5.2, Sound Level Limits states that the exclusion limit was used for all receptors in this study for simplicity and conservatism. However, the assessment then proceeds to determine the existing ambient sound levels at R02 to use as the applicable sound level limit. Appendix E to the report provides a sample ambient sound level calculation. To confirm this calculation, the source of the traffic information along with how the minimum hourly traffic volumes were determined need to be provided.
- k) The first bullet under asphalt plant noise controls states that an acoustic barrier must have a surface density of 10 kg/m<sup>2</sup>. According to the MECP guidelines, the 10 kg/m<sup>2</sup> surface density is only acceptable for rooftop barriers and for temporary barriers operating for a short duration. In this case, the sound barriers must have a minimum face density of 20 kg/m<sup>2</sup>. In addition, the sound barriers must have no holes, gaps or cracks and must be of solid construction.

- l) The first bullet under asphalt plant noise controls states that shipping containers could be used to construct the recommended sound barriers. It must be noted that sound barriers must be constructed in accordance with the Town's Development Standards, Policies & Guidelines. The use of shipping containers as a sound barrier does not meet the Town's standards. In addition, Town Standard No. 609 indicates the maximum overall height for a sound barrier is 4.8 m which can be made up of a maximum 2.4 m high fence atop a maximum 2.4 m high berm.
- m) The second bullet under asphalt plant noise controls references an aggregate pile block and minimum height requirements. It is not clear what this is and where it is located. This should be clearly identified on Figures 2 and 3 of the report.
- n) The third bullet under asphalt plant noise controls indicates that acoustical screening is to be provided to R02 by piles of recycled asphalt material. Aggregate stockpiles are sometimes used at gravel pit and quarry sites to provide acoustical screening for portable crushing/screening plants that are brought to the site from time to time. Screening from these stockpiles is used since the location of the crushing/screening plant changes each time it is brought to the site and the stockpiles can be created much more quickly than an earth berm resulting in reduced off site noise impacts.

We have these concerns regarding the use of these piles as a noise mitigation measure at a facility such as this:

- a. The piles will not be continuous in height and will slope down to a height of 0 m at the edges. Thus, the actual length of barrier accounted for in the acoustical model appears optimistic;
  - b. From the operational description, it appears that the recycled asphalt material will be used as part of the operation/production. How can it be ensured that the minimum recommended height will always be maintained? And
  - c. Some of the equipment that the piles are providing acoustical screening to are mobile and will move around the site. Thus, the limited physical length of these piles does not provide complete acoustical screening to the asphalt plant area.
- o) The fifth bullet under asphalt plant noise controls indicates a restriction on trucks idling at night. Any truck idling must be in compliance with the Town of Caledon By-Law No. BL-2014-078 which is a by-law to control and limit the unnecessary idling of motor vehicles.
- p) The final bullet under asphalt plant noise controls indicates that acoustical screening from the on site buildings (office and operations control centre) is also being relied upon. The locations of these buildings should be clearly identified in a figure in the report.

## 2.0 CONCLUSIONS

Based on our review of the noise study, there are a number of items that require additional information/clarification before we can concur with its findings and recommendations. In its current form, we cannot support the findings and conclusion of the noise report that sound emissions from the facility will be in compliance with the MECP noise guideline limits with the proper implementation of the recommended noise mitigation measures. Thus, the noise study

has failed to demonstrate that there will be no adverse noise impacts associated with the proposed change in use based on the applicable noise guidelines.

If there are any questions or if additional information is needed, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:

  
\_\_\_\_\_  
John Emeljanow, P.Eng.

JE\

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January 14, 2019

Mary Nordstrom  
Senior Development Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6

Dear Mary,

**Re: Urban Design Peer Review for 12415 Coleraine Dr. – Town File No's: POPA 18-02, RZ 18-04, SPA 18-0058**

We have received a package of drawings and documents related to this application stamped by the Town of Caledon on June 26, 2018 and received in our office on August 3, 2018. An agreement for our peer review was signed by the applicant on October 17, 2018 and the retainer cheque was received.

We have visited the site, taken photographs and reviewed the submission materials for a proposed 2-storey office building facing Coleraine Dr. and an asphalt plant at the east side of the site, which is also accessed from Simpson Road.

The following items have been reviewed with particular urban design relevance for the proposed development:

- Cover letter from Mary T. Nordstrom dated July 25, 2018
- Town of Caledon Fact Sheet and Location Map
- Pre-Consultation (DART) Meeting Form
- Cover Letter from MJJJ Developments dated June 25, 2018
- Planning Justification Report prepared by SGL Planning & Design Inc. dated June 2018
- Urban Design Brief prepared by SGL Planning & Design dated June 2018
- Site Plan Package:
  - Drawing A101 (Site Context Aerial Views and Project Information) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A102 (Overall Site Plan and Front Office Component) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A103 (Office Building Floor Plans, Building Sections & Roof Plan) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A104 (Office Building Elevations and Perspective View) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A105 (Overall Site Elevations and Reference Perspective Views) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A106 (Material Storage Screens and Fence Details & Profiles) prepared by J. Gorka Architect dated May 17, 2018
  - Drawing A107 (Production Facility Site Plan and Partial Site Profile) prepared by J. Gorka Architect dated April 27, 2018
  - Drawing A108 (Production Area Screening and Production Supervision Office) prepared by J. Gorka Architect dated April 27, 2018
  - Drawing A109 (Simpson Road Access and Screening) prepared by J. Gorka Architect dated April 27, 2018
- Landscape Plans:
  - Drawing LP-100 (Landscape Plan) prepared by terraplan landscape architects dated April 3, 2017



- Drawing LP-101 (Landscape Enlargement Plan) prepared by terraplan landscape architects dated April 3, 2017
- Drawing LD-100 (Landscape Details) prepared by terraplan landscape architects dated April 3, 2017
- Drawing LD-101 (Landscape Details) prepared by terraplan landscape architects dated April 3, 2017

## **Background**

The site is approximately 27,845m<sup>2</sup> in area with frontage of approximately 60 metres on Coleraine Drive and on Simpson Road. The site is located approximately 70 metres from George Bolton Parkway. A house is currently located on the site, which will be demolished. A single detached house is located to the north of the subject site. A stone wholesaler is located to the south of the site with open storage as well as small buildings. A large industrial building (DB Schenker) and the Solmar Equity Prestige Industrial Park (located at Coleraine Drive and Parr Boulevard) are located further south of the site. We note that several industrial developments are being planned for the west side of Coleraine Drive. Industrial and office buildings are located on the east side of Simpson Road.

The applicant has applied to construct a 2-storey office building with GFA of 1,042m<sup>2</sup>. Plant facilities including production equipment and a small supervision building are also located on the site. Two reclaimed asphalt pavement (RAP) piles are shown between the proposed office building and the plant facilities. High level screen walls, fencing and landscaping has been shown around the plant component of the site.

The Town of Caledon Official Plan includes general policies, including sustainability policies such as 3.1.3.7 Sustainable Development patterns and Community Design. The site is located in the South Simpson Industrial Secondary Plan area in the Town of Caledon Official Plan (Schedule C-5). The subject lands are designated Prestige Industrial. South Simpson Industrial Secondary Plan promotes high quality industrial development in a comprehensive manner through the provision of appropriate policies respecting land use, environment, municipal servicing, transportation and community design. Section 7.9.2 Goals identifies objectives for the South Simpson Industrial Area, which requires that "... a high standard of community design is provided particularly along the arterial roads and George Bolton Parkway." Section 7.9.4 Community Design states that: "In recognition of the location of these lands at the entrance to the Town of Caledon, at the gateway to Bolton and in proximity to arterial roads, the streetscape and community design of the area shall be of a consistently high quality." This section further states that: "All development shall conform to the General Design Policies of Section 5.5.7 as well as the Industrial/Commercial Design Guidelines, adopted by Council on June 24, 2002 as may be amended by Council from time to time." Section 7.9.5 Industrial, states that: "The Prestige Industrial designation shall apply to lands adjacent to Coleraine Drive, Mayfield Road and George Bolton Parkway with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that front onto, or appear to front onto, major roads."

Section 11.0 of the Town of Caledon Comprehensive Town-wide Design Guidelines (November 2017) provides general guidance for proposed developments as well as specific guidance regarding industrial/employment developments. These guidelines incorporate the Town's 2002 Industrial/Commercial Guidelines – Part B Specific Design Guidelines for South Bolton Industrial Park. The South Bolton Industrial Park guidelines, under 8.3 Land Use Pattern, show the subject site as being fully within Prestige Industrial. Section 8.4 Lots in Priority Locations, states that: "Proposed industrial lots will be designed to give the appearance of fronting onto Mayfield Rd. and Coleraine Dr. Therefore, the upgraded facades of the buildings and the landscaped front yards of the proposed industrial sites will provide an attractive edge to the western and southern edges of the industrial area." The diagram on page 38 shows the Coleraine Drive frontage, including the subject site, as containing Edge Buildings.

## **Comments and Recommendations**

Our comments and recommendations are focused on built form and architectural matters, with references to open space and landscaping as necessary from an overall urban design perspective.

## Urban Design Brief

The Brief is organized in 7 sections, comprised of: Introduction; Context Analysis; Policy Context; Site Plan Design; Architectural Design; Landscape Design; and Implementation and Conclusion.

Generally, the Brief provides a broad analysis of the policy and guidelines context applicable to the subject site as the basis of the design of the proposal. However, we note the following:

1. The Brief, under Section 2 shows Schedule C, Bolton Land Use Plan from the Town of Caledon Official Plan. For ease of reference, the Brief should also include Schedule C-5, South Simpson Industrial Secondary Plan.
2. Section 3.1 of the Brief discusses Crime Prevention Through Environmental Design (CPTED) principles. CPTED matters are discussed in relation to Coleraine Drive but do not address the Simpson Road frontage. The Brief should also include how CPTED matters are addressed along Simpson Road.
3. The Brief, under the heading of Section 3.2 Town of Caledon Official Plan, Industrial Policies, indicates that all access to the asphalt plant would be from Simpson Road. The site plan shows a fence and a large sliding access gate between the office component and the asphalt plant connecting both areas. The applicant should clarify how access to the asphalt plant would be restricted through this gate.
4. The applicant should reference policies discussed in Section 5.5.7.2 and Section 7.9.4 of the Town of Caledon Official Plan regarding visual exposure along Coleraine Drive and George Bolton Parkway.
5. The applicant should clearly indicate whether the RAP piles would be visible from Coleraine Drive and George Bolton Parkway.
6. We note that Section 4.5 of the Brief refers to a landscaped berm that screens the open storage area from George Bolton Parkway. This landscaped berm does not seem to be located on the applicant's property and if it is removed may further expose the outdoor storage view from George Bolton Parkway.
7. Under Section 4.8 Micro Climate and Energy Efficiency, the Brief provides a very short description of the measures employed through building and landscape design. In addition to Official Plan policies related to sustainability, a key design principle in the Town of Caledon Comprehensive Town Wide Design Guidelines, as outlined in that document under 3.1 Sustainable Design & Compact Development, promotes low impact development techniques. We recommend that the Brief identify sustainability features for this proposal.

## Site Plan

### Office Area

The office building is located along the Coleraine Drive frontage with an appropriate amount of landscaped open space between the building and the streetline. Parking is located on the south side of the building and is also setback from the Coleraine Dr. frontage, which is appropriate. However, we note the following:

8. The driveway from Coleraine Dr. is shown as 10.5m near the street and widens further to 13.8m. While we appreciate that there is some room required for trucks to maneuver to the warehouse door and for garbage pick-up, we recommend that the applicant look at opportunities to reduce the driveway widths with a view to and reducing the amount of asphalted surfaces and providing additional soft landscaped space for increased surface permeability.
9. While there is sufficient landscape space front of the building, our preference is for the parking spaces to be in line with the building along Coleraine Drive.
10. The site plan indicates that the amount of parking provided is 56 spaces while 34 spaces are required. We recommend that the applicant look at opportunities to reduce the number of parking spaces, for example, by eliminating the 6 parking spaces located around the small landscaped island as well as providing a landscaped screen along the fence visually buffering the office area from the asphalt plant.

### Asphalt Plant and Fencing

Two driveways are shown at the Simpson Road frontage of the site along with landscaped open space, opaque fencing and sliding gates. Retaining walls and screens, along with plantings, are also shown along

the north and south property lines for the extent of the plant. High fences and berms are used for screening the bulk storage, RAP pile areas and production equipment. The fencing and the gates become prominent features along Simpson Road and along the site perimeters, particularly the high level metal screens at the northeast boundary of the plant. Overall, the impacts of the walls and screens are significant and as currently shown are not appropriate from an urban design standpoint.

11. The wood fence with solid panels along the Simpson Road frontage, which also return onto the north and south property lines, are up to 3.8m in height. They create a significant impact on the streetscape. If the sliding gates are fairly open and transparent which would allow views into the plant from the street, the applicant should clarify why the wood fence needs to be this high. Alternatives, to reduce the height impact of the fencing is to also consider berming.
12. The high level metal screens include panels that are in excess of 10m from grade, which provide a major and imposing visual presence. The applicant should clarify why such high fencing is needed and if it is a means of blocking the views of the asphalt plant production equipment. Alternatives, to reduce the height impact of the fencing is to also consider berming.

