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PLANNING
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PLANNING JUSTIFICATION REPORT

12506 & 12698 HEART LAKE ROAD, CALEDON, ON



Prepared For:
Tribal Partners Canada Inc, and its Management Arm TDMSI

OCTOBER 2025

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EXECUTIVE SUMMARY

This Planning Justification Report has been prepared in support of a local Official Plan Amendment and Zoning By-law Amendment on behalf of Tribal Partners Canada Inc, and its management arm TDMSI (“Client”), for the properties municipally known as 12506 and 12698 Heart Lake Road in the Town of Caledon and Region of Peel (herein referred to as “site” and “subject lands” to permit an industrial development (warehousing, distribution, logistics).

The proposed development will feature four industrial buildings with associated office space, achieving a combined GFA of approximately 158,167 sq.m. (1,702,495 sq.ft.). The development is employment focused and aligns with both municipal and provincial planning objectives, while supporting long-term economic growth and land use efficiency. The development is designed to include ample vehicle and truck parking, internal drive aisles to facilitate circulation, a dedicated stormwater management facility, protection of the Greenbelt, and preservation of the natural heritage features on the northern edge of the site.

The entirety of the site is within the Mayfield West Study Area while the southern portion of the lands is within the Mayfield West settlement area and designated as *Prestige Industrial* and *Special Policy Area C* as per the in-force Town of Caledon Official Plan. The northern portion of the site that is outside of the settlement area boundary is currently designated as Prime Agricultural Area and Environmental Policy Area. On this basis, the applicant is seeking an amendment to the Town of Caledon Official Plan to redesignate the site to *Prestige Industrial* and *Special Policy Area C* in order to facilitate the construction of warehousing and industrial operations comprised of four buildings and a stormwater management facility. Additionally, the Official Plan amendment is requesting to bring the remaining area of the site into the Town’s Settlement Area boundary and the Mayfield West Rural Service Centre. This Official Plan Amendment is consistent with the Town’s long-term employment land strategy and the vision outlined in the Future Caledon Official Plan. Although the Future Caledon Official Plan is not yet in effect, the Future plan designates the agricultural land as *New Employment Area*, reflecting the Town’s intended land use direction.

The site is currently zoned as Agricultural (A1) and Environmental Policy Area (EPA2) under Zoning By-law 2006-50, as amended, which does not permit the proposed industrial use. Accordingly, a Zoning By-law Amendment is required to rezone the lands to *Prestige Industrial (MP)* and implement site-specific standards to support the contemplated development while maintaining the natural heritage features on the northern edge of the property. The natural heritage features on the site will be rezoned from EPA2 to *Environmental Policy Area (EPA1)*, and the stormwater management facility will be zoned to *EPA1-405*, which is consistent with other applications in the area.

These planning applications offer a significant employment opportunity to the Town of Caledon and Region of Peel. The Region of Peel, through its new 2022 Official Plan, has identified the site as being within the *Urban System*, the *2051 New Urban Area*, and within the *Employment Areas* designations. The proposed development offers close to 160,000 square metres (nearly 1,705,000 square feet) of employment uses, and are projected to create 1,217 jobs (urbanMetrics

Inc., 2025) across this industrial hub, with the applicant ready to begin construction upon receiving approvals. The site is strategically located within proximity to the existing 400-series highway (410), and the approved Highway 410 extension and approved Highway 413 which will provide inter- and intra-Regional connections, and represents the last large parcels of land in the Mayfield West Secondary Plan not designated and zoned for industrial uses.

In summary, the proposed development represents efficient use of land while protecting and enhancing valuable natural heritage (environmental) resources on site. Since the majority of the site lies within the Mayfield West Study Area and the southern portion falls under the Mayfield West Secondary Plan as outlined in the in-force Official Plan, initiating a separate Secondary Plan process for the agricultural lands is unwarranted, as supported by Town of Caledon Staff. Accordingly, the proposed Official Plan Amendment represents good planning.

The enclosed applications for an Official Plan Amendment and Zoning By-law Amendment align with the Town's Official Plan and Zoning By-law, and are consistent with regional and provincial growth policies. The development will help meet employment targets for Caledon and the Region of Peel, while enhancing the economic visibility of the Region to other key employment users. As such, approval is recommended.

1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of applications on behalf of Tribal Partners Canada Inc, and its management arm TDMSI (“Client”), to amend the Town of Caledon Official Plan (March 2024 Consolidation) and Zoning By-law 2006-50, as amended, to facilitate the redevelopment of lands municipally known as 12506 and 12698 Heart Lake Road. The site is proposed to be redeveloped from its present agricultural use to an industrial hub with four buildings that aligns with the future employment uses in the vicinity and leverages the strategic location adjacent to the approved Highway 413.

The subject property is situated on the west side of Heart Lake Road, approximately 1 kilometre south of the intersection with Old School Road. The site encompasses approximately 50.87 hectares (125.69 acres), is generally rectangular in shape, and features approximately 1,120 metres of frontage along Heart Lake Road with a depth of roughly 400 metres. The site’s proximity to existing and planned transportation infrastructure including Highway 410 to the south and the approved Highway 413 to the east provides strong regional connectivity and goods movement to support the proposed industrial development. **Figure 1** illustrates the site boundaries on an aerial image.

The proposed development presents a significant opportunity to revitalize underutilized lands through the construction of four industrial buildings with ancillary office space, totaling approximately 158,167 square metres (1,702,495 square feet) of Gross Floor Area (GFA). The buildings have been strategically sited to optimize operational efficiency, protect adjacent natural heritage features, and provide a landscape buffer to mitigate impacts on nearby residential uses to the west. The development will include access points from Heart Lake Road, internal circulation routes, and a proposed car access from a proposed Larson Peak Road extension, to mitigate residential and industrial traffic mixing in the subdivision to the west. Once completed, the project is expected to generate approximately 1,217 jobs (urbanMetrics, 2025).

On behalf of the Owner and their agent, Armstrong Planning & Project Management has prepared this Planning Justification Report, along with a draft Official Plan Amendment and draft Zoning By-law Amendment, to support the proposed redesignation and rezoning of the site to Prestige Industrial with site-specific exceptions, while protecting the natural features and stormwater management facility on the site.

In addition to providing detailed information on the enclosed applications, this report will evaluate the proposed development in relation to the current provincial and municipal policy frameworks, including the Planning Act, Provincial Planning Statement, Greenbelt Plan, Region of Peel Official Plan and Town of Caledon Official Plan. This report provides justification for the proposed development in accordance with the established policies regulating growth and development.

1.1 Location and Surrounding Uses

The subject site comprises of two parcels and is municipally known as 12506 and 12698 Heart Lake Road. The site is legally described as follows:

PIN 142355845

Legal Description: PT LOT 20 & PT LOT 21, CON 2 EHS (CHING) Described AS PTS 2 AND 3, 43R34533 EXCEPT PART 1, 43R37613 & PART 1, 43R37614; SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 43R37112 AS IN PR2951902; SUBJECT TO AN EASEMENT IN GROSS OVER PT 2 43R37613 AS IN PR3155228; SUBJECT TO AN EASEMENT IN GROSS OVER PT 2 43R37614 AS IN PR3155228; TOWN OF CALEDON

PIN 142350668

Legal Description: PT LT 20 CON 2 EHS CHINGUACOUSY, Described as PTS 1, 2 & 3, 43R20767; CALEDON

The subject property has frontage along Heart Lake Road and is located in the Town of Caledon, and is situated within the Mayfield West Study Area. The site is approximately 50.87 hectares (125.69 acres) in size, including all natural heritage features identified on the property. Exclusive of the natural heritage features being retained and enhanced, the site has approximately 42.9 hectares of net developable area.

The site is uniquely situated in proximity to major transportation routes including the existing 400-series highway (410) to the south, and the approved Highway 410 extension and approved Highway 413 immediately to the east. Additionally, the site is located in proximity to both residential and future employment uses in the Town of Caledon. Surrounding land uses are as follows:

North: Greenbelt and Natural Heritage features;

South: 0 And 12304 Heart Lake Road (Active SPA for an industrial warehousing and distribution building with ancillary office);

East: Agricultural uses (Future industrial use designated via OLT no. 23-000693), the approved Highway 410 extension and approved Highway 413; and

West: Residential subdivision

1.2 Site Description

The site largely consists of agricultural fields and is mostly flat in nature. There is a two-storey residential dwelling municipally located at 12506 Heart Lake Road with a driveway extending

from Heart Lake Road. Near the residential dwelling, there are farm outbuildings and silos surrounded by agricultural fields. As part of the same PIN: 142355845, there is another farmhouse located at 12698 Heart Lake Road with a driveway extending from Heart Lake Road. The northern portion of the site contains natural heritage features. All natural heritage features have been surveyed and staked in collaboration with the Town and TRCA. The environmental features are proposed to be buffered and protected from the future development of the lands. All existing structures will be demolished in order to facilitate the proposed development.

1.3 Character of the Existing and Planned Area

The site is situated on the west side of Heart Lake Road, 1 kilometre south from the Old School Road / Heart Lake intersection. The surrounding area is currently characterized by agricultural uses to the north and south, with an established residential community located to the west, and a farm use to the east. The site is abutted by three hold out residential properties along Heart Lake Road, municipally known as 12600, 12612, and 12632 Heart Lake Road, and they are not represented by the development application. While no development applications have been submitted for these parcels, they present a strategic opportunity for future commercial uses which would support the anticipated industrial developments in the vicinity.

Immediately south of the site, a three-phase industrial development is proposed at 12304 Heart Lake Road, comprising warehouse and distribution facilities with ancillary office space. These lands were successfully rezoned from Agricultural (A1) to Prestige Industrial (MP), with site-specific exceptions and holding provisions. The draft plan of subdivision was approved by the Town on August 15, 2023. Phase 1 is bounded by Abbotside Way to the north, Highway 410 to the south, a residential subdivision to the west, and Phase 2 of the industrial development to the east. Phase 3 which abuts the site to the south, is planned for industrial uses. This property remains subject to a future site plan application. The applicant intends to work with the land owner to the south on securing an extension of Larson Peak Road from Bonnieglenn Farm Boulevard to Heart Lake Road. This extension will create better connectivity for the residents in the Secondary Plan area and will provide access to both developments for car traffic. It is our intention to keep truck traffic on Heart Lake Road so as to not mix residential and industrial traffic on local streets.

To the east of the subject site, an Official Plan Amendment and Zoning By-law Amendment have been approved to permit six industrial buildings at 12505 Heart Lake Road. Additionally, the approved Highway 410 extension and approved Highway 413 is planned to be located east of the site.

The proposed development application aligns with the existing and planned land use context, contributing to the evolving industrial character of the area. **Figure 2** provides a visual illustration of the planned area.

1.4 Current Planning Status of Land and Ongoing Studies Related to Lands

Through the approval and adoption of the Region of Peel Official Plan (2022), the site is designated as Employment Area and within the 2051 Urban System. However, as of July 1, 2024, the Region of Peel is now designated an upper-tier municipality without planning responsibilities. Consequently, the cities of Brampton, Mississauga and the Town of Caledon are the land use planning authorities responsible for local and regional official plans and development applications.

Under the current Caledon Official Plan (*Schedule B: Mayfield West Land Use Plan*), the portion of the site south of the Greenbelt is designated *Prime Agricultural Area*, while the southern portion of the site is designated *Prestige Industrial*. The Greenbelt and natural heritage features on the northern edge of the site are designated as *Environmental Policy Area*.

In the council approved Future Caledon Official Plan (March 2024), the lands presently designated as *Prime Agricultural Area* are proposed to be redesignated as *New Employment Area*, thereby facilitating a transition from agricultural to employment-generating uses. The portion of the site that is currently designated as *Prestige Industrial* remains the same designation and now defines the limits of the Mayfield West Secondary Plan. The northern portion of the site that is proposed to be redesignated to *New Employment Area* is now excluded from the Mayfield West Study Area and instead is being delineated within the D1 Proposed Secondary Plan Boundary.

In parallel, the Town of Caledon has undertaken a Growth Management and Phasing Plan (GMPP) study to establish the sequencing of development, informed by the Regional Official Plan policies and findings of the Settlement Area Boundary Expansion (SABE). The GMPP was approved by Council on November 26, 2024, with the subject site identified as being within the *Phase 1 (2026–2036) Employment Area*. An Official Plan Amendment amending the Future Caledon Official Plan will be required to implement the GMPP. The redesignations will aid both the Town of Caledon and Region of Peel in offering ‘ready-land’ to be used for employment and ultimately help to meet employment targets set out by the Province.

The Town of Caledon, through its Municipal Comprehensive Review process, also initiated the Caledon Employment Strategy (CES, 2022) prepared by Watson & Associates Economists Ltd. The primary objective of the CES is to provide a long-term framework that supports and ensures the development of the Town’s employment lands in a competitive and sustainable manner. “The

Caledon Employment Strategy provides a comprehensive assessment of current local and regional conditions regarding industrial, office, retail, institutional and rural employment sectors, anticipated non-residential real estate market trends, as well as market opportunities and disrupters that are anticipated to influence employment growth across the Town of Caledon over the next three decades.” The CES indicates that the Town is set to reach 125,000 jobs by 2051, representing an increase of 93,500 jobs. In order to accommodate this growth over the next 30 years, the Town will require approximately 1,530 hectares (3,780 acres) of new urban land for employment areas alone. As stated previously, this property is expected to create approximately 1,217 jobs across 106 acres (urbanMetrics Inc., 2025), which will help the Town achieve its goals.

The proposed development represents a logical extension of the planned industrial corridor located along Heart Lake Road. The site’s location benefits from access to existing and planned highway infrastructure, which are desirable in the development of employment lands as outlined in the CES.

1.4.1 Status of Employment Lands in the Town of Caledon

There is approximately 180 gross hectares (444 acres), 200 net hectares (494 net acres), of employment lands designated under the Mayfield West Secondary Plan. While a portion of the site falls within the Mayfield West Secondary plan, the remaining of the site is within the Mayfield West Study Area (Schedule B). In the Future Caledon Official Plan, only the southern portion of the site designated as Prestige Industrial and Special Policy Area C is included in the Mayfield West Secondary Plan, whereas the northern portion is now excluded. The site’s proposed development will require to be designated as Prestige Industrial which will align with the planned industrial area to the south and east of the site. The site is within proximity of the existing 400-series highway and the approved Highway 410 extension and approved Highway 413.