#### Office Building

The office portion of the building is located to face Coleraine Drive and the warehouse and garbage collection parts are located to face the rear. The main office entrance faces south, and the entrance vestibule and canopy are directly visible from the street. Another building entrance is located further east.

A prominent signage feature, clad in aluminum panels, has been incorporated into the façade of the building and located perpendicular to the west façade.

Brick cladding, curtainwall, concrete and aluminum panels are used on the building elevations. We note the following:

13. The building is appropriately sited, the massing of the building is appropriately modulated, and the facades are well articulated. The 2 storey curtain wall provides a suitable presence along the street. We recommend that the applicant submit coloured elevations that further demonstrate the façade textures and colours, including further details of the type of concrete cladding noted on the building elevations as 'A'. Once we have this information, we will assess if further articulation is warranted, particularly along the north elevation.
14. We recommend that the applicant consider lowering the corporate sign attached to the building to be generally in line with the adjacent roof as a means of ensuring that the building is the most prominent feature in the streetscape.

Please contact the undersigned if you have any questions.

Yours truly,

A handwritten signature in black ink, appearing to read 'Moiz Behar', with a stylized flourish at the end.

Moiz Behar, OAA, MRAIC, MCIP, RPP



## **PUBLIC COMMENT SHEET**

Prepared: January 18, 2019  
Lead Planner: Mary T. Nordstrom

**Proposed Official Plan Amendment and Zoning By-law Amendment Application**  
**MJJJ Developments Inc. – Asphalt Plant**  
**Part Lot 3, Concession 6 (Albion) - 12415 Coleraine Drive**  
**East side of Coleraine Drive, south of George Bolton Parkway**  
**File Numbers: POPA 18-02, RZ 18-04**

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Written submissions from the public and corporate citizens relating to the proposed Official Plan Amendment and Zoning By-law Amendment are attached.

A Petition has been initiated via Change.Org with over 1,200 signatures to date:  
[https://www.change.org/p/say-no-to-rezoning-for-the-asphalt-plant-12415-coleraine-drive-bolton-caledon?recruiter=596808176&utm\\_source=share\\_petition&utm\\_medium=facebook&utm\\_campaign=share\\_petition&utm\\_term=Search%3ESAP%3ECA%3ENonBrand-Tier%201%3EDiscovery%3EBMM&utm\\_content=fht-13731704-en-ca%3Av5](https://www.change.org/p/say-no-to-rezoning-for-the-asphalt-plant-12415-coleraine-drive-bolton-caledon?recruiter=596808176&utm_source=share_petition&utm_medium=facebook&utm_campaign=share_petition&utm_term=Search%3ESAP%3ECA%3ENonBrand-Tier%201%3EDiscovery%3EBMM&utm_content=fht-13731704-en-ca%3Av5)



**SORA DEVELOPMENTS CORP.**

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21 Caster Ave., Woodbridge, ON, L4L 5Z1 • Tel: 905.856.6646 • Fax: 905.856.7934

October 15, 2018

Delivered Via E-mail

Ms. Mary Nordstrom  
Senior Development Planner  
Town of Caledon  
6311 Old Church Rd  
Caledon, ON  
L7C 1J6

RE: 12415 Coleraine Drive  
Proposed Asphalt Plant  
File # POPA 18-2 & RZ 18-04

Dear Ms. Nordstrom,

It is our understanding that applications have been made to the Town of Caledon to permit the construction of a hot-mix asphalt plant at 12415 Coleraine Dr in Bolton. We are the owners of a property within a close proximity to the proposed development, at 8771 George Bolton Pkwy.

As owners and landlord to our tenant, SEWS, we have serious reservations regarding the contemplated changes to the zoning as well the approval of the asphalt plant. We believe an asphalt plant will not be a positive addition to the Coleraine West Employment Area. Furthermore, we are concerned about the environmental as well as traffic impact from an asphalt plant daily operations. Not only would there be a substantial increase in truck traffic in the area, but also a significant increase in noise and pollutants within the plant's vicinity.

This area has been designated in the Secondary Plan as Prestige Industrial; and we believe an asphalt plant does not fit in within this designation. Furthermore, we have received strong indications from our tenant, who currently occupy a 200,000SF facility, that they will not stay in Bolton should the asphalt plant be constructed. Caledon has attracted prestige industrial tenants such as Amazon and Mars across the street. However, these tenants along with ours did not come to Bolton to be beside an asphalt plant. We believe an approval of this asphalt plant will not only negatively impact the growth of this Prestige Industrial area, but also drive existing tenants away from the Town of Caledon.

Therefore, we are requesting to be added to the contact list for any future public consultation regarding this development, including any public notifications of the status of the applications, public consultation meetings, and official Town of Caledon meetings related to this proposed development.

Thank you for your assistance with this matter. We hope to hear back from you for any future developments and updates.

Sincerely yours,

SORA DEVELOPMENTS INC.

A handwritten signature in blue ink, appearing to read 'Joe Hamadi', is written over a horizontal line. The signature is stylized with a large loop at the beginning and a long horizontal stroke extending to the right.

Joe Hamadi, P. Eng.  
President

Cc: Mayor Allan Thompson, Town of Caledon  
Mike Galloway, Chief Administrative Officer, Town of Caledon  
Ben Roberts, Manager of Business Development, Town of Caledon  
Casey Blakely, Manager of Development – East, Town of Caledon  
Herbert Lozano, Sora Developments Corp.

**J. Pitman Patterson**  
T 416.367.6109  
F 416.367.6749  
ppatterson@blg.com  
**Piper Morley**  
T 416.367.6591  
F 416.367.6749  
pmorley@blg.com

Borden Ladner Gervais LLP  
Bay Adelaide Centre, East Tower  
22 Adelaide Street West  
Toronto, ON, Canada M5H 4E3  
T 416.367.6000  
F 416.367.6749  
blg.com



**File No. 033280/000001**

November 26, 2018

**Delivered by Email**

Ms. Peggy Tollett  
Interim Director of Development and Planning  
Town of Caledon  
6311 Old Church Rd  
Caledon, ON L7C 1J6

Dear Ms. Tollett:

**Re: Objection to OPA and Zoning By-Law Amendment Application by MJJJ Developments Inc. to Town of Caledon re Asphalt Plant on 12415 Coleraine Drive  
Part Lot 3, Concession 6 (Albion), East Side of Coleraine Drive, South of George Bolton Parkway and North of Parr Boulevard**

We are land use planning counsel for BoltCol Holdings North Inc., BoltCol Holdings South Inc. (together "Boltcol") and Ontari Holdings Ltd. ("Ontari"). Ontari owns approximately 52 hectares (130 acres) located on the west side of Coleraine Drive between Healey and Mayfield Road and south of the Canadian Tire lands. BoltCol owns approximately 77 hectares (190 acres) of land located directly south of and abutting the Ontari Lands.

Boltcol and Ontari have become aware that MJJJ Developments Inc. has submitted applications to the Town of Caledon for an Official Plan Amendment for a site specific exception to permit an asphalt plant in the Prestige Industrial designation, and for a rezoning for a Prestige Industrial site specific exception.

The Boltcol Lands and the Ontari Lands are located directly opposite the proposed asphalt plant on Coleraine Drive. As you know, Boltcol and Ontari have been heavily involved in all stages of the planning process for their lands, and are now at the final approvals for important employment uses for the Town.

The Town recently approved Official Plan Amendment 243, and zoning, for the Coleraine West Employment Area, following a long process to have ROPA 28 approved. The Secondary Plan designates substantial frontages along Coleraine Drive, Healey Road and the future extension of George Bolton Parkway as Prestige Industrial, and places considerable emphasis on superior urban design within this designation.

In fact, the entire Secondary Plan area is recognized as a gateway to Bolton, requiring streetscape and community design of a consistently high quality.

An asphalt production facility raises serious concerns with respect to environmental impacts including odour, noise and dust, and compatibility generally with the prestige employment uses envisioned on the west side of Coleraine Drive. A facility of this type would set an unfortunate precedent for the future direction of the employment lands in this area, particularly proximate to the Coleraine Drive frontage.

We write this letter to confirm our clients' opposition to the planning applications for the asphalt plant on 12415 Coleraine Drive. We will be providing expert reports to the Town in due course to address the planning and technical issues raised by the applications, and to provide their opinions on conformity with Provincial and municipal policy.

We request that the Town provide to the undersigned notice of any public consultations, open houses, public meetings and Council and Committee meetings, and of any decisions made, in respect of any applications or proposals for an asphalt plant for the employment area on the east side of Coleraine Drive.

We thank you for your attention to this matter.

Yours very truly,

**BORDEN LADNER GERVAIS LLP**



Pitman Patterson

PP/sa

cc: Mayor Allan Thompson  
Regional Councillor Jennifer Innis  
Area Councillor Nick deBoer  
Chris Holtved / Derek Boyne, BoltCol  
Minesh Dave, Ontari

TOR01: 7687339: v1



37 Holland Drive  
Bolton, Ontario  
L7E 5S4



Mary T. Nordstrom  
Senior Development Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario  
L7C 1J6

RECEIVED

OCT 31 2018

TOWN OF CALEDON  
CLERK'S DEPARTMENT

Re: File No. POPA 18-02; RZ 18-04; SPA 18-0058

We are writing to express our opposition to an application to the Town of Caledon by MJJJ Developments Inc. proposing an Official Plan Amendment and Zoning By-law Amendment that would allow the construction of an asphalt plant with associated open storage.

The proposed site for the asphalt plant at 12415 Coleraine Drive is located very close to the DB Schenker Canada facility, which is located at 12315 Coleraine Drive – in fact, only 300 metres separate the two. The Schenker facility currently acts as a distribution centre for a wide range of Mars Canada products, along with raw materials supporting the manufacturing of our chocolate, rice and pet food products. The proposed asphalt plant location is also directly across the street from a new 890,000 square foot warehouse facility planned by Mars Canada. This new facility would involve an investment of \$100 million, and following a \$77 million expansion of our food plant just last year, represents the latest investment by our company in the Bolton community.

The location of an asphalt plant so close to our current distribution centre, as well as our planned warehouse investment will have a detrimental impact on the Mars Canada business. We have a number of serious concerns about this proposal, based on our understanding of the risks involved in being located nearby an asphalt plant which include:

- Asphalt is made from bitumen, which during production releases toxic fumes such as:
  - Polyaromatic Hydrocarbons, which are carcinogenic, known to have negative respiratory, immunological and reproductive effects
  - High molecular weight phenols, which cats are particularly sensitive to due to lacking the metabolism to eliminate these compounds
  - Napthalenes, which are known to cause hemolytic anemia and liver damage, as well as have neurological effects
- Mars Canada products – in particular, chocolate – could absorb odours and flavours from emissions discharged from an asphalt plant; similarly, fumes could be absorbed by our packaging material and diffused into our products, despite product wrapping; asphalt production also creates toxic dust which contains heavy metals, which poses a risk to handling wrapped products.
- Our products may also absorb airborne chemicals emanating from the facility. This is of particular concern, as such chemicals could impact the health of our consumers: the International Agency for Research on Cancer has issued a statement classifying occupational exposures to straight-run asphalt cement and related emissions during road paving as possibly carcinogenic to humans.

37 Holland Drive  
Bolton, Ontario  
L7E 5S4



Given these significant concerns, Mars Canada opposes the application by MJJJ Developments to locate an asphalt plant at 12415 Coleraine Drive. We will be participating in the public meeting referenced in the notice of application regarding the proposed plant, in order to further voice our concerns. We also intend to meet with a number of stakeholders and decision makers with the Town of Caledon.

Through this letter, we are also asking that the Clerk of the Town of Caledon keep Mars Canada informed about the proposed asphalt plant.

Sincerely,

A handwritten signature in blue ink, appearing to read "P. Shepherd", is written over a faint, larger blue signature.

Paul Shepherd  
Vice President, Supply Chain  
Mars Canada

cc: Mayor Allan Thompson  
Councilor Annette Groves  
Ben Roberts, Manager Business Development, Tourism & Culture, Town of Caledon  
Clerk of the Town of Caledon ✓

cc : Leslie Brams-Baker  
mars Canada  
leslie.brams-baker@effem.com

**Northwest Holdings Ltd.  
Inman Holdings Ltd.  
12612 Hwy 50, Unit #22  
Bolton, Ontario L7E 1T6  
Phone / Fax 905 857-7353  
E-mail [northwestholdings@bellnet.ca](mailto:northwestholdings@bellnet.ca)**

Nov 21, 2018

Town of Caledon  
6311 Old Church Rd.  
P.O. Box 1000  
Caledon East, Ontario

Attention: Mary T. Nordstrom  
Senior Planner, Planning & Development  
Community Services.

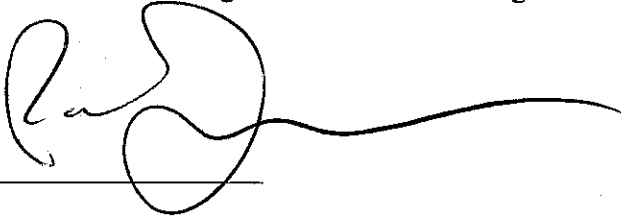
Re: Proposed asphalt plant, Coleraine Drive, Town of Caledon

We are aware that an asphalt plant has been proposed for lands on the east side of Coleraine Drive, and are writing our concerns.

We own commercial lands surrounding the area of the proposed asphalt plant, and we do have serious concerns with respect to the environmental impacts including odour, noise and excessive traffic with trucks on route which is already present with the addition of the new Canadian Tire depot and to increase further with the future Amazon depot.

We have many Tenants within our commercial properties and residents in the community who have also expressed their concerns regarding the proposed asphalt plant.

Yours Sincerely,  
Northwest Holdings Ltd. / Inman Holdings Ltd.

A handwritten signature in black ink, appearing to be 'Paul Inman', written over a horizontal line.

Paul Inman / Vice President  
Robert Inman/ President

## Mary Nordstrom

---

**From:** Countryside Montessori & Private School <cmpsupdates@gmail.com>  
**Sent:** Friday, January 18, 2019 2:30 PM  
**To:** Mary Nordstrom  
**Subject:** MJJJ Developments--Proposed Asphalt Plant

Good afternoon Mary,

We would like to express our concern over the proposed Asphalt Plant slated for Bolton.

We are a school located on 1 Loring Drive and have been here for 25 years. The proposed asphalt plant is proposed on property that is less than 2 km from our facility. We have many concerns with such a plant in our community. First and foremost, we have students who are outside at different times throughout the day and will be exposed to possible toxic fumes. In addition, our community (and this area in particular) is already subject to traffic overload from large trucks, which impacts both traffic and road safety. We further understand that the proposed location is currently zoned as Prestige Industrial with an application to rezone the property, thereby possibly lowering property values in the area.

We ask that the Town consider our concerns, along with those already submitted, as we were unfortunately unable to attend the public meeting earlier this week.

Respectfully,  
Tonino Sampogna  
Owner

COUNTRYSIDE MONTESSORI & PRIVATE SCHOOL  
*~Proudly Educating Children Since 1994~*

1 LORING DR, BOLTON ON, L7E 1Y1  
905-951-3359

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Sunday, October 14, 2018 4:12 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant in Bolton

Hi Mary

I am a 15 year resident of Bolton and am very concerned with the possibility of an Asphalt Plant being approved by the Town so close to residential homes. I am completely opposed to this Asphalt Plant.

[REDACTED]  
Bolton, ON

Sent from my iPhone

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 24, 2018 9:13 AM  
**To:** Mary Nordstrom  
**Subject:** ASPHALT PLANT IN BOLTON/RESIDENTIAL DEVELOPMENT

Good Morning Mary!

I am emailing you as a very concerned resident of Bolton for the last 20 years. This town WAS very quaint and beautiful when I first moved here. I was proud to be a resident in Bolton. Over the last few years I have seen such a BIG decline in the town and it is very frustrating for me and I've had enough of the political games.

There is no reason for an asphalt plant to be placed so close to a residential area and have a similar situation as Winnipeg just did with a massive fire from an asphalt plant that had to evacuate everyone around it. I could understand if the plant was already there and the town was built around it but the town was built and now they want to drop this nasty plant smack in the town? Where is the common sense in doing this? Nobody wants it so why should one person win that battle? Is it a greedy politician on the take? I don't care what the company donated it doesn't mean they get to do what they please. It was a donation, they didn't build this town! The residents of this town that put their hard earned money into their homes and pay taxes need to be in power here and we are all saying NO to this ridiculous idea.

We need more residential development to support the businesses in Bolton that are suffering. We have enough industrial plants that bring nothing but trucks.

I also want to mention that the downtown core needs a face lift and needs to do something about landlords leaving their properties vacant. I don't understand why the town pays them because they have nobody renting? That's the taxpayers' money going to waste on individuals milking the system. They are not even attempting to do anything with these properties. Cut these landlords off and if they can't afford it then they need to sell. It's not right what they are doing. We deserve to have stores operating in our town.

Enough is enough change needs to come right now! Allan Thompson needs to make changes that is right for the town not for himself.

Thanks,  
[REDACTED]  
[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Saturday, October 13, 2018 4:17 PM  
**To:** Mary Nordstrom  
**Subject:** Mjjj Deveopments

Question. Data that was submitted on weather conditions from past 5 years. They could not give any conditions that may happen in the next 5-10 years.

What if factor, with global warming there have been a lot of weather change especially in Caledon. What is or is there any data for the next 5-10 yrs. and what if there is a Tornado?

They state 62 peak am trips and 80 weekday pm trips. But they state hours of operation are 7am-7pm. Does this not contradict the hours of operation? There would be more noise at night from trucks and from the plant than during the day.

Why is the application for that piece of land why not Airport and Mayfield where there are no homes in the vicinity? Emissions? When they go into the air where do they come down? There are daycares, and a seniors residency and homes on the east side of 50 will they not be affected? What about the homes north of the facility?

Air quality Study was done with existing model in Guelph which is what was told to residents of Bolton. Question where exactly for comparison is this model in Guelph comparison to homes in the area and daycares and senior residencies? {potential Nuisance impact which is based on wind direction. As weather changes and wind directions change over every season and years how does this model show the difference in changes in weather patterns during the seasons and over the next 5 years?

Who will manage the air quality and noise control?

Who will be a part of making up the management team to make sure the practice plan is what the town of Bolton will want?

Who will be maintain this plan and make sure that the company complies with the standards?

When most construction on roads are in the evening on highways how do we know about fumes that are emitted from the dump trucks and where these fumes are doing?

Why is the sound limit higher during the evening and at maximum than during the day?

Why are there only 2 noise receptors in the area? Why are there not more noise receptors closer to the homes and business to the east and north?

I do not want the land that is zoned prestigious to change. It should be left at what it is and have MJJJ find another spot for their plant. There are too many questions here that were not answered nor will they be answered. Our lives and children are at stake.

[REDACTED]  
Bolton  
[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Friday, October 12, 2018 12:06 PM  
**To:** Barb Shaughnessy; kelly@darnleyformayor; Allan Thompson  
**Cc:** Mary Nordstrom  
**Subject:** MEETING LAST NIGHT RE: ASPHALT PLANT-SOUTH BOLTON-COLERAINE DRIVE

I am sending this letter to you as a citizen of Bolton to you as a citizen who is choosing to run for political office on Oct. 22/2018.

Here are my comments on the meeting that I attended from about 6:15 to 8:30 PM. During the evening I spoke to 35 people individually and not 1 person was in favour of this proposed asphalt plant. The following comments reflect the conversations I had and are an accurate reflection of the discussions.

1/ The 35 people that I talked to told me that they are totally opposed to such a facility in South Bolton on Coleraine or anywhere else near or in Bolton.

2/Many objected to the fact that there were no handouts for the public that reflected the information prepared on the display boards. They wanted the identical info in handout material.

3/A significant number who attended only had Italian language skills. They could not then comprehend the material prepared. Moreover, they could not complete their remarks on the Comment Forms provided. Others were reluctant to register their opposition in writing. They were afraid to do so.

4/Some wondered why the info boards were only printed in English.

5/Two spokesperson who identified themselves when asked by me for their business cards could not produce business cards which I personally found quite surprising. They identified themselves when asked as Dennis Hunt an American consultant from Florida and Rob Bowerman who said he is the construction business, possible owner of the proposing firm.

6/Dennis Hunt said that when functional the plant would bring 40 to 80 trucks a day over a 5 day work week (200 to 400 trucks in a typical work week).

7/Many people saw the session as a public relations exercise only.

8/There was no scientific basis provided for the comments on Air Quality nor any references indicating the basis of the estimates shown on the display boards. The specific effects of such a plant on the Quality of Life were not provided by the estimates shown.

9/Independently yesterday in contact with Planning at the Town, I was informed that the proposal for this plant was filed at the Town on or about July 31/2018 during the summer vacation period when Town Council normally does not meet. That timing is rather interesting.

10/Many residents told me that they had these questions:



- 10-1>What happens to the waste products associated with the processes used?
- 10-2>Who will pay for the damages to our infrastructure such as bridges and roads caused by the additional loaded trucks associated with the plant? How does this additional truck traffic reduce the present dangerous Bolton traffic conditions?
- 10-3>What are the smells, fumes and noise risks associated with such a plant? Where is the scientific-based data?
- 10-4>Why did some residents only receive the notice of the meeting on the day of the meeting while others only learned of the meeting from the comments/questions of their neighbours?
- 10-5>What are the chemical risks that will produce hazards for women who are in pregnancy condition?
- 10-6>How can we depend on the Ministry of the Environment to monitor conditions at the plant when there are an insufficient number of inspectors employed now due to cutbacks by the Province which means existing or future laws and regulations cannot be enforced?
- 10-7>Is this proposal another "done deal", similar to the Canadian Tire processes in 2012 and 2013?

I am opposed to this proposal as are the overwhelming majority of people who attended the information session last evening that I talked to. I am copying these remarks to Mary Nordstrom who I believe has responsibility for this file in the Planning Department.

As citizens we must protect our Quality of Life. Please take note of this important information.

What happens now to the sign sheets that I and others signed requesting to be kept informed of future meetings and discussions connected to the is proposal? These were completed as we entered the meeting place.

Thank you for your attention. I'd appreciate your written response by return-e-mail.

██████████ Bolton Resident, 1975 to present

Hand-delivered - Jan 2 2019

RECEIVED

JAN 2 2019

PLANNING DEPARTMENT

Copy: Tony Rose  
Ward 8  
Area Rep.

MEMORANDUM

To: MARY T. NORDSTROM, SENIOR PLANNER  
TOWN OF CALEDON

From: [REDACTED] CALEDON RESIDENT, 1978 to  
PRESENT

Subject: PROPOSED ASPHALT PLANT - COLERAIN DR.  
BOLTON

DATE: DECEMBER 27, 2018

As per the notice of Dec. 20 - 2018 from the  
Town of Caledon, I wish to register again my  
opposition to this proposal.

Attached is a note sent on Oct 12, 2018 that  
accurately summarizes the conversations I had with  
many Bolton area residents at the October 12, 2018  
public meeting. I support all of the comments made  
& summarized in the earlier e-mail.

I am opposed to this proposal since it will affect  
the Quality of Life already decreased by earlier  
Caledon decisions, most notably the Canadian Tire  
decision of June, 2013.

Please circulate these remarks & my note of Oct 12,  
2018, referred to above, to all Council members.

Thank you.

[REDACTED]

*Copy to Angela Panacci.*

Fw: MEETING LAST NIGHT RE: ASPHALT PLANT-SOUTH BOLTON-COLERAINE DRIVE

[REDACTED]  
Fri 2018-10-12, 12:30 PM  
[REDACTED]  
[REDACTED]

*Copy given to Tony Rosa  
on 3/1/19*

From [REDACTED]

Sent: October 12, 2018 12:06 PM

To: barb shaughnessy; kelly@darnleyformayor; ALLAN THOMPSON

Cc: MARY.NORDSTROM@caledon.ca

Subject: MEETING LAST NIGHT RE: ASPHALT PLANT-SOUTH BOLTON-COLERAINE DRIVE

I am sending this letter to you as a citizen of Bolton, to you as a citizen who is choosing to run for political office on Oct. 22/2018.

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10-7>Is this proposal another "done deal", similar to the Canadian Tire processes in 2012 and 2013?

I am opposed to this proposal as are the overwhelming majority of people who attended the information session last evening that I talked to. I am copying these remarks to Mary Nordstrom who I believe has responsibility for this file in the Planning Department.

As citizens we must protect our Quality of Life. Please take note of this important information.

What happens now to the sign sheets that I and others signed requesting to be kept informed of future meetings and discussions connected to the is proposal? These were completed as we entered the meeting place.

Thank you for your attention. I'd appreciate your written response by return-e-mail.

██████████ Bolton Resident, 1975 to present

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 24, 2018 10:29 AM  
**To:** Annette Groves  
**Cc:** Mary Nordstrom; Allan Thompson  
**Subject:** RE: Asphalt plant proposal Bolton

Here's one news report, there are quite a few others

<https://globalnews.ca/news/4585431/firefighters-dealing-with-toxic-exposure-after-asphalt-plant-fire-says-union-boss/>

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 24, 2018 10:26 AM  
**To:** 'Annette Groves' <[Annette.Groves@caledon.ca](mailto:Annette.Groves@caledon.ca)>  
**Cc:** Mary Nordstrom <[mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)>; Allan Thompson <[allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)>  
**Subject:** RE: Asphalt plant proposal Bolton

Thanks Annette, much appreciate the quick response.

Mary, please add me to the list for notification on public meetings for this proposal.

Thanks.

---

**From:** Annette Groves <[Annette.Groves@caledon.ca](mailto:Annette.Groves@caledon.ca)>  
**Sent:** Wednesday, October 24, 2018 10:23 AM  
**To:** [REDACTED]  
**Cc:** Mary Nordstrom <[mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)>; Allan Thompson <[allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)>  
**Subject:** Re: Asphalt plant proposal Bolton

Hello [REDACTED]

Thank you so much for your email. During the campaign we heard loud and clear from the community that they do not want this plant. I will look up what happened in Winnipeg with that plant.  
Mary will keep your email on file and notify you when the Town schedules a public meeting.

Mary, can you please provide a response to [REDACTED]

Kind regards

Annette Groves  
Regional Councillor  
Ward 5, Bolton  
Cell: 416-434-3256

In accordance with the Council Policy regarding the Use of Corporate Resources for Election Purposes, this email account is being utilized exclusively for Town of Caledon business. Election campaign related inquiries should be directed to the appropriate campaign office"

On Oct 24, 2018, at 9:07 AM, [REDACTED] wrote:

Hi Mary

I understand you are the person at city council that is overseeing the proposal by a company to put an Asphalt plant off Colerine in Bolton.