The site will represent an additional 42.9 gross hectares of employment lands (excluding natural features) to be developed in the Town of Caledon, and are required to meet the targets set by the Province for employment. It is a requirement of the Provincial Planning Statement and Regional Official Plan that municipalities ensure the availability of sufficient land for a variety of employment to accommodate the forecasted employment.

In summary, to achieve the Town and Region’s employment targets and ensure a sufficient land base for large-scale employment users, it is essential to redesignate the subject lands for employment purposes within the municipality. This is further supported by the future employment areas to the south and east, and the nearby infrastructure to support the development.

1.4.2 *Agricultural and Commercial Impacts*

While the site is currently used as agricultural land, the evolving urban landscape of Caledon, and the Mayfield West community, calls for changes to the agricultural system that is in, and in proximity to, the urban boundary. The Region of Peel's Settlement Area Boundary Expansion (SABE) designates the site as within the Regional Urban Boundary and identifies the site as New Employment. Further, the Town of Caledon Growth Management Phasing Plan (GMPP) identifies the site as within Phase 1 – New Employment Area. Both the SABE and GMPP take directions from Provincial policies which encourage and mandates population and employment growth and targets. Both studies also undertook extensive studies on agricultural, commercial, and fiscal impacts of redesignating these lands from agricultural to employment.

The findings of the in-force SABE and Council endorsed GMPP both identify the site as being required to meet the Town of Caledon's employment targets, and both identify the site as being within the Urban Boundary.

It is our professional opinion that based on previous studies, reports, and policy implemented by the Region and Town, that the site is suitable for employment uses, has no negative agricultural impacts to its surroundings, and positive commercial impacts on the broader Mayfield community and Town of Caledon.

1.4.3 *Compatibility And Mitigation Study*

The Mayfield West Secondary Plan contains policies intended to mitigate any compatibility issues between employment and residential uses within the Plan Area. These policies are contained within Special Policy Area C of the Secondary Plan, and is summarized in detail in **Section 3** of this report. Further, SLR has conducted an in-depth Environmental Noise and Vibration Study which speaks to Provincial D-Series guidelines, and provides recommendations to ensure no adverse noise impacts from the proposed development. This study is summarized in **Section 5** of this report.

It is our professional opinion that based on the mitigation policies found in the Mayfield West Secondary Plan, and SLR's Environmental Noise and Vibration report, the proposed development is compatible with the adjacent residential neighbourhood and that further mitigation measures are not necessary.

1.4.4 Secondary Plan

Secondary Plans function as key policy instruments that identify and assess opportunities and constraints for development within a defined geographic area. They provide a more detailed planning framework than the parent Official Plan, establishing area-specific policies to guide matters such as transportation networks, land use designations, school siting, and municipal infrastructure.

Under the current Official Plan, the majority of the site is located within the Mayfield West Study Area, whereas the southern portion of the site is located in the Mayfield West Secondary Plan (Schedule B). It is understood however, that within the Future Caledon Official Plan, the northern portion of the site is proposed to be situated outside the Mayfield West Secondary Plan boundary. Notwithstanding this, as the current Official Plan remains in force, the site continues to form part of the Mayfield West Study Area and is intended to be redesignated from Prime Agricultural Area to *Prestige Industrial* and *Special Policy Area C*, and be brought into the settlement area boundary. Given that the southern portion of the site contains Special Policy Area C designation, this designation will be extended to the greenbelt boundary as part of this application. The subject lands situated in the Special Policy Area C will include a 30 m landscape buffer for a visual screen between the industrial use and the residential area to the west, and a further 40 m buffer where noise generation will be minimized by not permitting truck movements within this area. The approach of including the lands within the Mayfield West Study Area in the Mayfield West Secondary Plan is consistent with other development applications in the area such as 12505 Heart Lake Road which was successfully redesignated to Prestige Industrial and brought into the Mayfield West Settlement Boundary.

The proposed employment uses are compatible with and do not negatively impact the residential community to the west nor do they undermine the development potential of surrounding lands. Furthermore, matters related to urban design, zoning compliance, trail connectivity, and landscape treatments will be comprehensively addressed through the detailed design process at the Site Plan Approval stage.

OPA 273

On July 19, 2022, the Town of Caledon passed an Interim Control By-law to examine land use at the northwest corner of Abbotside Way and Heart Lake Road. The by-law restricted development within the designated area for one year to facilitate a comprehensive land use study focused on compatibility, noise mitigation, visual and acoustic buffering, and transportation network improvements.

As part of this study, a portion of the subject lands was redesignated to "Prestige Industrial" and "Special Policy Area C," as outlined in Schedule F of Official Plan Amendment (OPA) 273. The

amendment also introduced policies requiring road upgrades and widenings along Heart Lake Road, and established transportation and access guidelines for the area.

OPA 273 was formally adopted by the Town on June 20, 2023, through By-law No. 2023-056. This by-law amended Schedule B of the Mayfield West Land Use Plan by redesignating the subject lands from their previous "Prestige Industrial" and "Special Policy Area C" designations.

1.5 Formal Preconsultation

Armstrong Planning and Project Management initiated a formal pre-consultation by requesting a Pre-Application Review Committee (PARC) meeting to discuss the proposed development. On July 17, 2025, Armstrong met with Town of Caledon staff and received an application checklist outlining submission requirements. Please refer to **Section 5.0** of this report which provides a summary on each report submitted as part of this application.

Staff provided formal comments and confirmed that both an Official Plan Amendment and a Zoning By-law Amendment would be necessary to facilitate the proposed industrial use. These amendments are required to modify the existing Mayfield West Secondary Plan and the current zoning framework. This application has been prepared in direct response to the outcomes of the formal pre-consultation process.



Figure 1: Site Context & Location Map



Site Boundary



Approved Highway 410
Extension

Date: October 2025



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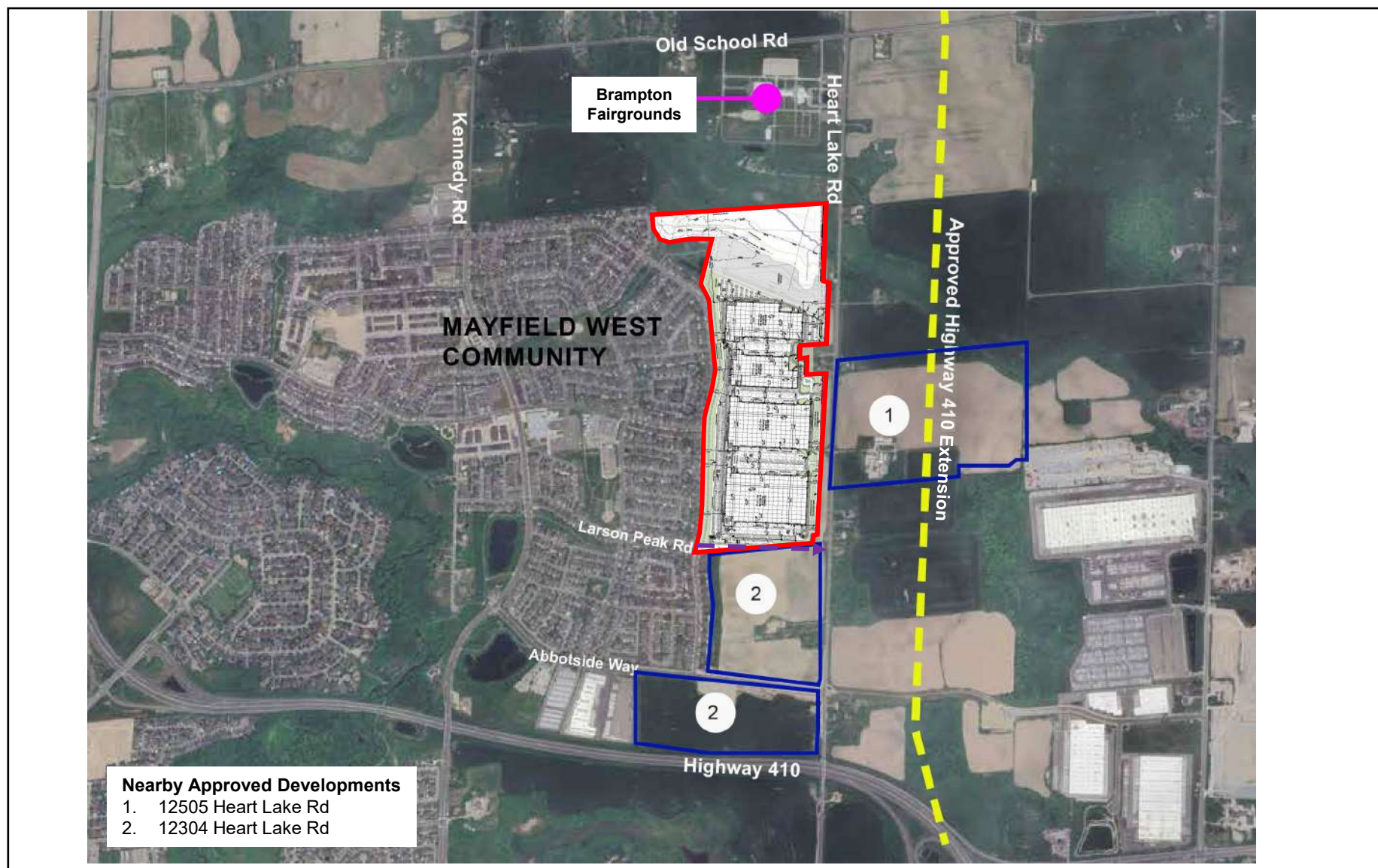


Figure 2: Planned Area Context



Site Boundary



Approved Highway 410
Extension

Date: October 2025



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2.0 PROPOSED DEVELOPMENT

2.1 Development Proposal

The applicant is proposing to redevelop the lands municipally known as 12506 and 12698 Heart Lake Road into a premier industrial hub that aligns seamlessly with the planned surrounding land uses, while incorporating a landscape buffer to mitigate impacts on adjacent residential areas to the west. The development will consist of four industrial buildings, each featuring ancillary office space, contributing to the employment-generating function of the site. Collectively, the buildings will deliver approximately 158,167 sq.m. (1,702,495 sq.ft.) of GFA. **Table 1** below reflects the key statistics of the proposed development.

Table 1: Key Statistics

	Building A	Building B	Building C	Building D	Total
Office GFA (sq.m)	543.04	649.04	649.04	649.04	2,490.16
Total GFA (sq.m.)	32,845.59	25,517.49	47,683.88	52,120	158,166.96
Vehicle Parking Spaces	284	285	361	387	1,317
Loading Spaces	32	32	88	95	247
Bicycle Spaces	0	0	27 spaces located between the two buildings		27

The site layout has been strategically configured to respond to its area context and optimize operational efficiency: Building A is positioned along the northern boundary, adjacent to existing Greenbelt lands; Building D anchors the southern edge of the site, abutting the Larson Peak Extension. Buildings B and C are centrally located, forming a cohesive and functional industrial arrangement. Supporting infrastructure includes a stormwater management pond located north of Building A, designed to facilitate site-wide drainage and enhance environmental sustainability. The development also provides ample vehicular and loading docks to support the industrial uses, with a total of 1,317 parking spaces and 247 loading spaces distributed across the site. Bicycle parking is provided between Buildings C and D, supporting active transportation options.

The proposed development has been designed to complement the planned industrial uses to the south and to the east of the site, including lands municipally known as 12505 Heart Lake Road. Additionally, the site design features a 30-metre landscape buffer, and a further 40-

metre buffer that limits truck movement, intended to minimize noise generation, between the residential area to the west and the proposed Development. This 70-metre area is intended to mitigate any effects to the residential community. **Figure 3** illustrates the proposed site plan.

Site Access & Circulation

Truck access will be provided via two entrances on Heart Lake Road. To support the proposed development, the applicant proposes to extend Larson Peak Road to provide a secondary access via a private driveway to the site's vehicle parking area.

The site will include loading docks to accommodate truck movements and parking. A total of 1,317 parking spaces will be provided to support office staff and industrial users. In addition, internal drive aisles are provided for efficient circulation of vehicles and trailers throughout the buildings. **Figure 4** provides an annotated ground floor plan showing access and site servicing.

Environmental Integration

The northern boundary of the site is bordered by Greenbelt lands, which will be protected through the development application. All natural heritage features have been surveyed and staked. These Environmental Policy Area (EPA) lands will be designated and zoned to restrict future development and ensure long-term protection.

Consultation has occurred with the Toronto and Region Conservation Authority (TRCA) and Town of Caledon staff regarding the delineation of natural heritage features. The staked limits have been agreed upon by all parties and are documented in the Local Subwatershed Study prepared by EnVision Consultants. Although portions of the site fall within the TRCA Regulated Area, no development is proposed within the identified environmental zones.

Overall, the site plan has been strategically and thoughtfully designed in order to accommodate large scale and land-expansive employment uses that create a significant number of jobs, while protecting the natural heritage features on the lands.

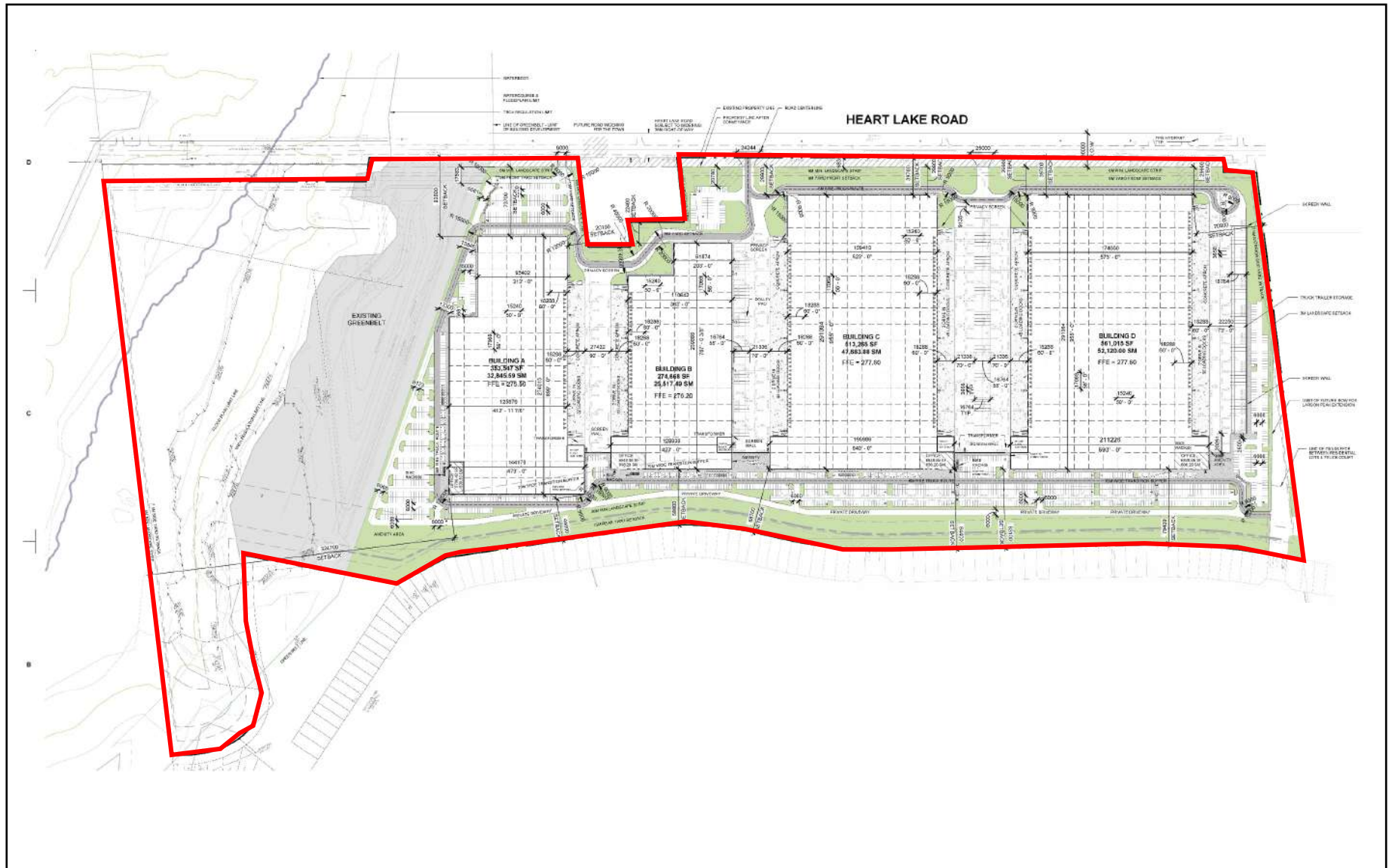


Figure 3: Proposed Site Plan

Site Boundary

Date: October 2025



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Figure 4: Site Access & Circulation

Site Boundary

Date: October 2025



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2.2 Servicing of Proposed Development

In accordance with the submission requirements, a Functional Servicing and Stormwater Management Study was prepared by EnVision Consultants Ltd. The servicing study evaluated the existing and future servicing options for the site. The proposed development will be serviced by an existing 400mm Zone 7 watermain on Heart Lake Road. The proposed water servicing for the Site will include an internal 150mm domestic watermain and an internal 300mm fire watermain extending from one H-type connection to the existing watermain on Heart Lake Road. The site will be serviced by the proposed sanitary sewer on Heart Lake Road which is proposed to be extended across the Abbotside Way road extension. This project is being led by the adjacent 12304 Heart Lake Road development to the south in conjunction with the Region of Peel. There will be on 200m sanitary service connection to the site which will service the proposed buildings.

2.3 Economic and Competitive Benefits to the Town of Caledon and Region of Peel

This proposal represents a unique and transformative opportunity for the Town of Caledon and the Region of Peel to attract large-scale industrial employment users and unlock significant economic potential. The development will deliver approximately 1,702,495 sq.ft. (158,167 sq.m) of employment space across four industrial buildings, supporting warehousing, distribution, and logistics operations. Based on a floor space-to-worker ratio of 130 sq.m. per employee, the project is expected to generate approximately 1,217 jobs (urbanMetrics Inc., 2025) reinforcing the emergence of this area as a vital industrial hub.

Importantly, the proposal repurposes underutilized agricultural lands into a strategically located planned employment zone, capitalizing on proximity to existing 400-series highways and the future Highway 413.

This proposal offers a timely opportunity for both the Town and Region to remain competitive in the evolving economic landscape and meet employment targets set by the Province. It directly addresses the critical shortage of employment-ready lands within Caledon and Peel, a challenge that has been repeatedly identified in municipal and regional planning documents.

2.3.1 Town of Caledon 2020-2030 Economic Development Strategy (EDS)

The Town of Caledon 2020-2030 Economic Development Strategy (EDS) specifically highlights the importance of the transportation and warehousing industry and makes clear that this is a key strength for the Town of Caledon economy. The EDS emphasizes that the Town is “lagging behind” due to the lack of serviced, suitable employment lands to match the growth the Town is experiencing, which is a cause for concern. The EDS further states that the “lack of sufficient inventory of serviced, investment-ready land is a concern”. The shortage of employment-ready

lands was identified several times in the EDS, which is a major problem for the Town and Region from a competitiveness and revenue perspective.

2.4 Required Planning Approvals

In support of the proposed development as described in **Section 2.1** above, an Official Plan amendment and Zoning By-law amendment applications are required. The applications are being submitted concurrently to expedite the planning approvals needed to support development of the site, given the readiness of the end users, as well as to make best use of staff and public resources.

The application to amend the Town of Caledon Official Plan (March 2024 Consolidation) seeks to redesignate the northern portion of the lands as outlined in **Appendix A**, from *Prime Agricultural Area* to *Prestige Industrial Area and Special Policy Area C* in the Mayfield West Secondary Plan (Schedule B). The southern portion of the lands is already designated as *Prestige Industrial and Special Policy Area C* and lies within the Mayfield West settlement area however, the northern portion currently falls outside the settlement boundary, thus a settlement boundary expansion is being requested. It's important to note that the current designation of the *Environmental Policy Area* designation on the northern border of the property will remain the same and be protected, and the southern portion of the property will remain its designation of *Prestige Industrial and Special Policy Area C*. The council adopted Future Caledon Official Plan identifies the northern portion that requires the redesignation as *New Employment Area* however, the Future Caledon Official Plan is not yet approved by the Province. As such, this should be recognized as a technical amendment due to the Town's recognition of the site as an Employment Area in the Future Caledon Official Plan. A copy of the proposed Town of Caledon Official Plan Amendment is attached as **Appendix A**.

In addition, amendments to Zoning By-law 2006-50, as amended, propose to rezone the current EPA2 zone to EPA1 for the staked environmental lands and associated buffers as EPA1 is more reflective and protects for the Greenbelt and natural heritage features from any development. The lands that contain the stormwater management facility is proposed to be rezoned to EPA1-405, while the remainder of the site will be rezoned from *Agricultural (A1)* to *Prestige Industrial (MP-XX)*, with site-specific standards that are required to support the proposed industrial development. A copy of the proposed Town of Caledon Site-Specific Zoning By-law Amendment is attached as **Appendix B**.

In addition, proposed amendments to Zoning By-law 2006-50, as amended, seek to rezone the existing EPA2 designation to EPA1 for the staked environmental lands and associated buffers. This change better reflects the intent to protect the greenbelt and natural heritage features from future development and limits the permitted uses. Lands containing the stormwater

management facility are proposed to be rezoned to EPA1-405, while the remainder of the site will be redesignated from Agricultural (A1) to Prestige Industrial (MP-XX), incorporating site-specific standards necessary to accommodate the proposed industrial development. A copy of the Town of Caledon's Site-Specific Zoning By-law Amendment is provided in **Appendix B**.

Finally, a Site Plan Application is required to facilitate the proposed development. The Site Plan Application will be submitted at a later date and include detailed design for the site in support of securing final approvals of the proposed development.

2.5 Public Engagement

Armstrong Planning & Project Management will lead the public engagement process associated with the Statutory Public Meeting for the proposed development. The engagement strategy will be conducted in accordance with the requirements of the Planning Act and the Town of Caledon's Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) procedures. Following the meeting, a comprehensive summary of public input and feedback will be compiled and submitted to Town of Caledon Planning staff.

Furthermore, an Indigenous Engagement Strategy has been developed as part of this project in response to the requirements outlined in the PARC checklist. Please see the Engagement summary submitted as part of this application

3.0 PLANNING FRAMEWORK

3.1 Provincial Policies

The following section discusses provincial documents that guide land use planning in Ontario. Policy and direction are noted in black text, while Armstrong Planning's response is noted in blue text.

3.1.1 *Planning Act, RSO 1990*

The Planning Act, R.S.O. 1990 (herein referred to as "The Planning Act") provides legal direction on how land uses are controlled and by whom. It promotes sustainable economic development, provides a land use planning system and framework, and ensures that matters of provincial interest are integrated into planning decisions. The Provincial Planning Statement, 2024 was prepared under the authority of the Planning Act.

Decisions made by planning approval authorities must have regard for matters of provincial interest and be consistent with the Provincial Planning Statement (Section 2 and 3, the Planning Act). The matters of provincial interest relevant to the proposed development include:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (e) the supply, efficient use and conservation of energy and water;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The proposed development demonstrates alignment with these matters of provincial interest. It preserves ecological and natural heritage features on-site, supports the efficient use of energy and water through the integration of a stormwater management pond, and contributes to the orderly development of the area. The built form is strategically located along Heart Lake Road, incorporating a landscaped buffer to mitigate impacts on adjacent residential uses to the west. The development also facilitates the creation of new employment opportunities, contributing to the economic vitality of the Town of Caledon and the Region of Peel.

Furthermore, the Planning Act empowers municipalities to adopt and amend official plans, zoning by-laws, and draft plans of subdivision, provided such decisions reflect provincial interests. The proposed development supports these objectives by advancing employment land uses in a manner that is environmentally responsible, economically beneficial, and contextually sensitive.

3.1.2 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (herein referred to as the “PPS”) was approved by the Minister of Municipal Affairs and Housing and came into effect October 20, 2024. The PPS supersedes the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS provides consolidated policies related to land use planning and development. The PPS provides the overall direction for planning in Ontario.

Under Section 3 of the *Planning Act*, all decisions affecting land use planning must be consistent with the PPS. The proposed development demonstrates strong alignment with the policy directions outlined in the PPS 2024. The following is a summary of the relevant policies of the PPS.

Section 2.3 Settlement Areas and Settlement Area Boundary Expansions

Section 2.3 establishes settlement areas as the primary focus for growth and development. It promotes land use patterns that efficiently use land and infrastructure, support active and freight transportation, and contribute to complete communities through intensification and redevelopment.

The proposed development is situated within the Mayfield West Study Area and is majority located immediately north of the Mayfield West Settlement Area, while the southern portion of the site is within the Mayfield West settlement area and designated as Prestige Industrial (Schedule B). Furthermore, the Region of Peel’s Settlement Area Boundary Expansion (SABE)

Study has been undertaken to accommodate employment and community growth to the year 2051, and has identified the site as a SABE Employment Area. This designation is reflected in the Region's Official Plan mapping as part of the "2051 New Urban Area." The proposed development is consistent with the Region's strategic direction for the SABE, supporting employment growth in the Town of Caledon through the creation of approximately 1,217 jobs (urbanMetrics Inc., 2025). Its location also benefits from proximity to key transportation infrastructure, including Highway 410 and the approved Highway 410 extension and Highway 413, which will further enhance regional connectivity and support long-term economic development.

Section 2.8 Employment

Section 2.8 of the PPS outlines policies to support a modern economy and protect employment areas. The PPS promotes land use planning that supports employment opportunities and economic development. Specific relevant policies are outlined below.

Section 2.8.1.1 states: *Planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) 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;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

Section 2.8.2.2 states: *Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations*

Section 2.8.2.3 states: *Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:*

a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;

b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;

c) prohibiting retail and office uses that are not associated with the primary employment use; d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and

e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

The proposed development aligns with these policies as the proposed industrial use includes ancillary office uses to ensure long-term employment viability, and optimize land use efficiency. Additionally, the site is ideally situated in close proximity to the approved Highway 410 extension and Highway 413. This strategic location will enhance goods movement and infrastructure efficiency. The site layout includes landscape buffers and preserves environmental features, ensuring compatibility with adjacent residential and natural areas. Overall, the redesignation of the northern portion from Prime Agricultural to Prestige Industrial reflects the Town's employment strategy and supports the provincial economic growth.

Section 3.3 Transportation and Infrastructure Corridors

Section 3.3 emphasizes the importance of protecting transportation and infrastructure corridors to meet current and future needs. Planning authorities are directed to safeguard rights-of-way for transit, goods movement, and utility infrastructure, and to ensure that adjacent development is compatible with the long-term function of these corridors. Particularly, Section 3.3.3 states: *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*

The proposed development supports this policy direction by locating industrial uses adjacent to the approved Highway 410 extension and Highway 413. The site layout avoids any encroachment into protected corridors.

Section 3.5 Land Use Compatibility

Section 3.5 emphasizes the importance of planning major facilities and sensitive land uses in a manner that avoids, or where avoidance is not possible, minimizes and mitigates adverse effects such as odour, noise, and contaminants. Particularly, Section 3.5.2 states: *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

The proposed development aligns with these policies by incorporating a landscape buffer along the western edge of the site to mitigate potential impacts on adjacent residential uses. The site layout has been carefully configured to ensure compatibility with surrounding land uses, including the preservation of environmental features and the strategic placement of industrial buildings. These measures support the PPS objective of maintaining land use compatibility and protecting the viability of planned employment uses.

Additionally, an Environmental Noise & Vibration Study has been prepared by SLR Consultants in support of the development application. Within the report's findings, adverse vibration impacts and noise impacts from the proposed development are not anticipated. In conclusion, the proposed development is suitable to protect the existing residential community, and mitigate impacts as per the provincial guidelines, standards and procedures.

Section 3.6 Sewage, Water and Stormwater

Section 3.6 provides direction for the planning and provision of sewage, water, and stormwater services to support growth while protecting public health, the environment, and long-term infrastructure viability.

Stormwater management has been addressed through the inclusion of a strategically located stormwater management pond north of Building A. This facility supports site-wide drainage, minimizes erosion and contaminant loads, and contributes to water balance and environmental protection.