I am 100% AGAINST this for the obvious reasons. It's way too close to residential properties and the negative effects this would have on our air quality, risk of fire/accident, additional trucks in and around town to add to the ALREADY congested roadways with trucks outweighs any small potential benefit. There was just an incident in Winnipeg where there was a fire at an Asphalt plant that caused major smoke and flames that required, schools and residents to be evacuated. It doesn't take a rocket scientist or any report to tell me that this is safe, it's NOT. This belongs far outside any residential dwellings.

Bolton needs more residential re zoning of land not industrial, commercial. I've been here 17 years and I've seen this town slowly digress, become like a ghost town in the core where business are failing. Small businesses need people NOT more trucks, and certainly NOT an asphalt plant that will surely drive people out and reduce property values.

Allan/Annette, you need to do EVERYTHING in your power to stop this. See the CBC report on what just happened in Winnipeg. The people of Bolton don't want it, don't need it!

As 6 year Breast Cancer survivor the prospect of this coming so close to where I live is scary, poor air quality and air borne toxins can certainly cause cancer and that worries me tremendously for me and my family and for all residents of Bolton.

Thank you  
[REDACTED]

"This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed. The content of the message is the property of the Corporation of the Town of Caledon. The message may contain information that is privileged, confidential, subject to copyright and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are notified that any dissemination, distribution, copying, or modification of this message is strictly prohibited. If you have received this message in error, please notify the sender immediately, advising of the error and delete this message without making a copy. (Information related to this email is automatically monitored and recorded and the content may be required to be disclosed by the Town to a third party in certain circumstances). Thank you."

ENVIRONMENT

October 23, 2018 2:06 pm

Updated: October 23, 2018 2:13 pm

## Firefighters dealing with 'toxic exposure' after asphalt plant fire, says union boss

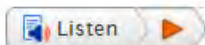


By Elisha Dacey

Senior Online Producer Global News



Submitted images and video show the toxic smoke rising over the RM of Springfield as fire crews work to control the situation.



- A A +

Firefighters were still on the scene Tuesday morning putting out hot spots after a fire burned millions of litres of liquid asphalt in the RM of Springfield Monday.

Thick, toxic smoke spewed from the fire and firefighters were exposed to a number of carcinogens, said Alex Forrest, President of the United Firefighters of Winnipeg.

**READ MORE:** [Fire out at Transcona Asphalt plant near Winnipeg's east Perimeter](#)

"I talked to a number of the members that were there and they said it was one of the worst fires that they had fought," Forrest told 680CJOB Tuesday morning.

"What we're dealing with now today is the incredible toxic exposure that these firefighters had," he added.

"There's solvents, different chemicals such as benzene, ... firefighters ingest these chemicals, absorb these chemicals and they also breathe these chemicals when they go on a scene like this."

The blaze began around 10 a.m. at Pounder Emulsions at 2800 Day Street but crews had the fire out by the afternoon.



The fire forced the evacuation of some nearby businesses as well as one school in the area. The evacuation order was lifted in the evening.

There were no injuries and the cause of the blaze remains under investigation. About four million litres of bitumen burned.



Forrest said about 100 Winnipeg firefighters were on scene to help the RM of Springfield put out the blaze, calling it a “great team effort.”

A spokesperson for the province said that suppression efforts were still ongoing, however, chemical runoff has been contained to the site.

“The province had air monitors downwind of the fire checking for hydrogen sulfide, volatile organic compounds (which includes chemicals like benzene, dioxane, toluene and saturated aromatic hydrocarbons), carbon monoxide and lower explosive limit.”

The spokesperson said no elevated levels were detected and area residents should not be worried about chemical contamination.

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Wednesday, November 14, 2018 3:48 PM  
**To:** Mary Nordstrom  
**Subject:** Letter of opposition to the proposed asphalt plant in Bolton

Hi Mary,

It's [REDACTED] here sending you this email as a resident. I have shared my opposition to this proposal to you as a Councillor but as my term will have expired when this matter is considered, I wanted to make sure my voice as a resident is known.

I absolutely do not support this application due to the fact that it neither complies with our OP or our Zoning bylaw. In fact such a use is so contrary for this area (and almost all areas in Caledon) that it is not even expressed as a use in either document and for good planning reason I would argue. This plant would provide extremely low employment numbers in relative and absolute terms yet the negative community impacts (truck volume, congestion, air quality, noise, dust, site visibility (height), truck movements/routes, working hours just to name some) are profound. I found it odd that the applicants documentation never identified the proposed Option 6 BRES lands (which I also vehemently oppose). It would seem reasonable that it would fall withing the area of influence of this plant.

There is an online petition against the plant which has over 1,000 signatures I believe. I'm not sure if staff are aware of it or not.

I know Town staff will provide a report that in unencumbered by any influence, simply reporting on whether or not they objectively find it supportable or not. I would like my name included on your contact list so I am aware of any meeting or development on this file.

Thanks Mary - wishing you all the best.

[REDACTED]



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## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Friday, July 27, 2018 1:10 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

Hello  
I am taking this opportunity to voice my concerns over the asphalt plant I hear is coming to Bolton.  
I am outraged to know that anyone on council or on staff would even consider this to be a good idea!!! Has anyone forgotten that we are a residential community!? I realize that Allan Thompson is interested in turning our once lively town into a warehouse wasteland, but this asphalt news is HORRIFYING!!!!!! The health risks, stench and pollution are real and concerning!!! We are trying to raise families here!!!!!!  
Who is allowing this to happen!!!!!!  
Please advise me on what my options are on trying to get this stopped!!!!

Thank you in advance

[REDACTED]

Sent from my iPhone

## Mary Nordstrom

---

**From:** Allan Thompson  
**Sent:** Tuesday, October 30, 2018 1:32 PM  
**To:** [REDACTED]  
**Cc:** Mary Nordstrom; MIT  
**Subject:** RE: Hello Mr.Thompson

Dear [REDACTED]

Thank you for the email. This application will have to go through both a public consultation and a zoning amendment process as they the current zoning does not permit this type of development in that area. I share the concerns expressed by residents. I'm copying our project manager on this reply so she can add your name to those residents who are opposing this development.

Thanks for reaching out.

Allan

*Allan Thompson, Mayor*  
*Town of Caledon | 6311 Old Church Rd. | Caledon, ON L7C 1J6*  
*E. [allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)*  
*W: [caledon.ca/mayor](http://caledon.ca/mayor)*  
*T. 905-584-2272 Toll free. 1-888-225-3366*  
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*[Sign up for my monthly newsletter](#)*

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**From:** [REDACTED]  
**Sent:** Friday, October 26, 2018 7:46 PM  
**To:** Allan Thompson  
**Subject:** Hello Mr.Thompson

Hello Mr. Thompson,

My family and I recently moved to Bolton because we were fond of the small town community and family oriented feel it has to raise a young family.  
It was brought to our attention that there is talks of an Asphalt Plant coming to Bolton and that really concerns myself and my husband as we made this move to better our children's future. We want them to play in our backyard and breathe in fresh clean air, not toxins.  
Please, Mr. Mayor, I beg of you. Don't let this happen in our beautiful city we call home.

Thank you for your time.

Sincerely,

[REDACTED]

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## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Wednesday, October 24, 2018 10:05 AM  
**To:** Allan Thompson; Annette Groves; Mary Nordstrom  
**Subject:** asphalt plant

I am opposed to an asphalt plant coming to our town. We used to be the "greenest town in Ontario". I highly doubt that we would still have this title given all the trucks coming and going and all the traffic problems. etc. I have lived in Bolton for almost 30 years and I do not like the way the town is going. Why can't we do something about the downtown core? Make it like a Kleinburg or a St. Jacobs? Take that block on Mill St and build loft condos?

Anyway, I thought I would voice my opinion for a change.

thanks

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Thursday, October 18, 2018 10:25 AM  
**To:** Mary Nordstrom  
**Cc:** [REDACTED]  
**Subject:** POPA 18-02 & RZ 18-04

Dear Ms. Nordstrom:

We are the owners of the properties municipally known as 31, 41, 61 and 161 Parr Boulevard and 8800 George Bolton Parkway as well as 65 and 69 Simpson Drive in Bolton, Ontario. In general, we lease the aforementioned properties excepting the properties on 65 and 69 Simpson Drive, to third party companies who operate a variety of business in the respective facilities. Our tenants represent a mix of manufacturing companies to planning and logistics companies as well as strictly office users. We are currently in the process of constructing an approximately 50,000 square foot facility on our property located at 8800 George Bolton which will be occupied exclusively by Bolts Plus Inc., and are seeking to develop the properties located at 65 and 69 Simpson Drive so that we can lease them to third party companies in the future. It is our submission that the proposed asphalt plant as provided for in the Application listed above would adversely affect our business, both from the point of leasing space to prospective new tenants as well as our ability to retain our existing tenants. Accordingly, we are strongly opposed to the application. Our concerns, which have also been shared by our tenants include, the increase in traffic, the noise, the odour and reduction in air quality and the loss of prestige in the general area that would surely follow if the Application were granted and the applicant proceeded to build and operate an asphalt plant in a location so proximate to each of the above properties.

We wish to stay informed of any further meetings and to be notified regarding the Town of Caledon's decision regarding this Application.

Please contact us with any questions.

Yours truly,

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Friday, October 12, 2018 7:08 PM  
**To:** Mary Nordstrom  
**Subject:** MJJJ asphalt plant

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I do not want this asphalt plant built in Caledon.

My concerns regarding this asphalt plant being in such close proximity to residents of Bolton and surrounding areas are huge. My husband currently has a disease which compromises his lungs. He does not have full capacity to his breathing already. Things like the air quality and contaminants in the air affect his breathing. As he does work on Coleraine that means he will be constantly exposed to this. My concern is also for my grandchildren, and my daughter who live in Bolton and both have asthma

Please do not allow this asphalt plant to be approved. So many people already have issues around the air quality.

Thank you,  
[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Friday, October 12, 2018 5:57 PM  
**To:** Mary Nordstrom  
**Subject:** MJJJ asphalt plant

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good evening Mary, I was informed you would be the one to speak to about the plant MJJJ wishes to place right smack dab in the middle of the entrance to our town of Bolton, I and as do all boltonites in the are have huge concerns regardless of the studies of this project. This type of plant should NOT be placed as the focal point of Bolton. We are trying to entice new comers into our beautiful town and you or whoever proposes to place a huge plant as the welcome party? How does this make any sense?? The silo's alone are ugly and even though they CLAIM the main building would be placed in front of them, trust me that does not block those monstrosity. This is not the place to be placing such a disaster. Move it more to Brampton or near airport road. We as the citizins of Bolton refuse this project and we will unite to stop it any way or form. I currently admin a community page for Caledon and we will rally all our township if this continues. We have children and family to look after, studies are short term results, these types of plants are cancer causing and will not be tolerated. We demand to be heard and we will voice our objection in any public space or forum to stop this.

Thank you for your time.

[REDACTED]

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## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Friday, October 12, 2018 4:21 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

Hi there,

Emailing about the Asphalt plant.

It's proposed to go into an area that is too dense of an area with, people and day cares.

This type of facility should be in ward 4. More closer to farmers fields where there is not much people.

I'm OK with it being close to Bolton but it needs a location where it can be on its own

Thanks,

[REDACTED]

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## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Thursday, November 22, 2018 10:47 PM  
**To:** Mary Nordstrom  
**Subject:** Appeal procedure

Hello Mary,

I am a resident in Bolton and I am very concerned about the possibility of an asphalt plan on Coleraine drive. I was wondering what the appeal process is? Can a resident simply appeal this in writing as stated in the memo online and if so what is the deadline. Furthermore, if it is appealed by a resident what is the outcome. Lastly, is the ministry of the environment aware of this application?

Looking forward to hearing from you.

Kind regards,

[REDACTED]

Sent from my iPhone

**From:** [Sandra Sharpe](#)  
**To:** [REDACTED]  
**Cc:** [Mary Nordstrom](#); [MIT](#)  
**Subject:** Proposed Asphalt Plant  
**Date:** Tuesday, November 27, 2018 3:13:02 PM

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[REDACTED]

Thank you for the message and for sharing your thoughts. I certainly understand the concerns from the community and I have questions and concerns of my own. There will be opportunities for residents to have their say about this application and I'm forwarding your email to our planning department so that it goes on the record as being opposed to this application.