Section 4.1 Natural Heritage

Section 4.1 provides direction for the long-term protection of Ontario's natural heritage features and systems. It emphasizes maintaining ecological connectivity, biodiversity, and the integrity of surface and groundwater features. Particularly development and site alteration shall not be permitted in significant natural features such as wetlands, woodlands... unless it has been demonstrated that there will be no negative impacts on the natural features or their functions (Section 4.1.5). Section 4.1.2 states: *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

Section 4.1.8 states: *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions*

The proposed development conforms to these policies by protecting the Natural Heritage features on the northern portion of the site with its Environmental Policy Area designation. This area includes staked environmental lands and associated buffers, which will remain protected and undisturbed. The development has been designed to avoid impacts on significant natural features and adjacent lands, consistent with provincial requirements for fish habitat, endangered species habitat, and other sensitive ecological areas.

Stormwater management measures, including the proposed pond, further support ecological function by managing runoff and protecting water quality. The site layout incorporates landscape buffers and vegetative surfaces to minimize disruption and maintain ecological linkages.

Section 4.3 Agriculture

Section 4.3 outlines policies for protecting Ontario's agricultural system and prime agricultural areas. Section 4.3.4.1 states: *Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 2.3.2.*

The proposed development requires a redesignation of the northern portion of the site from Prime Agricultural Area to Prestige Industrial Area. This redesignation is consistent with the Town of Caledon's employment land strategy and the Future Caledon Official Plan, which identifies the area as New Employment Area.

Summary:

The PPS directs growth to settlement areas where infrastructure is available or planned, and encourages compact, efficient development that supports complete communities. The subject lands are located within the Mayfield West settlement area and benefit from proximity to major transportation infrastructure such as the approved Highway 410 extension and Highway 413, aligning with the PPS's emphasis on strategic growth and infrastructure optimization.

The development supports the Province's employment objectives by introducing industrial uses that contribute to a diversified economic base and long-term job creation. The site layout and zoning/official plan amendments protect the viability of employment lands while ensuring compatibility with adjacent residential and environmental features. Additionally, the proposed development integrates servicing and stormwater management systems that are efficient, sustainable, and aligned with municipal infrastructure planning.

Environmental protection is a key component of the PPS, and as part of the proposal, the natural heritage lands are protected and designated as Environmental Policy Area lands, incorporating buffers, and minimizing impacts. The redesignation of a portion of the site from Prime Agricultural Area to Prestige Industrial is consistent with the Town's employment land strategy and meets PPS criteria.

Overall, the proposed development reflects the intent and direction of the PPS 2024 by balancing economic growth, infrastructure efficiency, environmental stewardship, and land use compatibility. It represents a responsible and strategic approach to employment land development within the Town of Caledon and the Region of Peel.

3.1.3 Greenbelt Plan (2017)

The Greenbelt Plan is a provincial document that was introduced in 2005 that identifies where urbanization should occur and helps to protect important resources such as the natural heritage system and agricultural land.

The proposed developments do not change the limit of the Key Natural Heritage Features within the Greenbelt Area as per the boundaries staked and agreed to by Municipal and Conservation Authority staff on site. The overall development plan for the site has been thoughtfully designed and advanced through consultation with the ecologist (EnVision Consultants Ltd.) and geomorphologist (GEO Morphix) in order to accommodate the natural heritage features and appropriate vegetation protection zones.

The principle of land use has been established with the approval of the Region of Peel Official Plan and is mirrored in the adopted Future Caledon Official Plan. The proposed OPA reflects the

stated intent of the lands, while preserving the environmentally sensitive areas found on the site. Under Schedule 1 of the Greenbelt, the northern portion of the site is identified as “Protected Countryside” and “Greenbelt Area” (**Figure 5**). Under Schedule 4, the northern portion of the site is identified as “Protected Countryside”, and “Natural Heritage System” and “Greenbelt Area” (**Figure 6**).

On September 24, 2025, a site visit was conducted with Armstrong Planning, the Town of Caledon Staff (planning and engineering), the Toronto Region Conservation Authority Staff (planning, ecology, engineering), EnVision Consultants Ltd. (ecologist), and MTE (geomorphic). During this site visit, the limits of the woodlands, wetlands, and top of bank were confirmed on both sites by all parties. The summary of the site visit is included in the Scoped Local Subwatershed Study attached herewith.

As noted above, Key Natural Heritage Features are identified on the northern portion of the site and include habitat of endangered species and threatened species, fish habitat, wetlands and woodlands. Policies in the Greenbelt Plan protect the Key Natural Heritage Features and their associated Vegetation Protection Zone (buffer) from development. In accordance with the policies of 3.2.5, appropriate buffers have been applied to the Key Natural Heritage Features in consultation with our ecologist, hydrogeologist, and geomorphologist, which ultimately protect the Greenbelt Area from development.

As mentioned, the northern portion of the property is within the TRCA Regulated Area, however, no development is proposed within the environmental protection areas identified on the lands. We do not anticipate a TRCA Permit is required at this time. Should one be required, an application will be submitted at a later date.

A Fluvial Geomorphological Assessment and Erosion Hazard Delineation was completed, by GEO Morphix Ltd., for the wetland in the Greenbelt Area to ensure that development is appropriately set back from the environmental feature in order to manage risk to life and property from erosion and flooding. An additional 30 metre buffer has been applied from the meander belt width on the wetland on the northern portion of the property due to Redside Dace habitat protection. The wetland features and associated buffering will be protected long term as Environmental Protection Area and as Greenbelt Area. In accordance with recommendations from EnVision Consultants Ltd. and GEO Morphix, appropriate buffering from these features have been established.

Through the proposed applications for the Official Plan Amendment and Zoning By-law amendment, the Greenbelt Area will continue to be protected through its designation. In

addition, through this specific application, the features staked on site (as well as associated buffering) will maintain it's designation as *Environmental Policy Area* in the Local Official Plan Amendment and be rezoned as EPA1. The EPA1 zone will protect the environmental features staked from development.

The proposed development has respect and regard for the Key Natural Heritage Features and overall Greenbelt Area on site. In conclusion, policies within the Greenbelt Plan are met through this application.

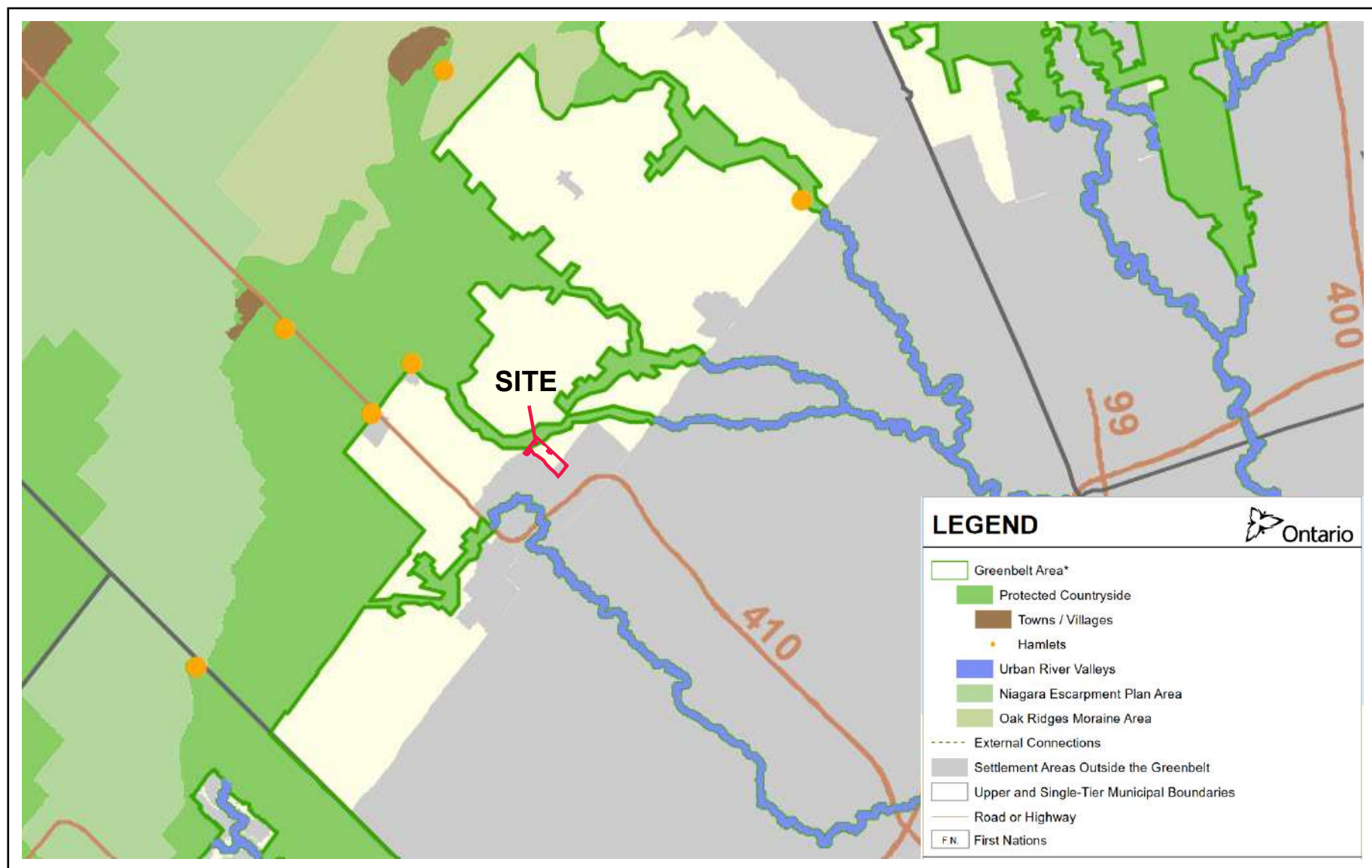


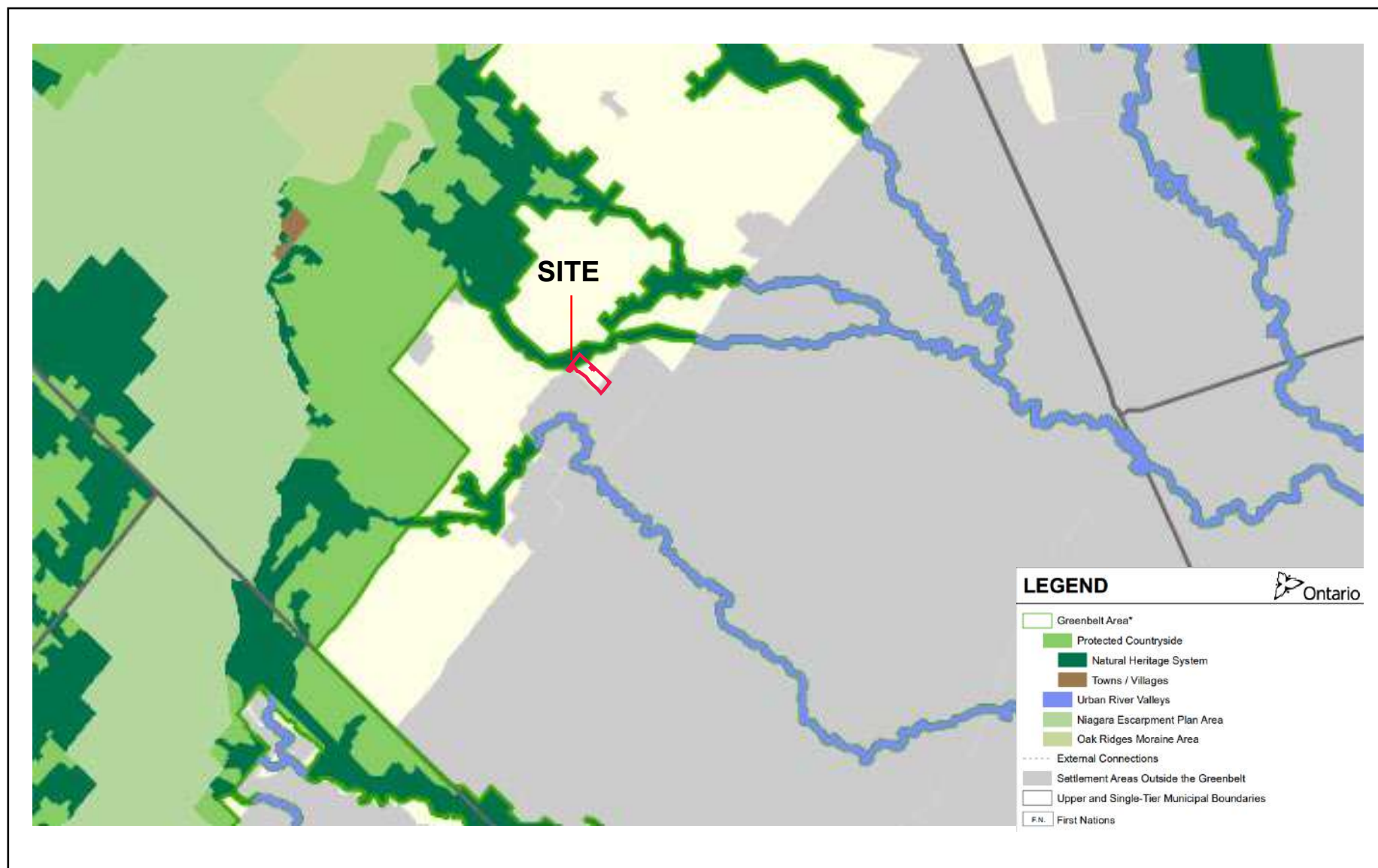
Figure 5: Greenbelt Plan - Greenbelt Area (Schedule 1)

 Site Boundary

Date: October 2025



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**Figure 6: Greenbelt Plan – Natural Heritage System
(Schedule 4)**

 Site Boundary

Date: October 2025



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3.2 Local Policies and Plans

The following section provides a detailed summary of the local policies in effect on the subject lands. Policy and direction are noted in black text, while Armstrong Planning's response is noted in blue text.

3.2.1 Town of Caledon Official Plan (March 2024 Consolidation)

The Town of Caledon Official Plan governs all urban and rural lands within the municipality and provides the policy framework for growth and development to the year 2031. The most recent Office Consolidation of the Caledon Official Plan was issued in March 2024. Following the completion of its Municipal Comprehensive Review (MCR), Town Council adopted the Future Caledon Official Plan in April 2024. However, as the Future Caledon Official Plan has not yet received Provincial approval, the March 2024 Consolidation of the Caledon Official Plan remains the in-force planning document.

While the current Caledon Official Plan continues to guide land use decisions, its policies do not fully reflect updated Regional and Provincial planning directions, including those outlined in the Provincial Planning Statement, 2024 and the Region of Peel's growth strategy. Given this, the applicant is seeking an Official Plan Amendment to facilitate the proposed development and ensure alignment with contemporary planning objectives and long-term municipal growth priorities.

The Caledon Official Plan currently designates the site as *Prime Agricultural, Environmental Policy Area, Prestige Industrial and Special Policy Area C* on Schedule B "Mayfield West Land Use Plan" (**Figure 9**). Additionally, the northern portion of the site (natural heritage features) are identified as *Greenbelt Plan Area* and *Greenbelt Protected Countryside* on Schedule A1 "Town of Caledon Town Structure" (**Figure 8**).

The site fronts onto Heart Lake Road which is currently a collector road as per Schedule J "Long Range Road Network" (**Figure 10**). Heart Lake Road has a 26-metre ROW on Schedule K "Road Right-of-Way Widths" (**Figure 11**). As per Schedule S "The Greenbelt in Caledon", the northern portion of the site is identified as *Greenbelt Plan Natural Heritage System* (**Figure 12**). The following provides a summary of the key policies relevant to the proposed development:

Chapter 2: Strategic Direction

Chapter 2 of the Town of Caledon Official Plan acknowledges that the Town is located on the periphery of the Greater Toronto Area and faces both internal and external pressures to transition from a rural to an urban area. Through this section, the Town has established goals which provide the basis for the policies of the Town Official Plan.

The following are relevant to this proposal:

2.2.3 Goals

- *To establish a growth pattern for the Town, including rates and location of population and employment growth that maximized the overall quality of life for Caledon's residents.*
- *To protect and steward ecosystems in the Town.*
- *To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.*
- *To provide residents with a quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities.*
- *To preserve, expand and diversify the Town's employment base.*
- *To strengthen the local economy and tax base.*
- *To plan and support a transport system that provides for both inter and intra-Town traffic movements, balances demand with capacity, protects and stewards ecosystems, and protects heritage sites and sensitive human environments.*
- *To allow development in a manner that provides the best opportunity to optimize municipal service provision.*

The proposed development assists the Town in Caledon achieving the goals set out by **Section 2.2.3** noted above. The site's location is strategically positioned near key infrastructure such as Highway 410 and the approved Highway 413. To support the site, the development will include a stormwater management pond which will optimize servicing.

The site is conveniently located in proximity to future employment uses and a residential community to the west, providing residents with the opportunity to work close to home and live close to work, reducing commute times. The development has been strategically designed to be sensitive to the natural heritage features on the site, and through the proposed zoning will protect the natural areas from development. Lastly, the developments will generate a significant tax base for the municipality.

Chapter 4.0 Town Structure and Growth Management

Chapter 4 outlines the hierarchy of settlements in order to implement the Town's growth management strategy, by defining the role and function of various settlements and allocating growth accordingly.

Section 4.1.1.3.1 outlines that Rural Service Centres include Mayfield West, and are designated as the primary growth areas for new residential and employment growth. Section 4.2.2 discusses greenfield density and how in response to provincial direction, the Region of Peel Official Plan states that the Region plans to achieve a minimum Greenfield density of 50 residents and jobs combined per hectare by 2031. The Region will only consider approving settlement boundary expansions for Rural Service Centres if they contribute to the achievement of the Regional minimum Greenfield Density Target established for 2031. Specifically, Section 4.2.2.1 notes: *“Caledon will make its best efforts to contribute to the achievement of the Regional Greenfield Density Target, however, this will be very difficult as employment lands in Caledon are generally at a density far below the Greenfield Density Target and are not expected to achieve 50 jobs per hectare in the future. Compensating for lower density employment lands will necessitate higher residential and population-related employment densities in the Rural Service Centres.”* In response to the Region’s objective, 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.

The northern portion of the site is designated as *Environmental Policy Area* within the Greenbelt area, south of the Greenbelt area, the site is designated as *Prime Agricultural Area*, whereas the southern portion of the site is designated as *Prestige Industrial* and *Special Policy Area C* within the Mayfield West Secondary Plan (Schedule B- Mayfield West Land Use Plan). Please refer to **Figure 9** for the site outline overlaid on Schedule B. Lands designated as Environmental Policy Area will be retained under the same designation in accordance with the limits staked on site and associated buffers. Through the proposed Official Plan Amendment, the site will be brought into the Mayfield West Settlement Area.

The proposed amendment will include the subject lands as part of the Designated Greenfield Area. The Town Official Plan acknowledges the Growth Plan density target of 50 residents and jobs combined per hectare (4.2.2.1), however notes that in Caledon, employment densities are typically much lower. As such Policy 4.2.2.3.1 directs development within the Designated Greenfield Area to achieve a minimum density of 42 residents and jobs per hectare, in line with previous Regional requirements (prior to 2022). Without the benefit of a new adopted and (yet to be) approved Town Official Plan, these numbers cannot be verified as of the writing of this report. Nonetheless, these densities are not intended to be met on a site-by-site basis, rather across the entire Designated Greenfield Area, and as identified within the Town Official Plan, certain sites will achieve more (or less) than others, with the intent of meeting the targets on a Town-wise basis. The proposed development provides approximately 28 per net hectare.

Section 4.2.3 outlines policies for settlement expansions. An official plan amendment and a municipal comprehensive review are required to expand the boundary of any settlement area. The key objectives outlined in Section 4.2.3.2 state the following:

- *To provide for orderly and efficient residential, commercial and industrial growth within settlements.*
- *To satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- *To manage growth based on the growth forecasts and intensification policies and Greenfield density objectives of this Plan.*
- *To optimize the use of the existing and planned infrastructure and services.*

As part of this application, the remaining of the lands that are situated immediately outside of the Mayfield West settlement area will require a settlement boundary expansion to be comprised of employment lands that are currently designated within the urban boundary of the Regional Official Plan however, are not within the Settlement Area in the Town's Official Plan. A local Official Plan Amendment is being requested, while the Future Caledon Official Plan is awaiting provincial approval. It is anticipated that the subject lands will be included in the urban boundary as part of the Future Caledon Official Plan however, the proposed Official Plan Amendment provides an opportunity for motivated end-users to build on employment-ready lands, in line with local and provincial goals. The proposed development will bring industrial growth in the Mayfield West settlement area and optimize the use of existing and planned infrastructure including Highway 410 and approved Highway 413. The policies related to the settlement boundary have been met and the Future Town Official Plan will be consistent with the findings of the Regional MCR that concluded in 2022.

Section 4.2.4 outlines the population and employment forecasts and allocations for the Town of Caledon. In accordance with the policies of this section, forecasts will be updated as the result of a Provincial review. This process has been completed through the adopted Future Caledon Official Plan which has yet to receive provincial approval however, the Town (as per this Official Plan) is to accommodate a population of 108,00 and 46,000 jobs by 2031.

Chapter 5.0 Land Use Policies

Section 5.5 Employment Areas highlights the importance of employment areas playing a key role in diversifying the Town's employment and assessment base. Development of employment areas will be focused in the Rural Service Centres of Mayfield West and Bolton, and the Industrial/Commercial Centre of Tullamore. It is the policy of the Town Official Plan to designate an adequate supply of employment land within the Rural Service Centres and

Industrial/Commercial Centres to achieve employment forecasts (Section 5.5.3.2). It is the municipality's responsibility to monitor, in collaboration with the Region of Peel, the supply of employment lands on an annual basis.

Through the Town of Caledon 2020-2030 Economic Development Strategy ('EDS') the Town acknowledges the importance of the transportation and warehousing industry and makes clear that this is a key strength for the Town's economy. The EDS further states that the "lack of sufficient inventory of serviced, investment-ready land is a concern". A shortage of employment-ready lands has been identified in the EDS, which is a major problem for the Town and Region. The proposed development offers a unique opportunity for the Town to redesignate lands for employment uses ahead of the Future Caledon Official Plan approval, with end users ready to begin building on the site.

The site is proposed to be designated as *Prestige Industrial* and *Special Policy Area C* from Prime Agricultural, and will be developed in accordance with the policies outlined in Sections 5.5.4 (Prestige Industrial) and 5.5.7 of the Town's Official Plan. The development has been thoughtfully designed to ensure quality treatment of features, forms, massing, scale, site layout, orientation, landscaping, and ingress and egress to and from the site. Where possible, enhanced elevations and landscaping have been provided. Please refer to the Landscape plan prepared by ByPath and the elevations prepared by Powers Brown Architects.

Section 5.7 Environmental Policy Area (EPA) outlines the policies related to Environmental Protection Areas.

The site includes environmentally protected areas to the north of the site that will be protected through EPA and/or Greenbelt designations, and zoning.

Section 5.9 Transportation outlines policies related to the transportation system in the Town of Caledon, and specifically highlights the need for facilitating the movement of both goods and people. This section also acknowledges that the Town does not own or operate a public transit system, and therefore relies on collaboration with the Region of Peel to expand and create a public transit network.

The subject site is advantageously located near major transportation infrastructure, including Highway 410 to the south and the approved Highway 413 to the east. Heart Lake Road, adjacent to the site, is designated as a future arterial road with a planned right-of-way width of 36 metres (as per Section 7.12.6.4 of the Official Plan). This planned widening has been incorporated into the site plan. Furthermore, the applicant is proposing to extend Larson Peak Road, located east of the site, to connect with Heart Lake Road. This connection will enhance local connectivity,

linking the neighbouring residential community to Heart Lake Road and providing direct access to the site. Overall, the site is strategically positioned to support the efficient movement of goods and people, aligning with the transportation objectives outlined in the Town's Official Plan.

Section 5.10 Settlements outlines the policies related to settlements within the Town. Development of settlements will take place in an orderly manner that makes use of services and discourages scattered or fragmented land development. Including these lands within the settlement boundary represents a logical expansion of the planned built-up employment area to the south. The site is within the urban boundary in the Regional Official Plan and anticipated to be included in the urban boundary of the Future Town Official Plan. The site represents the next logical expansion for employment lands given the land size, planned industrial uses to the south and east, and proximity to a critical transportation network that is required for freight-heavy users.

Comprehensive servicing of developments is encouraged (5.10.3.8, 5.10.3.9) in consultation with the Region of Peel to ensure that water and sewer services are planned, developed and utilized in an efficient manner.

Policy 5.10.3.25 states that expansions to settlements require amendment to the Town Official Plan and be reviewed based on the following italicized points:

a) Protection of environmental and cultural resources;

The environmental features (natural heritage and Greenbelt lands) on the site will be protected and have adequate buffering. They will be protected in their respective designation and zoning (Environmental Policy Area).

b) The potential impact of the expansion on the function and character of the community;

c) The expansion as a logical and contiguous addition to the existing settlement;

The proposed expansion is anticipated to enhance the area by introducing additional employment lands that support economic growth and job creation. Rather than negatively impacting the function or character of the community, the expansion complements it by forming a contiguous extension of the planned employment corridor along Heart Lake Road. The site is within the urban boundary in the Regional Official Plan, and is further supported by the Town's newly adopted Official Plan, which identifies these lands as part of the urban area. This designation reflects the Town's commitment to accommodating growth in accordance with provincial targets, making the expansion both strategic and consistent with long-term planning frameworks.

d) The adequacy of municipal services and related municipal financial costs;

EnVision Consultants has conducted a Functional Servicing Review and has concluded there are adequate municipal services to support the proposed development. Please refer to **Section 5** of this report for the summary of the Functional Servicing Report.

e) The need and demand for development;

There is a lack of available 'ready' (zoned and designated) employment land within the Town of Caledon. The Town of Caledon 2020-2030 Economic Development Strategy has identified that a "lack of sufficient inventory of serviced, investment-ready land is a concern". Through recent regional policy changes, the lands will be employment-ready to meet provincial targets.

f) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and considers lands with lower priority in the Prime Agricultural Area;

The subject lands are in the urban boundary and designated for employment uses within the Regional Official Plan. The Future Caledon Official Plan proposes the same.

g) The preparation and conclusions of watershed and sub-watershed studies;

In support of the proposed development, a local sub-watershed study is being submitted. Please refer to **Section 5.0** for a detailed summary on the findings of the study.

The review will include an assessment of related policies within the Regional Official Plan to determine compliance.

h) Compliance with minimum distance separation formulae;

MDS setbacks are not required for proposed land use changes (e.g., consents, rezonings, redesignations, etc.) within approved settlement areas, as it is generally understood that the long-term use of the land is intended to be for non-agricultural purposes.

i) The provisions of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan; and,

Not applicable.

j) The objectives and policies of Region of Peel Official Plan; and, the Principles, Strategic Direction, Goals, Objectives and Policies of this Plan.

The objectives and policies of the Regional Official Plan and the principles, strategic direction goals, objectives and policies of this Town Official Plan are met.

The proposed Town Official Plan amendment would redesignate the lands to *Prestige Industrial*, and preserve the *Greenbelt Area* designations. The redesignation represents a logical boundary expansion that has regard for the policies of the Town Official Plan and therefore, we recommend its approval.

Chapter 7.0 Secondary Plans

Chapter 7.12 is the Mayfield West Secondary Plan which outlines policies and goals to guide the future land use and development of the Secondary Plan area. The southern portion of the site is solely included the Mayfield West settlement area, and is within the urban boundary as per the Regional Official Plan. The Prime Agricultural designated lands are proposed to be designated as Prestige Industrial as part of this application thus it will require a settlement boundary expansion to capture the whole site. In the Regional Official Plan, the lands are already within the urban boundary and within the Future Caledon Official Plan, the lands are designated as 2051 New Urban Areas and Employment Areas. Therefore, the site would be subject to the policies and objectives in the Mayfield West Secondary Plan. Relevant policies in support of the proposed development within the Mayfield West Secondary Plan are provided below.

Section 7.12.3.2 Employment

- a) *Contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses adjacent to and north of the Highway 410 extension.*

Section 7.12.4.5 Employment Lands

In accordance with the objectives of this Secondary Plan, approximately 180 hectares (444 acres) of employment lands have been reserved adjacent to and north of the Highway 410 extension. These lands will contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses including Prestige Industrial, General Industrial uses.

The design of the employment area shall capitalize on its highly visible and accessible location adjacent to the planned Highway 410 extension. An appropriate interface between the employment area and existing future residential development shall be established through the use of roads, landscaping and other community design elements.