Thanks for reaching out. Allan

*Allan Thompson, Mayor*  
*Town of Caledon | [6311 Old Church Rd. | Caledon, ON L7C 1J6](#)*  
*E. [allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)*  
*W: [caledon.ca/mayor](http://caledon.ca/mayor)*  
*T. [905-584-2272](tel:905-584-2272) Toll free. [1-888-225-3366](tel:1-888-225-3366)*  
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**From:** [REDACTED] -  
**Sent:** Thursday, November 15, 2018 12:57 PM  
**To:** Allan Thompson <[allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)>  
**Cc:** Annette Groves <[Annette.Groves@caledon.ca](mailto:Annette.Groves@caledon.ca)>; Rob Mezzapelli <[Rob.Mezzapelli@caledon.ca](mailto:Rob.Mezzapelli@caledon.ca)>; Jennifer Innis <[jennifer.innis@caledon.ca](mailto:jennifer.innis@caledon.ca)>; Nick DeBoer <[nick.deboer@caledon.ca](mailto:nick.deboer@caledon.ca)>; Gino Rosati <[gino.rosati@vaughan.ca](mailto:gino.rosati@vaughan.ca)>  
**Subject:** Proposed Asphalt Plant

Allan and Councillors,  
Re the asphalt plant proposed for the Bolton Industrial area:  
I would urge that you not support the establishment of this industry within the Ward 5 urban boundary. I attended the public open house sponsored by the proponent, reviewed their documents and maps, and discussed my concerns with 2 of their representatives. I was still not convinced that this industry was desirable or suitable to locate at their proposed location.

[REDACTED]  
[REDACTED]  
[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
[REDACTED] PM  
**To:** Mary Nordstrom  
**Cc:** Annette Groves; Tony Rosa  
**Subject:** Zoning By-law Amendment - Asphalt Plant Objection

Mary Nordstrom  
Senior Development Planner  
The Corporation of The Town of Caledon  
RE: File Numbers : POPA 118-02 & RZ 18-04

Re :

I strongly object to the establishment of the asphalt plant proposed for the Prestige Industrial area in Bolton. I did attend the public open house sponsored by the proponent in the fall of last year, reviewed their documents and maps, and discussed my concerns with 2 of their representatives. I was not convinced in the least that this industry was suitable to locate at their proposed location. The proposed site is well within the prestige industrial area. An asphalt factory makes no sense being located within the Bolton urban boundary.

The following are among my reasons:

1. This area is current zoned for PRESTIGE INDUSTRIAL uses. An asphalt plant contradicts the meaning of prestige.
2. A plant that heats and mixes hot tar and has open storage, no matter how modern, has significant potential for an incident releasing noxious odours.
3. An "accidental" fire on the property would release large quantity of dangerous fumes. It would also be challenging to extinguish in a short time.
4. The Prestige Industrial zoning is designed to attract a certain quality of uses deemed acceptable to the community. Approval of an asphalt plant would set a very bad precedent for our Prestige Industrial Park.
5. Many years ago, even before the "Prestige" zoning was created for this area, a meat packing company attempted to locate in our industrial area. The residents hotly objected to it and the Council of the day wisely rejected the application .
6. The Town of Caledon has abundant land with industrial potential in more appropriate locations, with excellent regional roads, compatible adjacent existing industrial activities, and away from residential communities.

For all of the above reasons I urge the Council to reject this application.

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Friday, December 21, 2018 8:24 AM  
**To:** Mary Nordstrom  
**Subject:** Against asphalt plant in Bolton -killing us with aresenic  
**Attachments:** 0840C052-56AF-48AC-841A-D2EF6CC341A4.png

Have you read all of the studies from the proposed asphalt plant in Bolton ? One of their outputs amount others is aresenic. As per their own study . With winds blowing west towards harvest moon essentially you believe it's okay to slowly kill us with aresenic. Please advise all I can do to get this asphalt plant dennied. Do you even live in Bolton ? Do you care about my children.how is it okay to put arsenic in our air

--  
[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Friday, December 21, 2018 9:52 PM  
**To:** Mary Nordstrom  
**Subject:** Proposed Asphalt Plant

Dear Mary,

Recently we have been discussing our growing concerns around the proposed asphalt plant that may be coming to Bolton. As residents, we feel these concerns must be taken into serious consideration.

Asphalt plants emit numerous toxic and noxious fumes into the air on a regular basis. All of which are poisons that would be exposed to our residents in this beautiful town. As a family of five, with three young children who love to play outdoors, we feel the detrimental effects of this plant would be tremendous. We can't imagine having to tell our children that they have to play indoors due to the high levels of toxins in our air. Not to mention even more truck traffic and the toxins leaking into the ground.

It is our understanding that any and all concerns will be heard. Please hear this loud and clear. We say 'NO' to any asphalt plant of any kind in the town of Bolton. Keep Bolton beautiful and the air clean.

Sincerely concerned,

[REDACTED]  
[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Sunday, December 23, 2018 9:01 PM  
**To:** Mary Nordstrom  
**Subject:** MJJJ - Asphalt Plant Concerns

Dear Mary,

Recently there have been many discussions in our community around our growing concerns with the application of this Asphalt Plant wanting to come to Bolton. As a long time Bolton resident who has been honoured to live in this clean and safe community, I feel my concerns with this plant proposal be seriously reviewed and brought forward to the planning meeting in January.

I am seriously opposed to this Asphalt Plant for a number of reasons....

There are concerns around the environmental effects it will have on our Air quality, these plants emit pollutants in the air and seep toxins into the ground. Leakage into the ground has negative impacts on our water system. This is a serious Health concern I have, given the repercussions of these emissions on our future health and that of our young children of Bolton.

We all know that toxins such as these can bring serious critical illnesses that are life threatening. This is not ONLY a Health concern but an Environmental one as well.

We have many manufacturers in Bolton that are food producers, so what do you expect of them? to restructure their venting systems? What about all the restaurants around town? They may very well just get up and leave and they provide large revenue to this town of ours., not to mention lost jobs for many Bolton residents.

The location of this plant is less than 4 km for the residential areas, I do not want to be sitting on my deck in the summer and rather than breathing in fresh air, I am breathing in poison that is going to kill me.

There is also the concern of Noise impacts with this plant and the added strain of truck traffic that we cannot currently support due to a high level of Truck traffic we have now. The current infrastructure is not prepare to for this plants truck traffic. How many more people need to die on Highway 50 due to our large Truck traffic volume, there is no more room for this traffic strain .

I moved to Bolton 26 years ago, one of the many reasons I moved here was because of the Beautiful and clean community it was to raise a family in. If you allow this asphalt plant to come to Bolton we will be killing that image of Bolton I don't want to be stuck indoors not being able to go for long walks through this town because of the poor air quality and smell or because I will be POISONED.

Bolton is known for being a Family type of community, full of young families coming to raise their families in a Beautiful and safe environment. It is a community that has long time residents that have established their roots and many generations of family Please do not allow this Asphalt plant give our residents a reason to leave and not want to live here, then what will be left of Bolton? Let's not ruin Bolton with allowing this poisonous plant to come. Let's protect our residents' health & environment.

Keep Bolton Beautiful!!!

Seriously opposed and concerned,

[REDACTED]



## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Sunday, December 23, 2018 9:22 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

I am really concerned about an asphalt plant being located in an area that is supposed to be Prestige Industrial. Besides degrading the standard for the area there are very real environmental concerns. I did read their proposal and some reports about the dangers of asphalt plants and it seems to me that the environmental concerns are very real. Unfortunately I will be down south for most of January and will miss the meeting. It bothers me that this was published over Christmas and the meeting is so soon in January. Is this the beginning of a lengthy process or could this be approved in January?

Thank you [REDACTED] (Bolton resident)

Sent from my iPhone

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Friday, December 28, 2018 5:38 PM  
**To:** Mary Nordstrom  
**Cc:** Allan Thompson; Annette Groves; Tony Rosa  
**Subject:** MJJJ DEVELOPMENTS INC.

Dear Mary, Allan, Annette and Tony,

It is with great concern that I am writing you today.

The proposal from MJJJ Developments Inc. under Official Planning Amendment POPA 18-02 and Zoning By-law Amendment RZ 18-04 is a matter that I fundamentally disagree with.

My opposition to this company's plan is straight forward. I do not want this type of enterprise near the air that my community breathes. Until I have the opportunity to view all environmental assessment information, including the vetting of the submitted assessment(s), I stand in full opposition to any proposal from MJJJ Developments Inc.

Further to my point, this company has previously acted in bad faith regarding this matter.

The public meeting that the company hastily arranged, with a letter only 24 hours prior to the meeting day, was at best a farce, intended to not truly inform, but to undermine the town's ability to drive the agenda. Without prior consultation with the town, this haphazard meeting was devoid of all the stakeholders that needed to convene. If this shoddy example of respect to the town council and the community at large is how this company seeks to position itself, then we are all better off to not allow this to move forward.

I am submitting this letter by email, as I will be out of the country on the date of the public meeting. Please forward a copy of this email to the Clerk's Office, as my submission.

I would like copies of all the pertinent information that comes forward on this file.

Furthermore, I wish to state clearly that I to reserve my right to appeal any decision regarding these two proposed amendments, despite my absence at the public meeting of January 15, 2019.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED] -

## Mary Nordstrom

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**From:** Sandra Sharpe  
**Sent:** Wednesday, January 02, 2019 9:13 AM  
**To:** [REDACTED]  
**Cc:** Mary Nordstrom  
**Subject:** RE: MJJJ Development Inc. -Asphalt Plant

[REDACTED] thank you for your email letter. I am forwarding it to the lead planner on this file so it can be added as public comment on the record.

Thank you, Sandra

**Sandra Sharpe, CMM**  
Executive Assistant to the Mayor

Office: 905.584.2272 x4019  
Email: [sandra.sharpe@caledon.ca](mailto:sandra.sharpe@caledon.ca)

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---

**From:** [REDACTED]  
**Sent:** Wednesday, December 26, 2018 3:54 PM  
**To:** Sandra Sharpe <[Sandra.Sharpe@caledon.ca](mailto:Sandra.Sharpe@caledon.ca)>  
**Subject:** MJJJ Development Inc. -Asphalt Plant

To whom it may concern;

I'm writing to express my concern to **NOT approve the asphalt plant in Bolton.**

I'm currently a 26 year resident of Bolton. In the years here it has been a small community to raise a family with schools, parks, trails and organized sports for our children. I'm in shock that I would

be here today writing this letter to voice my concern on a plant that is so close to our community. Why ruin a community for a plant that can clearly be put in an all industrial area that will not effect families

trying to raise their children.

In todays age of cable TV, Facebook, YouTube, Xbox and other electronic devices the growing population needs more active children outside getting exercise and joining organized sports. If an asphalt plant

is approved, how will this help our children if they will be exposed to harmful toxins in the air. This will affect our children's development and society as a whole.

Lets as a community STOP and think of our children and not our developers pockets.

Solidarity we stand.



## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Friday, January 04, 2019 4:29 PM  
**To:** Mary Nordstrom  
**Subject:** proposed asphalt plant

Dear Ms. Nordstrom:

I cannot attend the meeting to discuss the proposed asphalt plant.

I am writing to express my firm opposition to an asphalt plant's being built on the west side of Bolton.

We do not need or want the trucks and the smell and the air pollution.

I am writing to express my firm opposition to changing the Official Plan in order to accommodate this firm's request.

I trust that the Town of Caledon will honour the wishes of the people who live here.

Please keep me informed of any and all developments in this matter.

[REDACTED]

[REDACTED]

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 08, 2019 7:57 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

Hello Mary

I am contacting you to express concerns over the possibility of an asphalt plant in Bolton due to the proximity of the proposed plant to daycare spaces, food locations and residences. In addition to the health risks associated with asphalt particles.

Please let me know if this email suffices or if you need further detail for reasons to my opposition for the asphalt plant in Bolton.

Sincerely,

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Thursday, January 10, 2019 12:00 PM  
**To:** Mary Nordstrom  
**Subject:** Bolton Doesn't need an asphalt plant

Hey Mary,

I've yet to meet a single person in Bolton (besides Annette groves) who wants to see an asphalt plant open up in town.

It will bring pollution and unnecessary noise to our tranquil town. It will also increase the amount of trucks driving through town.

I hope you'll take this into consideration moving forward

Cheers

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Friday, January 11, 2019 6:59 PM  
**To:** Eric Chan  
**Cc:** Arash Olia; Mary Nordstrom  
**Subject:** Re: Proposed Asphalt Plant

Eric,

Thanks for the reply. I realize that I misinterpreted the total traffic generated information. When I saw the "Total Site Traffic Volumes" graphic on page 12 of the TIS I assumed it was for a typical day but see that it only speaks to the am and pm peak hours for a total of 124 truck movements over 2 hours.

I have 3 questions I would like to request answers to:

I had asked for clarification on daily truck volumes months ago and am disappointed the information has not been provided. This of course is not on staff - I know you have asked the question but have not received a reply. I believe this information is critical to understand the community impacts related to truck movements. Question 1 - What is the average daily typical volume of asphalt produced per day and the total number of truck movements this would generate?

I am also very interested to know if truck movements related to reclaimed asphalt is included in their truck movement counts. Of their 62 peak hour truck movements, 40 are asphalt trucks which I assume are going in empty and going out with a load of asphalt. 10 trucks in and out per day are for aggregate which I am assuming is virgin material and one truck per day for cement. No where do they discuss the delivery of used asphalt which will contribute to the two large stockpiles shown on their site plan. I believe these are additional truck movements that will be made throughout the day that are not included in their data. This data needs to be known to fully illustrate total daily truck movements. Question 2 - What are the total daily truck movements related to reclaimed asphalt operations?

My last question relates to the office building. Question 3 - Is this an office building related to the asphalt plant? The site plan makes it look like they are separate. I haven't found any information that provides clarity. If it is not related to the asphalt plant what is the intention/use of this office building?

Thanks for your assistance.