Section 7.12.12.1.12

Where the lands on the west side of Heart Lake Road, between Abbotside Way and the northerly limit of the Mayfield West Secondary Plan Area and Settlement Boundary 2031 are developed for prestige industrial land uses, land use compatibility must be considered

and addressed. The completion and implementation of studies may be required as conditions of a site plan or subdivision agreement. Studies may include, but are not limited to: Environmental Impact Statements; Tree Management Plans; Geotechnical Reports; Hydrogeological Studies; Phase 1 and Phase 2 Environmental Site Assessments; Spill Prevention, Response and Contingency Plans; Stormwater Management Reports; Traffic Impact Studies; Functional Servicing Reports; Noise Studies to address both stationary and non-stationary including existing and proposed traffic noise; and/or Cultural Heritage Impact Assessments. Implementation of measures to mitigate the impacts on the adjacent residential uses shall be undertaken, including but not limited to transportation systems design, noise attenuation, berms, trails and multiuse pathways, traffic calming measures, entrance designs, fencing, vegetation, landscaping, land uses, building design, building orientation, site design and setbacks. The lands are intended to be accessed from Abbotside Way and Larson Peak Road.

Section 7.12.12.1.4

As shown on Schedule B, only prestige industrial development will be permitted adjacent to Highway 410, Mayfield, Kennedy, Heart Lake and Dixie Roads. Outdoor storage will not be permitted within the prestige industrial designation. Interior lands within the industrial area boundaries are planned for general industrial uses with provisions for accessory outdoor storage

Special Policy Area C

Section 7.12.12.4.1

The lands subject to the Special Policy Area C overlay on Schedule B are intended to provide a 70 metre wide transition area between the industrial land uses adjacent to Heart Lake Road and the existing residential properties on Bonnieglen Farm Boulevard. The lands may be permitted for:

- a) a combination of a buffer block, landscape strip and/or trail system, and townhouse residential development with or without a live/work component; or,*
- b) a combination of a buffer block, landscape strip and/or trail system, and general commercial or prestige industrial land uses.*

Section 7.12.12.4.2

The following policies shall apply to prestige industrial land uses in the transition area (Special Policy Area C):

- a) Prestige industrial uses may only be permitted if*

- i) A 30 metre landscape buffer for visual screening is provided between the industrial use and the Residential Area; or,*
- ii) A 10 metre landscape buffer for visual screening and a local street is provided between the industrial use and the Residential Area*
- b) he prestige industrial uses are limited to those which are considered a Class I Industrial Use through the Provincial D-Series Land Use Guidelines or their successor;*
- c) The following uses are not permitted: cannabis and industrial hemp related uses; dry cleaning or laundry plant; manufacturing, fabricating, printing, processing;*
- d) Assembling and packaging operations; and, Warehousing and wholesale operations may be permitted subject to submission of necessary technical studies confirming their operation as a Class I Industrial Use;*
- e) Notwithstanding Section 7 .12.12.1.2, restaurants and financial institutions may be permitted;*
- f) No open storage of any kind shall be permitted;*
- g) Truck/trailer and/or tractor trailer maneuvering, loading, staging, delivery, storing or parking shall not be permitted within 70 metres of a rear lot line of a residential lot;*
- h) No loading facilities, overhead bay or service bay doors shall be permitted on or along building elevations which face residential properties;*
- i) No speakers or other sound amplification equipment shall be permitted except within wholly enclosed buildings;*
- j) Visual screening is required for rooftop mechanical equipment and any ground or wall mounted mechanical equipment visible from a residential property;*
- k) Renewable and alternative energy generation, including but not limited to geo-exchange systems, should be considered and implemented, where feasible; and,*
- l) Any required noise attenuation walls or berms should be located in coordination with the required landscape buffer.*

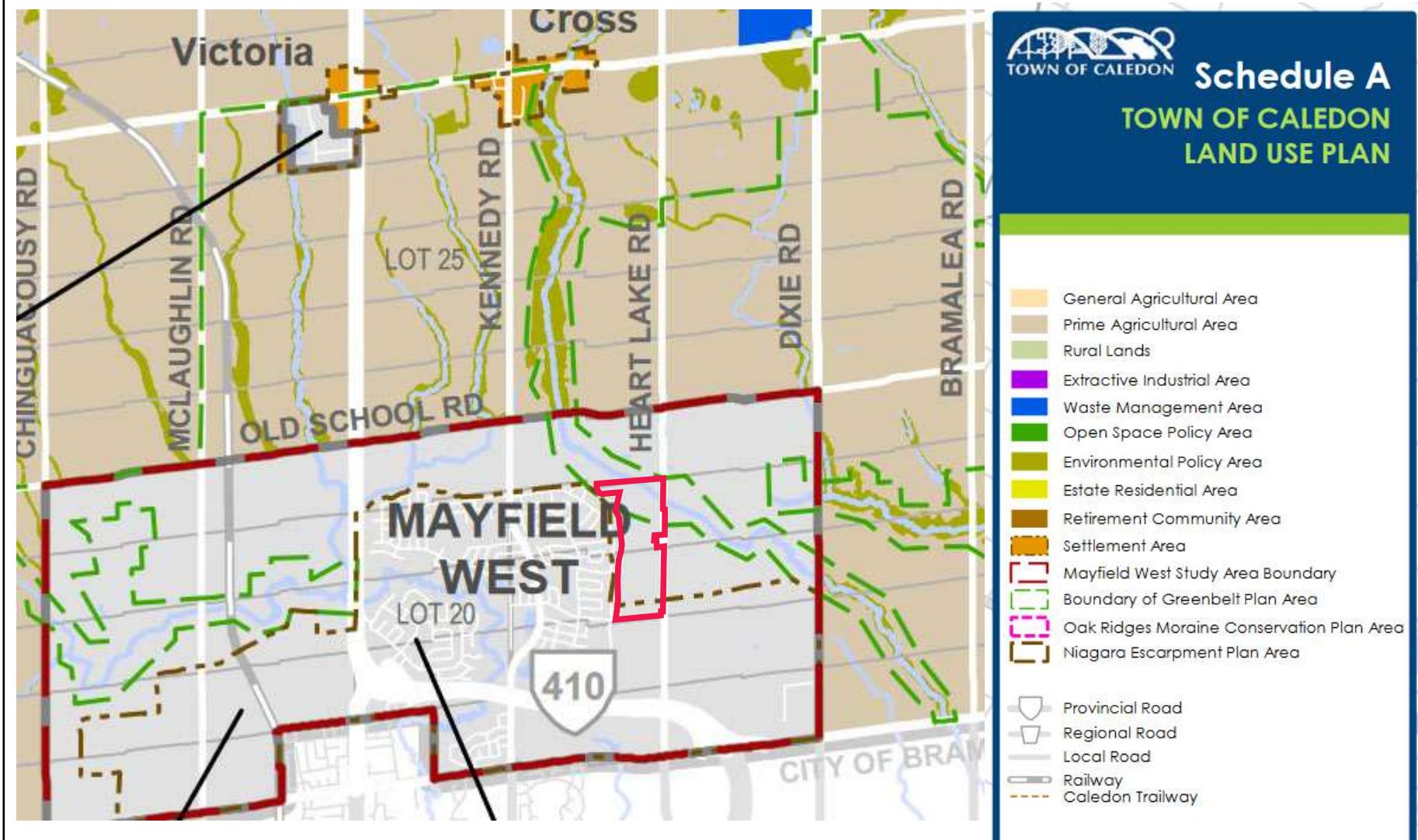
Section 7.12.12.4.5

The following policies shall apply to commercial uses in the transition area (Special Policy Area C):

- a) Commercial uses may only be permitted if one of the following conditions is met:*
 - i) A 30 metre landscape buffer for a visual screen is provided between the commercial use and the Residential Area; or,*
 - ii) A 10 metre landscape buffer for a visual screen and a local street is provided between the commercial use and the Residential Area;*
- b) Commercial uses will be permitted in the industrial designations, in accordance with Sections 5.5.4.1 i) and j) and 5.5.5.1 l);*

- c) Notwithstanding Section 7 .12.12.1.2, restaurants and financial institutions may be permitted;*
- d) No open storage of any kind shall be permitted;*
- e) No loading facilities, overhead bay or service bay doors shall be permitted on or along building elevations which face residential properties;*
- f) No speakers or other sound amplification equipment shall be permitted except within wholly enclosed buildings;*
- g) Visual screening is required for mechanical equipment and any ground mounted mechanical equipment visible residential property; rooftop or wall from a*
- h) Renewable and alternative energy generation, including but not limited to geo-exchange systems, should be considered and implemented, where feasible; and,*
- i) Any required noise attenuation walls or berms should be located in coordination with the required landscape buffer.*

The lands proposed for designation as a Special Policy Area C in Schedule B are consistent with the policies outlined in Special Policy Area C of the Town of Caledon Official Plan. The site design includes a 30-metre landscape buffer between the residential area to the west and the adjacent industrial use. In addition, a 70-metre-wide transition zone has been incorporated between the industrial lands and the existing residential properties along Bonnieglenn Farm Boulevard to not permit truck movements within this area. The intent of the Special Policy Area is to establish a meaningful buffer between the proposed industrial development and the surrounding residential community. We believe the site's design and configuration effectively reflect and support this objective.



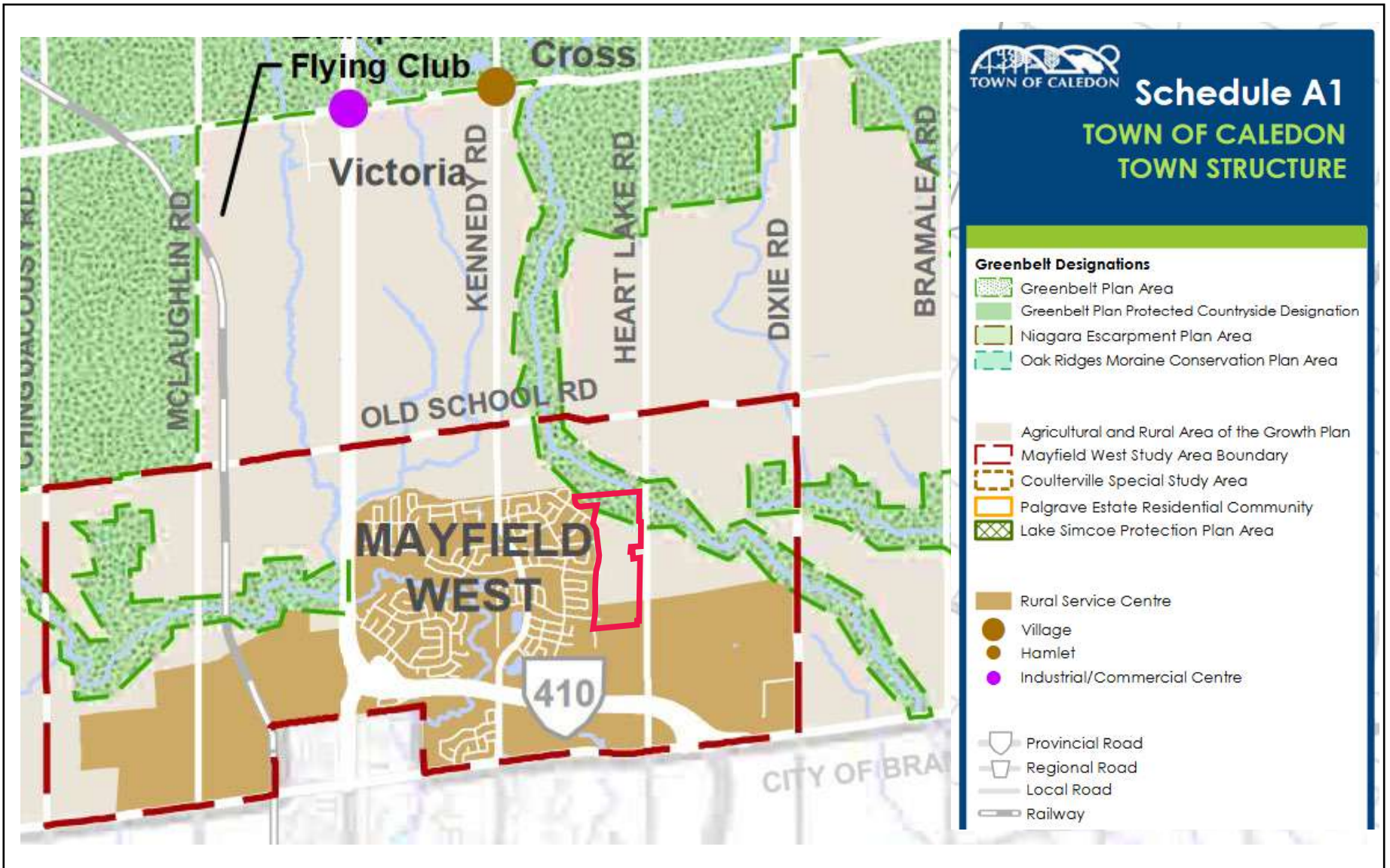
**Figure 7: Town of Caledon Official Plan – Schedule A
Land Use Plan**

 **Site Boundary**

Date: October 2025



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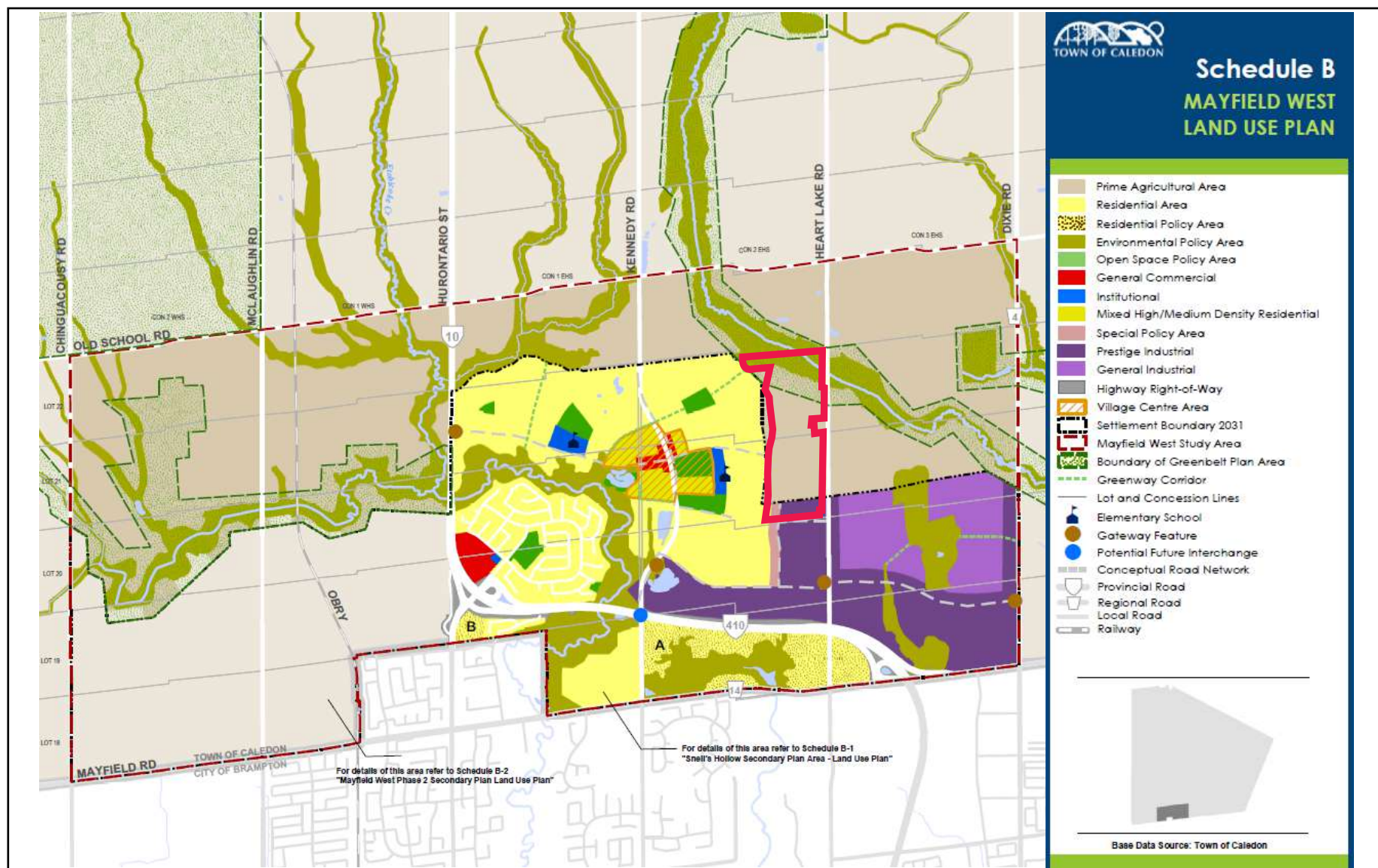
**Figure 8: Town of Caledon Official Plan – Schedule A1
Town Structure**

Site Boundary

Date: October 2025



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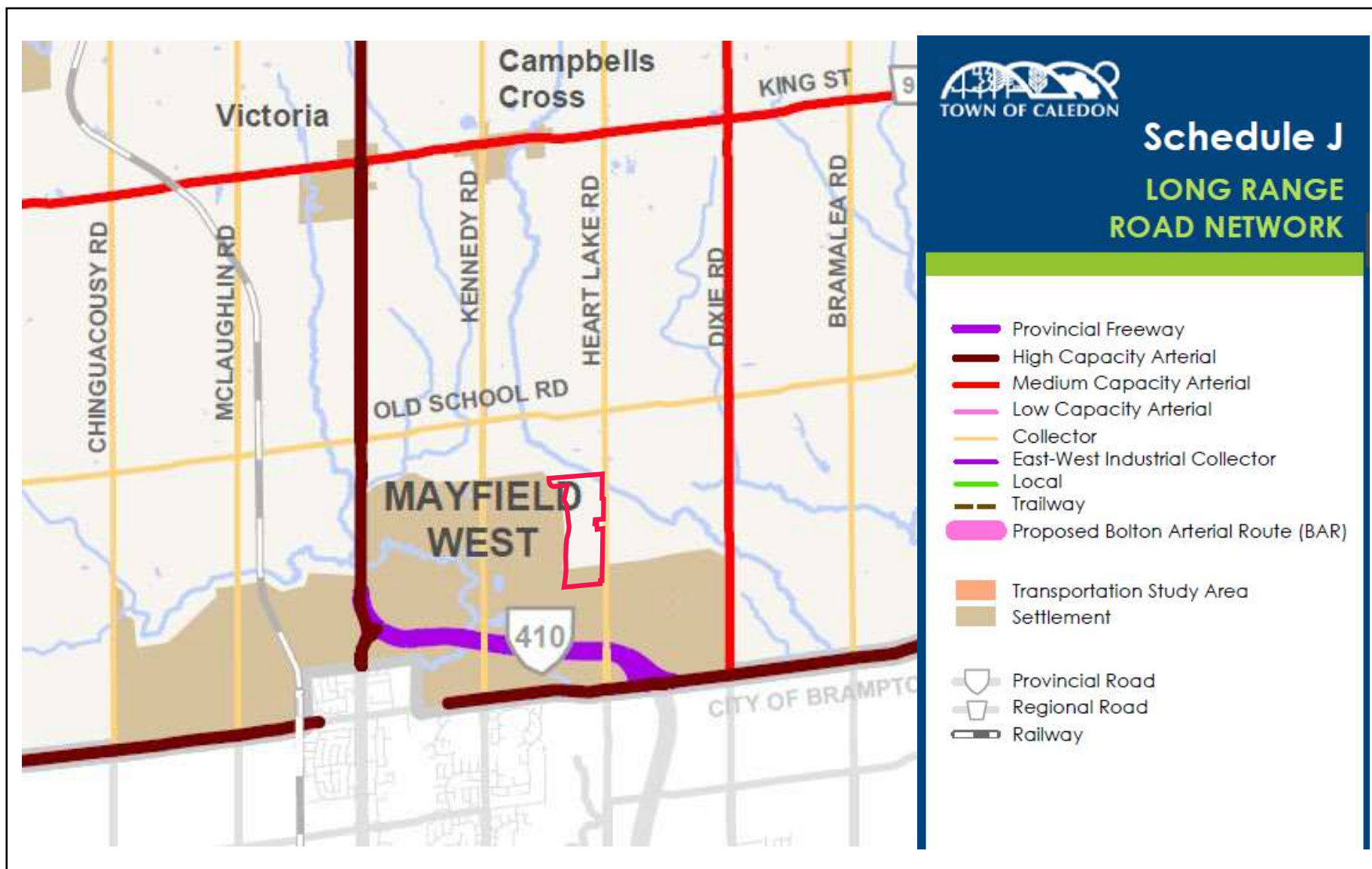
**Figure 9: Town of Caledon Official Plan – Schedule B
Mayfield West Land Use Plan**

Site Boundary

Date: October 2025



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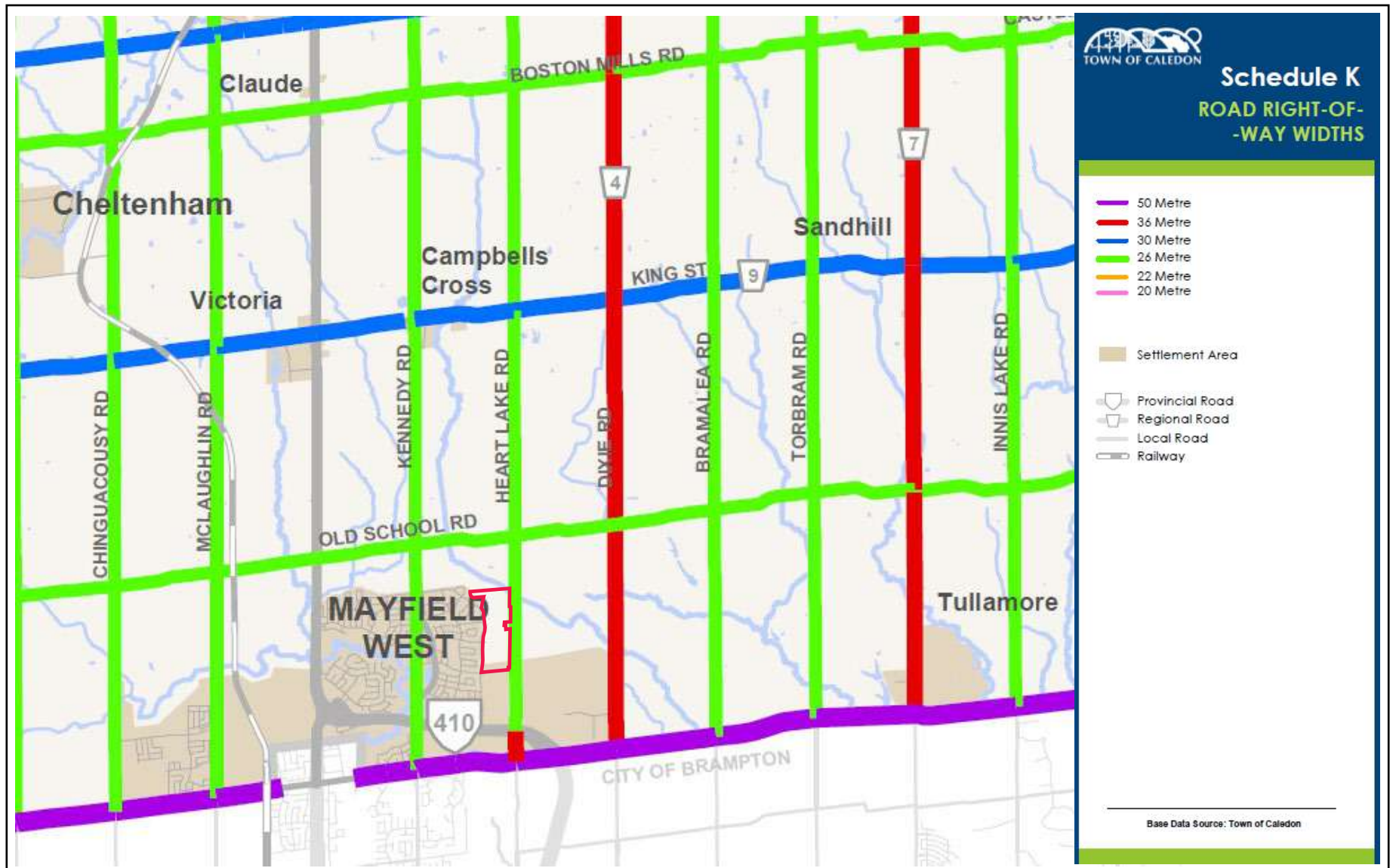
**Figure 10: Town of Caledon Official Plan – Schedule J
Long Range Road Network**

 Site Boundary

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**Figure 11: Town of Caledon Official Plan – Schedule K
Road Right-of-Way Widths**

Site Boundary

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Schedule S THE GREENBELT IN CALEDON

- Boundary of Greenbelt Plan Area
- Greenbelt Plan Protected Countryside
- Greenbelt Plan Natural Heritage System
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Lake Simcoe Protection Plan Area
- Settlement Area
- Provincial Road
- Regional Road
- Local Road
- Railway

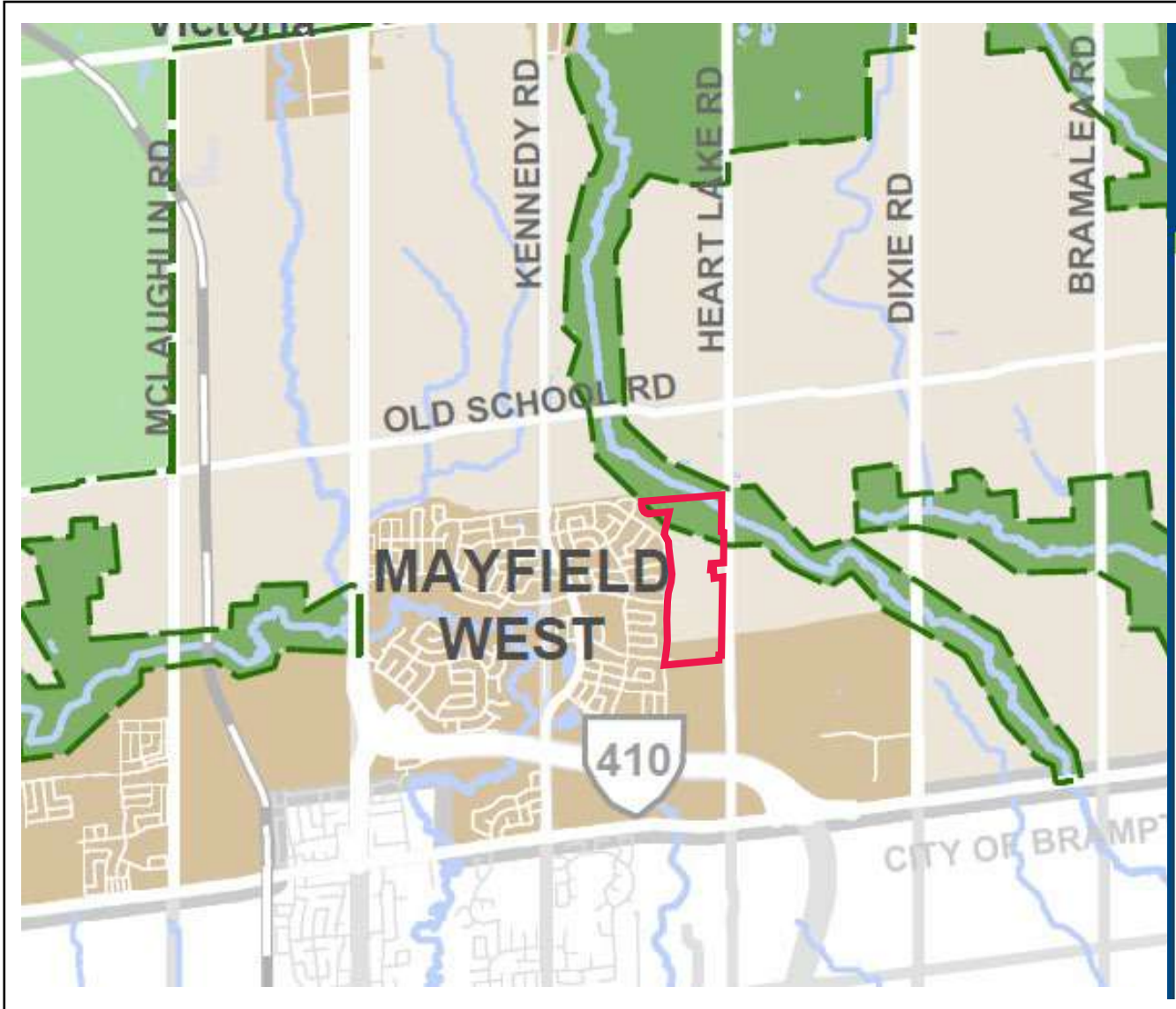


Figure 12: Town of Caledon Official Plan – Schedule S
The Greenbelt Plan in Caledon