---

**From:** Eric Chan <[Eric.Chan@caledon.ca](mailto:Eric.Chan@caledon.ca)>  
**Sent:** Wednesday, January 9, 2019 9:42 PM  
[REDACTED]  
**Cc:** Arash Olia; Mary Nordstrom  
**Subject:** RE: Proposed Asphalt Plant



Happy New Year. I hope you and your family had a nice holiday break.

I got your voicemail today. We do not have full answers to your questions, and have provided the comments to Town's lead planner, Mary Nordstrom ( [mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)) to be communicated with the developer and the traffic consultant for the clarification.

Based on the Traffic Impact Study Report from Sept 2017 (see [Link](#)), the projected traffic volumes in 2022 are for the AM and PM Peak hour only, and no daily traffic information. The report also does not include the disaggregated truck traffic based on the operation.

Once additional data and the updated report became available, it can be accessed through the development website (see [Link](#)).

Thanks,

Eric Chan, P.Eng., PMP  
Manager, Transportation Engineering  
Finance and Infrastructure Services

Office: 905-584-2272 x.4076  
Cell: 416-452-7091  
Email: [Eric.Chan@caledon.ca](mailto:Eric.Chan@caledon.ca)

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## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Saturday, January 12, 2019 3:53 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

Good afternoon

I am a long time resident of Bolton living at the King and Coleraine residential community.

I have seen Bolton change tremendously over the years, and not for the better. I am 1000% against the Asphalt plant. It's already congested on Coleraine with trucks, new industrial buildings popping up. This plant would not only add to the congestion, but the air quality is a huge concern for us residents. This must be stopped.

Our beautiful lands and history must be maintained. We need to bring back the old Bolton community feel. I really hope that the Mayor and council members hear us and put a stop to this.

I would attend the meeting but I work nights.

Thank you kindly for this opportunity.

[REDACTED]

Sent from my Samsung Galaxy smartphone.

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Saturday, January 12, 2019 9:57 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt company

I oppose the establishment of an asphalt company in Bolton. I have seen a dramatic increase in traffic on Hwy 50 since the Canadian Tire warehouse went up in Bolton, adding to the other trucking companies already in existence. Getting to work and coming home is hectic not to mention the added danger with all the trucks around.

[REDACTED]

Sent from my Samsung device

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Sunday, January 13, 2019 2:42 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

I am sending this email to add my voice stating I do not support any asphalt plant coming to Caledon.

Thank you for your attention to this matter.

[REDACTED]

--

Sent from Gmail Mobile

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Sunday, January 13, 2019 9:24 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Petition  
**Attachments:** petition\_signatures\_jobs\_13731704\_20190114020415.pdf; ATT00001.txt

Please accept the attached petition in preparation for the upcoming community meeting regarding the Asphalt Plant.

The residents have spoken and do not want the zone change application to be accepted by the Town Of Caledon. We do not want an Asphalt Plant in our backyard.

Thank you kindly for your time,

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Sunday, January 13, 2019 9:46 PM  
**To:** Mary Nordstrom  
**Cc:** [REDACTED]  
**Subject:** Bolton Ashpalt Plant

In reference to the following:

### Contact

For more information or to provide comments, feedback or ask questions, please contact:

[Mary Nordstrom](#), Senior Development Planner  
905-584-2272 x. 4223

My response/questions/feedback to the application of MJJJ are as follows:

Aerocoustics Report dated Sept 11 2017

[https://www.caledon.ca/en/townhall/resources/Development\\_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Acoustic-Assessment-Report.pdf](https://www.caledon.ca/en/townhall/resources/Development_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Acoustic-Assessment-Report.pdf)

Provides for Noise Control of a 3 meter high wall with no gaps.

6.1 Asphalt Plant Noise Controls • Upgrade privacy fence to acoustic barrier: To the extents indicated in Figure 2, the privacy fence surrounding the facility must be upgraded to meet the requirements of an acoustic barrier – (10 kg/m<sup>2</sup> surface density). The span of barrier labelled ‘Barrier 1’ must achieve a height of 3.0 meters and there must not be any gaps between this barrier and the aggregate pile barrier to the west. This shielding may be achieved by means of an acoustic fence, an earth berm, shipping containers, concrete blocks, or any other obstruction that meets the above definition for an acoustic barrier.

**Q: What is proposed for the continuous 3 meter high barrier and what will this look like to our residents?**

BCX Air Quality report dated May 2018:

[https://www.caledon.ca/en/townhall/resources/Development\\_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Acoustic-Assessment-Report.pdf](https://www.caledon.ca/en/townhall/resources/Development_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Acoustic-Assessment-Report.pdf)

Concludes (para #5) that a further study is required of potential air quality impacts (health and nuisance) and recommends (para #6) that Dig-Con use it’s “Best Management’s Practice Plan” for control.

**Q: How do we ensure that the Best Management Practice Plan is continuously carried out and what happens if it isn’t or is not constant?**

Environmental Noise Impact Study prepared by Aerocoustics dated Sept 11 2017

[https://www.caledon.ca/en/townhall/resources/Development\\_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Environmental-Noise-Impact-Study.pdf](https://www.caledon.ca/en/townhall/resources/Development_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Environmental-Noise-Impact-Study.pdf)

Para #6 states: "The noise controls summarised in this section have been determined through noise impact predictions to be effective in controlling the noise generated by the proposed facility, satisfying MOECC sound level limits. It should be noted that there may be other effective noise controls that could replace or revise some of the controls outlined in this report. Prior to implementing any changes to noise controls, appropriate studies should be undertaken to demonstrate that the MOECC sound level limits will be satisfied and should be undertaken by a qualified acoustical engineer."

**Q. Please provide the appropriate studies of a qualified acoustical engineer that have been undertaken as above.**

Arborist Report dated February 16, 2016

[https://www.caledon.ca/en/townhall/resources/Development\\_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Arborist-Report.pdf](https://www.caledon.ca/en/townhall/resources/Development_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Arborist-Report.pdf)

Provides that only 9 trees will remain out of 45, with the remainder being removed for the proposed construction of the asphalt plant. Further, the removal of the trees does not fall under the purview of the Town of Caledon Woodlands Bylaw. Neighbouring trees should have low to no construction impacts if no construction material is within the drip line of these trees.

Recommendations: It is recommended that trees on neighboring properties not be removed. No construction material should be placed in the dripline of these trees.

Also provides that the The Town of Caledon may require monitoring of the property by the consulting arborist throughout the remaining portion of the project. The intent of monitoring is to assure that the protected trees are in good health and should there be any issues, that they are noted and dealt with immediately.

**Q. #1 How will you force the "neighbouring properties to ensure that no construction material should be placed in the "dripline".**

**Q. #2 How does the TofC monitor, who pays for the monitoring, and what will be done to "deal with this immediately."**

**Q. #3 Is it correct that this complies with the Town of Caledon Woodlands Bylaw?**

Traffic Impact Study prepared by TMIG dated September 2017

[https://www.caledon.ca/en/townhall/resources/Development\\_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/17101---TIS-SEPTEMBER-12-2017---Final.pdf](https://www.caledon.ca/en/townhall/resources/Development_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/17101---TIS-SEPTEMBER-12-2017---Final.pdf)

Traffic Data was obtained in 2016: Existing Traffic Data Turning movement counts dated November 2016, were provided by the Town of Caledon for the intersection of Coleraine Drive and George Bolton Parkway.

Site Trip Generation is set out in 5.1: The client has provided current data on operations of an existing asphalt plant as a proxy for the expected generation of the subject site. The expected annual output has been estimated as 300,000 tonnes considering peak demand and output, seasonal variation and the times of operation of the plant. The peak output of the plant is 400 tonnes per hour, although it is not expected to operate at or near peak during normal operation. In order to generate the estimated truck traffic associated with the application, the following assumptions and base data have been adopted based on the proposed Operation Plan dated November 2016 and information based on existing asphalt operations provided by the client. A

maximum output of 400 tonnes / hour has been provided by the client and has been used to model the peak possible traffic generated by the plant.

Plant maximum output = 400 tonnes / hour ♣

Truck capacity = 20 tonnes

400 tonnes / 20 tonnes per hour – 20 trucks per hour

This maximum output is used to represent the highest volume shipping possible as a conservative measure. Additionally, there is expected to be 10 delivery aggregate delivery trucks a day and 1 asphalt cement truck. The number of employees of the plant and office are at most 18, with a minimum of 11. As a conservative measure, it was assumed that all employees generated an inbound trip at 6:30 AM and an outbound trip at 5:30 PM. Because of the start time of these employees, the inbound trips were not included in the AM site traffic as it falls outside the peak hours.

**Q.#1 Is the information that was provided by the Town of Caledon in November 2016 still valid?**

**Q #2 Can Coleraine / George Bolton / Simpson provide for this additional truck / personal employee vehicle traffic demand in 2019 without issues?**

Urban Design Report dated May 2018 prepared by SGL:

[https://www.caledon.ca/en/townhall/resources/Development\\_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Urban-Design-Report.pdf](https://www.caledon.ca/en/townhall/resources/Development_Applications/MJJJ-Developments-Inc---Asphalt-Plant-/Urban-Design-Report.pdf)

Purpose:

Conform with the Region of Peel and Town of Caledon policy and 1) Introduction 1.1.

PURPOSE guidelines, in particular the Industrial Commercial Design Guidelines (ICDG) by: • Creating a strong industrial/commercial neighborhood identity through the development of attractive well designed sites and buildings. • Presenting a well landscaped and visually pleasing streetscape. • Creating attractive focal areas at entrances into and along the edges of the industrial subdivision. • Developing an innovative and cost-effective design in both the public realm and private lands.

Conclusion:

The proposed industrial development is designated as Prestige Industrial, and is located in a priority location. It will enhance the appearance of Coleraine Drive through attractive architecture and continuous front yard landscape. The development can contribute to projecting the image of a high profile industrial park to people traveling north on Coleraine Drive as well as improving the streetscape on the west edge of the Bolton Industrial Park. The core design considerations of the site and the building are to provide a high profile architectural design for the office building, while enhancing the streetscape quality of Coleraine Drive and screening industrial elements from the street. As part of a multi disciplinary submission to the Town of Caledon, this Urban Design Brief indicates how the proposal is consistent with the relevant regulatory land use and urban design framework and addresses the applicable urban design guidelines.

**Q: Please confirm the details as to how this conforms with the Town of Caledon policy as mentioned above?**

██████████





## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 12:22 AM  
**To:** Mary Nordstrom  
**Subject:** Re: Against asphalt plant in Bolton -killing us with areсенic

Hi Mary ,

Please express my undying concern and opposition with this plant at the upcoming meeting,

This plant is a disgusting idea and should simply be that an awful idea and not be followed through with !!!  
They will expose areсенic into our air

Do you live in Bolton ? I bet you don't if you are supporting this .

Please read my email in the meeting

[REDACTED]

On Friday, December 21, 2018, Mary Nordstrom <[mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)> wrote:

[REDACTED]

Thank you for your email. The reports are being reviewed by Town departments and external agencies, like Peel Region and coordinated technical comments will be provided to the applicant. There is no pre-determined approval for this application. The approval or refusal of the applications would be determined by Council at a later date.

A public meeting is scheduled for January 15<sup>th</sup> and is an opportunity for residents like yourself to attend and express your comments to the applicant and member of Council. I have attached a copy of the notice of public meeting.

I can also add you to our notification list so that we can inform you of any future meetings and/or reports to Council regarding this application. If you would like to be added, please provide your full mailing address.

Regards,

**Mary T. Nordstrom, MCIP RPP**

Senior Planner, Planning & Development

Community Services

Office: 905.584.2272 x.4223

Email: [mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)

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**From:** [REDACTED]  
**Sent:** Friday, December 21, 2018 8:24 AM  
**To:** Mary Nordstrom  
**Subject:** Against asphalt plant in Bolton -killing us with aresenic

Have you read all of the studies from the proposed asphalt plant in Bolton ? One of their outputs amount others is aresenic. As per their own study . With winds blowing west towards harvest moon essentially you believe it's okay to slowly kill us with aresenic. Please advise all I can do to get this asphalt plant dennied. Do you even live in Bolton ? Do you care about my children.how is it okay to put arsenic in our air

--  
[REDACTED]

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## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 6:52 AM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

I am writing to let you know that I am opposed to having this plant built where they are proposing to build it. I was at the info session, and though they say there are no emissions, just vapour, I simply do not believe this. This area is zoned prestige and should remain so. Please count my vote as NO.

Thank you.

[REDACTED]  
Resident

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 7:18 AM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

Hello

I do hope I have the correct email address here.  
I am sending this to say that I object to the Asphalt Plant coming to Bolton.  
Thank you  
[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 10:45 AM  
**To:** Mary Nordstrom  
**Subject:** MJJJ Developments (Asphalt Plant Notice of Application Meeting)

As I am unable to attend this meeting, I would like to go on record as stating I am against this application for an Asphalt Plant in this location

[REDACTED]  
Bolton

Sent from my iPad

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 4:06 PM  
**To:** Mary Nordstrom  
**Subject:** NO!!!

I do not want an asphalt plant in my Bolton.

Sent from my iPhone

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 4:51 PM  
**To:** Mary Nordstrom  
**Cc:** Annette Groves  
**Subject:** File#POPA 18-02 & RZ 28-04 MJJJ Development Asphalt Plant

Hello

I am writing to appose the development of an Asphalt Plant in Bolton. The last thing we need in Bolton is this kind of business the health & traffic issues alone will be a nightmare. I say NO to a Asphalt Plant. I have already signed the petition.

Concerned resident in Bolton

[REDACTED]



## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 5:32 PM  
**To:** Mary Nordstrom  
**Subject:** NO asphalt plant

Hello

We DO NOT want an asphalt plant anywhere near our home, Bolton Ontario. Anybody with any sense can figure out how dangerous this would be to our health. No amount of business or money is worth harming us, including those with compromised immunities.

We don't want the pollution or the traffic!

Put it away from homes and then if people want to build their homes near an existing asphalt plant, that would be their (bad) choice.

Sincerely

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Monday, January 14, 2019 7:37 PM  
**To:** Mary Nordstrom  
**Subject:** No to Asphalt plant

Please note I am against the Asphalt plant coming to Bolton. I will not be able to attend the meeting but my husband will.

[REDACTED]

Sent from my iPhone

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 6:41 AM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

Hello,

I am not able to attend the meeting tonight as I have a young child who has to go to bed but wanted to notify you that I strongly object to the asphalt plant being built in Bolton.

[REDACTED]

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 7:22 AM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

Morning Mary

As a very concerned citizen of Bolton, I strongly disagree with the bylaw change to allow this type of industry to settle in our community. Surely there are less settled areas that could accommodate this plant that would not make such an impact on those already calling the area home.

The impact on our already busy roads. Our once clean air. What has Bolton become? What are our councillors and mayor saying by even entertaining this?

Please count two votes against this dilemma....my husband and I strongly disagree and would cherish the fact that citizens that support and live in the area do have a voice in what happens around their beloved home!

Thank you.

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 10:12 AM  
**To:** Mary Nordstrom  
**Subject:** Proposed Asphalt Plant

Good Morning,

I am unable to attend tonight's meeting, but would like it on record that as a resident of Bolton I strongly oppose the location of the proposed asphalt plant.

After reading the reports I do not believe it is in the best interests of the residents of Bolton. Our voices were ignored on the Canadian Tire mega warehouse, but this is more than an eyesore with lots of trucks. There is no positive for the Town in allowing this to proceed. Especially if the residents of Bolton are of any importance.

Regards,

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 10:34 AM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

Hi Mary,

Unfortunately I will not be able to attend the meeting tonight regarding the proposed asphalt plant in Bolton. I am writing to let you know that I am totally against it!! The citizens of Bolton do not want arsenic leaking into our air, no more trucks going in and out of Bolton, horrible eye sores into the skyline!!

NO TO THE ASPHALT PLANT!!!

Thank you,

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 11:18 AM  
**To:** Mary Nordstrom  
**Cc:** [REDACTED]  
**Subject:** Town Meeting re Asphalt Plant

Hi Mary

I am resident of Bolton and I am unable to attend the meeting tonight but would like for you to record my OPPOSITION to the proposal to re zone the land for the purpose of building an Asphalt plant.

There isn't 1 report that would tell me having an asphalt plant so close to residential communities and schools is a good idea. This type of plant needs to be in a more remote area. I understand that the owner would love to have his plant so conveniently located to many roadways for ease of access but that should not take priority over the health and safety of those living in Bolton/Caledon.

For comparison you could look at the fire at an asphalt plant Winnipeg last year. Accidents can and will happen and I don't want the risk of fire and toxic fumes invading where me and family live.

<https://globalnews.ca/news/4581002/black-smoke-billowing-near-winnipegs-east-perimeter/>

Thank you, please do the right thing and deny this application

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 12:48 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant

I am writing to you in hopes you will stop the towns plan to build the asphalt plant.

When we moved to Bolton over 10 years ago, it was a cute town flourishing and surrounded by young families.

As the years have passed we have watched highway filled filled with transport trucks, more accidents and more criminal activity.

And now the plan to build an asphalt plant in a town filled with young families, I believe will be a very irresponsible thing for the town to do. With toxic fumes filling our air, the noise and yet again more transport truck presence.

I ask that you please reconsider this decision against building this plant in our town for the safety and health of our community.

Thank you,  
[REDACTED]



## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 1:25 PM  
**To:** Mary Nordstrom; Nick DeBoer; Annette Groves; Tony Rosa; Allan Thompson  
**Subject:** Proposed Asphalt Plant in Bolton

Dear Mayor and Councillors,

PLEASE PLEASE for the sake of our children, our safety and community **DO NOT APPROVE** this asphalt plant!

It is completely incomprehensible that this is even being considered in our community. A facility like this should be at least 20 km's away from any residential homes no matter what safety measures, air quality reports, road safety reports they claim. **It is just not worth the risk!**

A facility like this will further endanger our already **dangerous** roads in and out of Bolton, affect our air quality and our property values. These are the most important things in a community. I don't care how much tax dollars it brings in it is simply NOT WORTH IT!!!

Please **DO NOT APPROVE THIS!** It is 5 km's away from my home that I have been working my entire adult life to pay for and this will devalue it for certain. I don't want to have to move out of Bolton, I raised my son here and all my friends are here, but this will be a **travesty to this community.**

Mr. Mayor, do you live in South Bolton? Perhaps this will not affect your home, but it will affect mine and my life and my neighbours.

Thank you for your time and reading this e-mail.

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 1:36 PM  
**To:** Mary Nordstrom  
**Subject:** Town of Caledon residents oppose the location of this asphalt plant

Dear Mary,

I have been informed of the latest news happening here in Caledon and writing to you as a resident of the Town of Caledon, I've lived here for 17 years now, I oppose the location of this asphalt plant right here in town.

Hope my voice matters.

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 1:38 PM  
**To:** Mary Nordstrom  
**Cc:** [REDACTED]  
**Subject:** NO!! To the Asphalt Plant.

Hello Mary,  
I have been a Caledon resident most of my life and live in Bolton now.  
A Definite NO from me in regards to building an asphalt plant.  
Thank you for including my "NO" in your petition.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 5:28 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant-NO!

Good evening,

I am writing to express my concerns over the "proposed" asphalt plant that the town is currently reviewing applications for. To allow for an operation that will emit toxic fumes into a residential area (yes it's a mere few kms from homes) is irresponsible of our counsel. This type of business should not be permitted to operate in such close proximity to daycares, residential areas, medical facilities.

In addition to health concerns our roads cannot accommodate more trucks. Highway 50 and Mayfield roads are already full of trucks driven by people that have no regard for anyone's safety.

Please accept this email expressing that I am opposed to this addition to the village of Bolton, or anywhere else in Caledon.

I trust our council WILL fairly consider the people this will affect BEFORE approving this type of business. This is not what the town of Bolton needs! Listen to the people that live here!

For any upcoming meetings, please add my email address to your distribution list.

Kind regards,

[REDACTED]

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 5:39 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant - Bolton

Hello,

I had planned to attend today's meeting to protest the building of an asphalt plant in Bolton on Coleraine. I am unfortunately not able to attend. Please accept this email as confirmation that as a long time resident and taxpayer of Bolton, I am emphatically opposed to the building of an asphalt plant. I live near this location and have concerns over the air and noise quality this plant would produce. Not to mention the effect on the value and esthetic of our homes and our town. Bolton is already on the road to be a disgusting truck town, this would destroy it even further.

Our mayor, councilors and representatives should not permit this plant to be constructed.

Please let me know what I can do to assist in ensuring that the plant does not come to Bolton.

[REDACTED]

[REDACTED]

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 5:52 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

In regards to this asphalt plant it may be a big impact on my everyday life. I have hyper-sensitivity to things in the environment and asphalt is a trigger which makes my eye swell almost shut, I end up drooling because of the swelling in my face and makes it difficult to to enjoy my outdoor time. For example when we had our road paved it was a nightmare I had to stay indoors with my windows closed until the following day after it was done in which I missed work from it. When our neighbours had their driveways paved the same thing. My face swelled and it was very uncomfortable. This plant would be an everyday struggle for myself if the fumes are constantly around. I have been a resident of Bolton ALL my life and find that this would not be a fair life I would have to live if it was to come here. I would have to ask, if this was to come who would be responsible to take care of the financial burden and mental burden I would face? I really think there are other places this plant could be put away from people so they don't have to suffer. I am asking PLEASE take this situation I am facing into account when making this decision. Life long resident [REDACTED].



## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 7:06 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

To whom it may concern.

I'm writing to register my opposition about the proposed Asphalt Plant for Bolton/Caledon.

As a lifelong resident of Bolton ( 36 years to be exact) I feel that building an asphalt plant in the town of Caledon is the wrong thing to do.

My family and I feel that this is a family based community therefore the plant would be detrimental to the health and wellbeing of all the residents current and future. Just driving past the plant would be enough to make people sick from the smell. Enjoying time outdoors with family and friends will no longer be possible because of the smell and toxicity of what's being released into our air.

It is our hope that council and the town will vote against the proposed Asphalt plant.

Yours truly

[REDACTED]

Sent from my iPhone

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 7:35 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant proposal - Objection

Hello,

Unfortunately, I could not attend tonight's town meeting regarding the proposed asphalt plant. We wish to offer our objection to such a plant coming to Bolton.

We work less than 1km from a plant in Woodbridge and when they are manufacturing or loading the asphalt, the cloud and odour is evident for quite some time. You cannot keep windows open as the smell is that intense.

The safety aspect, with other businesses and homes not that far away, doesn't make sense to allow it. It is also quite an unsightly business from a distance and close by. Factor in the increased truck traffic, that already clogs highway 50, would not make it something worthwhile to consider.

Hopefully there's enough objection that this plant doesn't magically squeak through to completion!

[REDACTED]

## Mary Nordstrom

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 7:35 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt plant Bolton

Hello Mary

I was told to email you to address my concerns with the asphalt plant here in Bolton. As a resident of Bolton there are a number of reasons why i am against it, Air quality, smell and health implications are a huge concern for not only myself but my children. Not to mention the extra trucks which we do not have the infrastructure to support and of course property value.

I am definitely not in favor of this and hope we can make a change as a community

Best Regards,

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 7:46 PM  
**To:** Mary Nordstrom  
**Subject:** No asphalt!

We object to the asphalt plant. I was unable to attend the meeting

Thank you  
[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 9:18 PM  
**To:** Mary Nordstrom  
**Subject:** File no. POPA 18-02& RZ 18-04 (re: proposed asphalt plant)

Dear Ms. Nordstrom,

I am writing to voice my concerns regarding the proposed zoning changes that would permit the asphalt plant to be approved and built.

I am a long time resident of Bolton, and I am deeply concerned about the definite air quality implications, the smell, the trucks, and the impact on property values. It goes without saying that the cocktail of chemicals used in the production of asphalt is toxic and carcinogenic. I have young children and would hate to think of how this would potentially affect their health, as well as my own, and that of my family and friends. I can't think of a single reason why this might be good for Bolton.

What if there was a fire there, as it happened recently at an asphalt plant in Winnipeg? Perhaps not likely, but entirely possible.

<https://www.google.ca/amp/s/globalnews.ca/news/4585431/firefighters-dealing-with-toxic-exposure-after-asphalt-plant-fire-says-union-boss/amp/>

This is simply too close to the homes of Bolton residents, and my family is strongly opposed to the plant. Please help us keep Bolton's air clean and keep the asphalt plant out.

Thank you for your time and consideration.

A very concerned resident.

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 15, 2019 9:26 PM  
**To:** Mary Nordstrom  
**Subject:** File no. POPA 18-02& RZ 18-04 (re: proposed asphalt plant)

Ms. Nordstrom,

I'm am writing to let you know that I am against the proposed plan to amend the zoning by-law from Agricultural (A1) to Prestige Industrial (MP-XX) in order to permit an asphalt plant.

The environmental damage and health risk that Bolton residents will be exposed to because of this plant is very concerning. The chemicals used in the production of asphalt are known to be carcinogenic and should be kept far away from residential areas.

The extra truck traffic is another concern. There are already too many trucks on Bolton roads, and we do not have the infrastructure to support this.

We are looking to you for help to protect our community as this can only have negative impacts.

Thanks

[REDACTED]  
[REDACTED]  
[REDACTED]



## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Wednesday, January 16, 2019 4:53 PM  
**To:** Mary Nordstrom  
**Subject:** Fw: Proposed Asphalt Plant in Bolton

Dear Ms. Nordstrom,

I'm a resident on the South Hill of Bolton and I attended the public meeting last night with regards to asphalt plant application for rezoning.

I am deeply, deeply disturbed by the potential for this application to get approved. The opposition from the residents and businesses to this asphalt plant is overwhelming and I pray that the councilors and mayor take heed to all of the **dire warnings and consequences** this will have to our community.

Bolton will **LOSE PRESTIGE BUSINESSES** (far exceeding any possible benefits from taxes this plant may pay, and there are no jobs at all to speak of that they will offer) and homeowners **WILL LOSE EQUITY**.

Personally, I am 4 km's away from this proposed plant and I'm terrified that I am going to lose my retirement investment....someone quoted that the house devaluation is anywhere from 11 - 56%, depending on how close you are. That will literally cost me hundreds of thousands of dollars. This can not happen!!!!

What else can we do as residents to stop this from happening??? And when is the vote for this to take place?

Please help.

Thanks very much,

[REDACTED]

----- Forwarded Message -----

[REDACTED]  
**To:** [mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca) <[mary.nordstrom@caledon.ca](mailto:mary.nordstrom@caledon.ca)>; [Nick.deboer@caledon.ca](mailto:Nick.deboer@caledon.ca) <[Nick.deboer@caledon.ca](mailto:Nick.deboer@caledon.ca)>; [Annette.groves@caledon.ca](mailto:Annette.groves@caledon.ca) <[Annette.groves@caledon.ca](mailto:Annette.groves@caledon.ca)>; [Tony.rosa@caledon.ca](mailto:Tony.rosa@caledon.ca) <[Tony.rosa@caledon.ca](mailto:Tony.rosa@caledon.ca)>; [allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca) <[allan.thompson@caledon.ca](mailto:allan.thompson@caledon.ca)>

**Sent:** Tuesday, January 15, 2019, 1:24:52 p.m. EST

**Subject:** Proposed Asphalt Plant in Bolton

Dear Mayor and Councillors,

PLEASE PLEASE for the sake of our children, our safety and community **DO NOT APPROVE** this asphalt plant!

It is completely incomprehensible that this is even being considered in our community. A facility like this should be atleast 20 km's away from any residential homes no matter what safety measures, air quality reports, road safety reports they claim. **It is just not worth the risk!**

A facility like this will further endanger our already **dangerous** roads in and out of Bolton, affect our air quality and our property values. These are the most important things in a community. I don't care how much tax dollars it brings in it is simply NOT WORTH IT!!!

Please DO NOT APPROVE THIS! It is 5 km's away from my home that I have been working my entire adult life to pay for and this will devalue it for certain. I don't want to have to move out of Bolton, I raised my son here and all my friends are here, but this will be a **travesty to this community**.

Mr. Mayor, do you live in South Bolton? Perhaps this will not affect your home, but it will affect mine and my life and my neighbours.

Thank you for your time and reading this e-mail.

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 29, 2019 5:08 PM  
**To:** Mary Nordstrom  
**Subject:** NO ASPHALT PLANT

Hi Mary

I understand there are discussions around the asphalt plant in Bolton.

I've lived and grown up in Bolton for 31 years and this is the worst Bolton has ever been.

- there are trucks EVERYWHERE
- trucks not obeying signs
- plazas that are run down
- plazas with vacant stores
- too much industrial warehousing
- a new Firehall (that we didn't need) that is taking 5 ? Years...
- and now an asphalt plant...???

What happened to our beautiful small town with green landscapes and animals and forests??

Why not put that urgent care center like we asked?

The residents of Bolton  
DO NOT WANT the ASPHALT PLANT.

Please please PLEASE STOP THIS!!!

Save Bolton and make it the desirable town it used to be.

Thanks

On behalf of a number of Bolton residents.

## Mary Nordstrom

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**From:** Annette Groves  
**Sent:** Sunday, January 27, 2019 12:56 PM  
**To:** Mary Nordstrom  
**Subject:** Fwd: Proposed asphalt plant on Colleraine

FYI

Annette Groves  
Regional Councillor, Ward 5 Bolton  
Cell: 416-434-3256

Begin forwarded message:

[REDACTED]  
**Date:** January 23, 2019 at 9:00:26 AM EST  
**To:** <[annette.groves@caledon.ca](mailto:annette.groves@caledon.ca)>  
**Subject:** Proposed asphalt plant on Colleraine  
[REDACTED]

Good morning Mrs Groves,

I would like to voice my objection to the proposed asphalt plant to be built off of Coleraine. The number of trucks on Hwy 50 is already bad enough, now there will be triple if this plant were to be built. I am also very concerned with the environmental impact that this plant will have on the surrounding environment. But what is most concerning to me is the that the house prices in the area will drop because of the plants close proximity to our homes. Please share this email with Councillor Rosa as well, as I see that you both share the ward. Please oppose the development of the site for the use of an asphalt plant.

Thank you.

[REDACTED]

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Origin: <https://www.caledon.ca/en/townhall/council.asp>  
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[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 29, 2019 8:12 PM  
**To:** Mary Nordstrom  
**Subject:** Proposed Asphalt plat

Hello Mary,

Let me introduce myself, my name is [REDACTED] I'm a life long resident, 42 years, born and raised right here in Bolton. I am now married to another lifelong Bolton Resident, 45 years.

As I child I played hockey, soccer, and lacrosse all with Bolton clubs, attended Humberview SS, where my daughter now attends. My wife and I are also small business owners in town, Riseabove Fitness Studio, which has been in operation since 2014 and in it's current location since November 2015, and that location is located at Parr Boulevard and Simpson Rd. Basically the proposed asphalt plant would be in my backyard, I can see it from my backdoor, which is often open to allow my members to luxury of having outdoor workouts in the summer, which happens a lot. We also live in the green park homes at King and Coleraine, meaning we are right in the path of the proposed asphalt plant with both our home and business.

This plant is very concerning from all aspects of my family and my life. I really can't think of any benefits of having this plant located in its proposed piece of land. My family, my members, and myself would be against the proposal of an asphalt plant. There are far too many trucks on our roads as it is, and the smell and effects of the asphalt plant would have a definite negative impact on our community.

As a resident and business owner I am very concerned it will affect my business, my home value and general quality of life.

A concerned Citizen.

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Tuesday, January 29, 2019 5:15 PM  
**To:** Mary Nordstrom; Allan Thompson

Hello

I am very concerned of this proposal for the asphalt plant

Im worried about the smell

Traffic

Lots of trucks

My son's health, husband and mine

Reduction of the value of my home

Please reconsider and put somewhere not close to residential.

Thanks in advance

[REDACTED]

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Monday, January 28, 2019 12:58 PM  
**To:** Mary Nordstrom; Allan Thompson; Ian Sinclair; Lynn Kiernan; Johanna Downey; Christina Early; Jennifer Innis; Nick DeBoer; Annette Groves; Tony Rosa; Agenda  
**Subject:** Proposed asphalt plant in Bolton

Hello,

My name is [REDACTED], I have lived in Bolton for 15 years and wanted to express my strong opposition to the proposed asphalt plant (FILE NUMBER(S): POPA 18-02 & RZ 18-04).

Putting this plant in Bolton **will** cause the following:

- Increased pollution
- Increased traffic
- Reduced safety
- Negative impact to property values
- Negative impact to current and future business for the town/region

There is such small gain (added jobs and revenue for the town) compared to the negative impact that this plant will have.

How nice will it be driving north on hwy 50 entering Bolton and the first thing you smell is asphalt being produced. NOT AT ALL! This is not the image the town should have.

I expect that council shares my views on this (along with many others) and will vote against this.

Regards,

[REDACTED]



## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Monday, February 04, 2019 10:49 AM  
**To:** Mary Nordstrom; Eric Chan  
**Subject:** Asphalt plant

Hi Mary and Eric,

I apologize as this email comes to you much later than I had hoped for.

Is it too late for me to send you a copy of my delegation on Jan 15/19 so that it can form part of the public record?

Also, I wanted to seek clarification on one question I posed that evening. I asked about the number of truck movements in and out per day related to supply material (virgin sand/aggregate, cement as well as reclaimed asphalt).

I wish I had the TIS with me to clarify because the report states that there will only be 11 trucks in and out PER DAY. This is what I thought but the consultant didn't have an answer and said he would get back to staff. I cannot believe for a moment that there will only be 10 supply trucks (less the 1 cement truck) per day constituting both virgin material as well as reclaimed asphalt. I suspect there would be a fair bit more than this over a 12+ hour day.

This feeds into my larger question of how many total trucks they expect in and out on average per day. I still have not received an answer to this question and I have to believe the answer is known even if the data is acquired from a similarly sized plant.

I also question to 300,000 tonnes per year figure. Being conservative and assuming the plant operates on average at 50% capacity (200 tonnes per hour), this total tonnage would require 1,500 hours of production. Working 12 hours a day (conservative) and 6 days per week would constitute only about 20 weeks or less than 5 months of production. That would leave 3+ months a year within the asphalt production season where they would not be producing anything. Again, I believe this annual tonnage (and the related community impacts (trucks, noise, dust, vibration, road congestion/safety etc) will be higher than that generated by 300,000 tonnes per year.

Please follow up with me when you can. I will forward my delegation if the window to accept it is still open.

Thanks,

[REDACTED]

[REDACTED]

## DELEGATION

1. Application is not supported by either our OP or our Zoning Bylaw. In fact the use does not exist in either document. In fact language in our OP states that we should discourage noxious industrial uses. Personally I don't believe such a use should have a place anywhere in Caledon but inside an urban area such as Bolton is the least appropriate place for such a use.
2. Lands are Prestige Industrial, intended for the highest order of industrial uses yet this application expresses one of the lowest and most conflicting land uses.
3. This industry causes serious community conflicts such as high truck volumes, congestion issues, road safety issues, air quality issues, odour issues, visibility issues and noise issues.
4. As a Bolton Councillor I spoke with and received emails from many residents, none of which support this application. There were at least 2 online polls each with over 1,000 signatures expressing opposition to this application. This application captured a lot of community attention on Social Media and virtually all of it opposed this plant. The public meeting held by the applicant was not supported by those attending. At a well attended Ward 5 election debate no one in the room expressed support for this application. Both Bolton candidates (now elected) stated publicly that they would vote the will of the community and there is no doubt that the will expressed has not been in favour of this application.
5. This operation would offer very low employment densities and would not be well paying jobs.

6. Having such a low order, conflicting industrial use in Bolton Prestige Industrial lands will have a negative impact on neighbouring businesses as well as adjacent undeveloped Prestige Industrial lands.

7. The lands to the north are undeveloped and are prestige industrial with exposures on Coleraine, George Bolton and Simpson road. With an asphalt plant to the south, what would the likelihood to develop it as prestige industrial. The greatest likelihood is that it too would be a low order, conflicting industrial use.

## QUESTIONS

What are the average daily truck movements per day? This must be known if they know the hourly output capacity of the facility, the annual tonnage the site will produce and the number of trucks required per tonne to manufacture and transport asphalt.

What are the total truck movements related to bringing reclaimed asphalt on site?

Is the office building specifically for the asphalt plant? It looks somewhat separated. If not, what is it intended for?

## NOTES

-300,000 tonnes per year/400 tonnes per hour capacity= 750

hours/12hr work day=62 days. At half capacity they could output 300,000 tonnes in less than 5 months.

-Peak hour 40 asphalt trucks (20 in/20 out), 20 aggregate trucks (10 in/10 out) plus one cement truck (in/out) = 62 trucks per hour

-11-18 employees

-2.78 Hectares (approx. 7 acres)

-4 to 6.5 employees per Hectare (very low employment density -CT is 11-14

-facility is 22.25 meters (73 feet) at it's tallest point with substantial walls and berms on site. This will create a negative visual impact in this prestige industrial area.

## Mary Nordstrom

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**From:** Peggy Tollett  
**Sent:** Thursday, February 07, 2019 8:49 AM  
**To:** [REDACTED]  
**Cc:** Mary Nordstrom; Casey Blakely  
**Subject:** RE: re asphalt proposal.

Good Morning,

I have copied Mary Nordstrom to make note of it in the planning file.

Thank you

Peggy Tollett, CPA, CGA  
General Manager  
Community Services

Office: 905.584.2272 x.4112  
Cell: 416.524.2332  
Email: [peggy.tollett@caledon.ca](mailto:peggy.tollett@caledon.ca)

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**From:** [REDACTED]  
**Sent:** Wednesday, February 6, 2019 8:57 PM  
**To:** Peggy Tollett <[Peggy.Tollett@caledon.ca](mailto:Peggy.Tollett@caledon.ca)>  
**Subject:** re asphalt proposal.

Dear Ms. Tollett, I attended the community meeting about the asphalt plant proposal. I as impressed by the size of the crowd: it shows there is much interest about this business.

I want to register my vote against the asphalt plant on East Coleraine, between Mayfield and Simpson. It should be built somewhere where there is no people living close by. I live a couple of traffic lights from Coleraine and a kilometer from Healey Road

Prior to the meeting, I met an acquaintance of mine. He told me that he had lived at one time in close proximity to another asphalt plant in Brampton. He added that the smell coming from its building was unbearable and he had to live in that polluted air. His family had often to shut their windows for relief from the smell. Even in the summer.

Wherever it may be built, I hope that Caledon Council will make sure that this business addresses issues of smells, smoke from the chimneys, fluids seeping from the plant and others. Thanks,

[REDACTED]

## Mary Nordstrom

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**From:** [REDACTED]  
**Sent:** Wednesday, February 06, 2019 2:08 PM  
**To:** Mary Nordstrom  
**Subject:** Asphalt Plant

Good afternoon Mary,

I have been a resident of Bolton for most of my adult life. I have 3 children who attend St John the Baptist School. I have owned 3 homes (all in south hill) over the past decade.

I love Bolton in spite of the thousands of trucks and trains that interfere with my every day life. I love Bolton even though any store I adore having here seems to close down.

I have to say, I am VERY CONCERNED about this asphalt company that is threatening to call the town I love their home too. We have ENOUGH trucks clogging our streets as it is. We have enough pollution around us with the dozens of warehouses in the area. I am asking you to please do what you can to vote AGAINST zoning the land for the asphalt company to move in. Please do the right thing for this town and for the people of Bolton. Our families deserves it.

Thank you,

[REDACTED]

[REDACTED]