 Site Boundary

Date: October 2025



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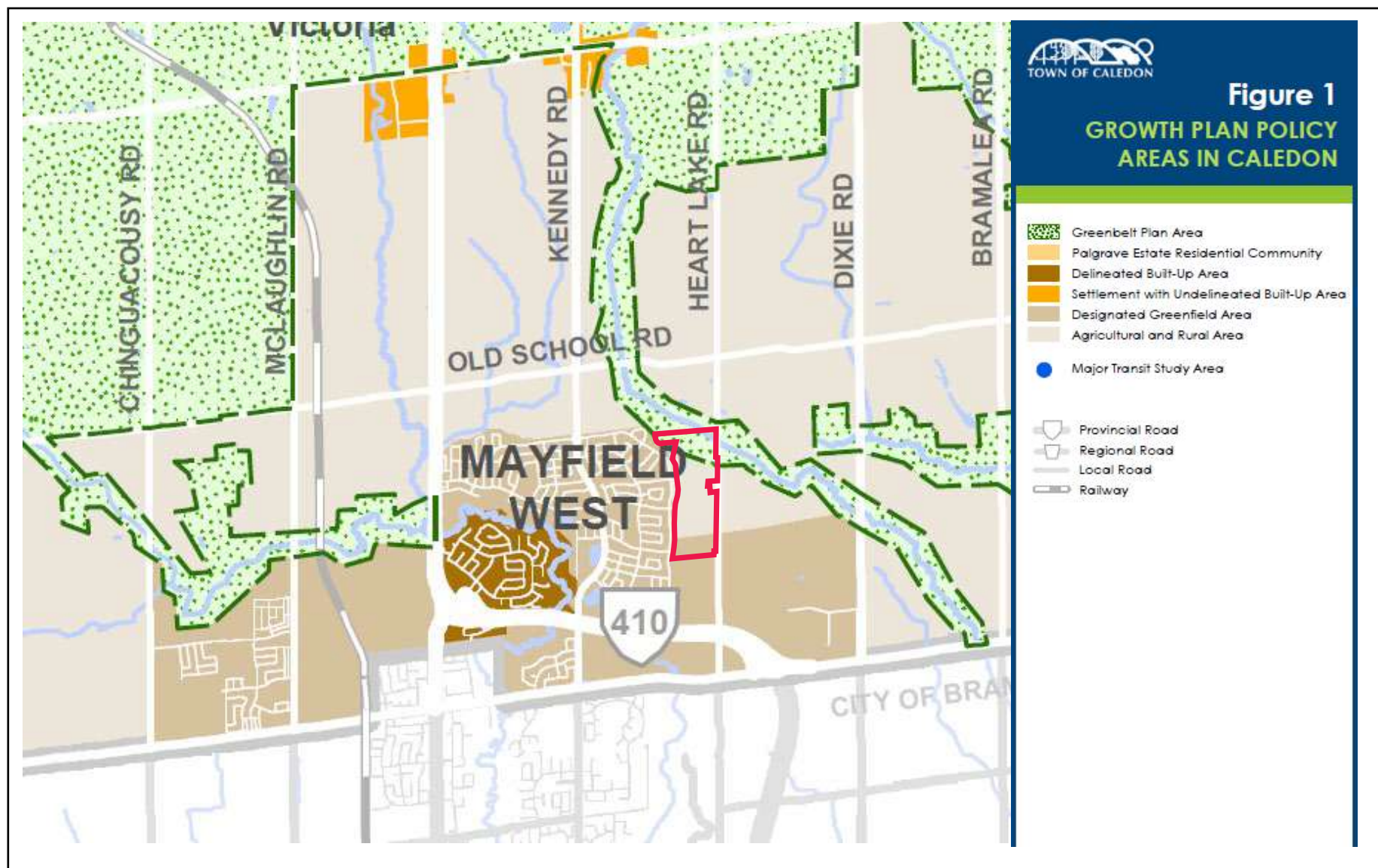


Figure 13: Town of Caledon Official Plan – Figure 1
Growth Plan Policy Areas in Caledon

 Site Boundary

Date: October 2025



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3.2.2 Region of Peel Official Plan (June 2024 Consolidation)

The Region of Peel Official Plan (ROP), adopted by Regional Council on April 28, 2022 and subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022, serves as the guiding framework for growth and development across the Region.

Following the enactment of Bill 185, the ROP has transitioned to a local official plan. As of July 1, 2024, the Town of Caledon assumed full responsibility for its interpretation and implementation within Caledon's jurisdiction. In the ROP, the site is identified as being within the *Urban System* and the *2051 New Urban Area* (Schedule E-1 and E-2) (**Figures 18-19**). Schedule E-1 (Regional Structure) of the ROP identifies the 2051 New Urban Area in south Caledon as a key growth node. This area is designated to accommodate the majority of the Town's future residential and employment expansion, aligning with long-term planning objectives and population forecasts. Furthermore, the site is identified as Designated Greenfield Area and Employment Area (Schedule E-2 and E-3) (**Figures 20-21**). No official plan amendments are required to the Region of Peel Official Plan in order to facilitate the proposed development.

In addition, the northern portion of the site where the environmental features are present, are identified as *Greenbelt Area* and *Natural Heritage System* on Schedule B-5, *Greenlands System* (Schedule C-1), and *Core Areas of the Greenlands System* (Schedule C-2). Below is a summary of the chapters of the official plan and its relevance to the proposed development.

Chapter 2: The Natural Environment

Chapter 2 of the ROP outlines the policies regarding the natural environment. This Chapter explores the natural heritage systems that are present in the Region of Peel, and what can be done to maintain, protect, restore, and enhance them. There are a number of natural heritage resources that are identified within the Region of Peel. As the site contains natural heritage features along the northern border of the site, the lands are designated *Greenbelt Area* and *Natural Heritage System* on Schedule B-5, *Greenlands System* (Schedule C-1), and *Core Areas of the Greenlands System* (Schedule C-2).

The designations, as identified above, are generally in line with the natural heritage features identified on the lands, which contain a woodland that form part of the Greenlands System. In addition with ROP policies, the features are also subject to the policies within the Greenbelt Plan to ensure their protection and enhancement. As discussed previously, these features have been staked on site and are being appropriately protected and buffered.

The Greenbelt Plan is discussed in detail in **Section 3.1.3** of this report including strategies for long term protection of natural heritage features and associated buffers, and mitigation of agricultural impact including meeting the required minimum distance separation formulae.

Chapter 3: Resources

Chapter 3 provides direction for identified resources, including promotion and preservation of the natural and cultural heritage within the Region, while also allowing for growth. In accordance with the policies contained in Section 3.6 (Cultural Heritage) of the ROP, the Region “supports the identification, conservation and interpretation of cultural heritage resources, including but not limited to the built heritage resources, structures, archaeological resources, and cultural heritage landscapes, according to the criteria and guidelines established by the Province. In addition, the Region intends to “collect, preserve, manage and research archives, artworks, and objects of cultural significance.”

12506 Heart Lake Road is listed on the Town of Caledon’s heritage registrar, as such a Cultural Heritage Impact Statement (CHIS) was completed for the property given the proposed change in land use development proposal. Stantec was retained to complete the CHIS and concluded that the late Italianate style farmhouse built between 1900 and 1924 can be demolished if the owner provides an interpretive sign explaining the history of the property and its association with the Livingston family.

In regards to archaeology, a Stage 1 and 2 Archaeological Assessment has been prepared by Irvin Heritage Inc. in support of the development application. The report is currently with the ministry for review however based on the findings of the Stage 2 assessment, a Stage 3 archaeological assessment is recommended for the identified Griffin Site (AkGw-572) which is scheduled to commence imminently.

Chapter 4: Growth Management Forecasts

Chapter 4 outlines the population and employment forecasts which aid in determining regional servicing and establishing the land requirements to accommodate growth to the year 2051. The table below (identified as ‘Table 3’ in the ROP) outlines the Population, Household and Employment Forecasts for the Region of Peel. This table demonstrates that for the Town of Caledon, it is expected that in 2041, there will be 80,000 jobs and in 2051, there will be 125,000 jobs.

Table 3 – Population, Household and Employment Forecasts for Peel

Municipality	2041			2051		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	2,050,000	650,000	960,000	2,280,000	730,000	1,070,000

Source: Region of Peel Official Plan (2022 Consolidation)

Through the Official Plan update, the Region identified the subject site suitable for employment uses. The Future Caledon Official Plan (not provincially approved yet), has redesignated the site future employment uses as well to align with the regional plan and objectives. The proposed development, coupled with recent and ongoing policy changes at the regional and local levels, will assist in meeting the employment targets set out in the ROP.

Chapter 5: Regional Structure

Chapter 5 acknowledges that the Region is part of a larger economic region of the Greater Toronto Area and Hamilton and the Greater Golden Horseshoe. This chapter outlines the key role that the Region has to play within this larger region. The Region is to manage growth and provide complete and healthy communities for people who live and work in Peel, and offer a range and mix of housing, employment and recreational and cultural activities. The site is within the urban boundary and therefore form part of the *Urban System*.

The development meets the requirements of section 5.4 Growth Management by promoting compact forms of urban development in proximity to existing and planned infrastructure. The subject site is currently underutilized, and this represents intensification of an area that is suitable for employment given the proximity to planned employment uses, as well as existing and planned transportation infrastructure that is required for warehouse and truck-dependent employment uses. More specifically, this proposed development achieves policies 5.4.3 and 5.4.4, which directs the Region to meet population and employment growth forecasts, and provide the amount of greenfield land necessary in order to do so.

Per Section 5.5 of the ROP, which discusses the Regional Urban Boundary, the subject lands are located within the urban boundary. The boundary is meant to provide the appropriate amount of land to accommodate urban growth to 2051. This section directs local municipalities to plan for growth in *Strategic Growth Areas* and *Designated Greenfield Areas* through growth management and phasing strategies. These strategies ensure appropriate mix of uses and employment types, the timing and availability of regional and local services, fiscal impacts of development, staged build-out and logical extensions to development, priority areas for

development, and sustainable rate of employment growth related to population growth. The development also provides significant fiscal benefits to the Region and Town in terms of creating jobs and economic prosperity, tax revenue, and development charges. In addition, it increases the stock of employment lands within the Town, which is required at this time.

Section 5.6 of the ROP establishes policies for properties within the *Urban System*, specifically to achieve compact built forms, a mix of uses, and efficient use of land and infrastructure. This section also requires the preservation and protection of lands near highways, rail corridors and major truck terminals for employment and infrastructure uses. The ROP calls for a plan to finance regional facilities and services, requiring development in the *Urban System* to proceed based on the growth management and phasing policies of the ROP, and the planned provision of necessary services. This section also states that local municipalities should plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals and major facilities. The proposed development provides for the intensified and compact use of underutilized land. This development provides an opportunity to utilize existing and future road and highway networks for employment uses and major goods movement.

Section 5.6.20 outlines the policies for the *Designated Greenfield Area*. It is understood that some of the employment growth experienced in the Region will take place in these areas, which include the *2051 New Urban Area* lands. The *2051 New Urban Area* lands, as discussed in Section 5.6.20.14, will accommodate approximately 38,000 jobs within designated *Employment Areas*, in which the subject lands are situated.

Policies relating to the *Designated Greenfield Area* include phasing development to ensure efficient use of infrastructure and fiscal responsibility, protecting natural and cultural heritage, and ensuring development is served by a well-connected transportation structure and transit. In addition, where a secondary plan is not in place, local municipalities are required to develop staging and sequencing plans that provide for orderly, fiscally responsible and efficient progression of development in coordination with the Region's Capital Plan, Water and Wastewater Master Plan, and Transportation Master Plans.

Similarly, the policies guiding the *2051 New Urban Area* in Section 5.6 call for development to be staged and sequenced to ensure the efficient delivery of infrastructure and protection of the financial and economic well-being of the Region. The policies also require protection of natural and cultural heritage resources, development of complete communities, ensure new development is well served by transportation networks and transit, and also the clear identification of *Employment Areas* within the *2051 New Urban Area*.

Section 5.6 Employment Areas directs the region to provide sufficient lands in employment areas (which are areas with clusters of business and economic activities – as identified by local official plans), to support a vibrant and sustainable economy. As discussed in **Section 1.4** of this report, there is a lack of ‘development ready’ employment land specifically in the Town of Caledon. This proposal provides a unique opportunity for the Region and Town to provide employment land that is desirable and suitable for warehouse and distribution development, given its size and prime location. Policy 5.8.27 of the ROP states that the Town of Caledon is encouraged to achieve a minimum employment density of 26 jobs per hectare within *Employment Areas*.

Furthermore, Policies 5.6.20.14.(14-17) provide details of secondary planning requirements to be undertaken by municipalities. The subject sites meet all requirements as set out in these policies without the need of a secondary plan.

Policy 5.6.20.14.14 *Require that the local municipalities delineate or provide criteria for the delineation of secondary plan areas for the 2051 New Urban Area, as shown on Schedule E-1, based on criteria, including, but not limited to, the following:*

- a) provide a logical progression of growth and be integrated as extensions of existing communities based on identifiable boundaries having regard for physical and natural features and barriers;*
- b) consider watershed boundaries and the natural heritage system;*
- c) include the protection and enhancement of a natural heritage system and water resource system informed by subwatershed study recommendations and the integration of water and stormwater management objectives and requirements;*
- d) provide coordinated and efficient water and wastewater services, as per the Region of Peel’s Water and Wastewater Master Plan and capital budgeting processes;*
- e) provides for a Caledon-wide multimodal transportation system that includes coordinated and efficient sustainable transportation and transit infrastructure and services, as per applicable mobility plans;*
- f) identify community/ neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed- use formats served by transit;*
- g) identify logical boundaries that build on or include areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*
- h) provide appropriate transitions to allow agriculture and agricultural activities related uses to continue for as long as practical; and*
- i) maximize the feasibility of implementing alternative and renewable energy systems including district energy systems.*

Policy 5.6.20.14.15 *Permit approval of secondary plans by local municipalities within the 2051 New Urban Area to proceed only in accordance with staging and sequencing plans to the satisfaction of the Region.*

Policy 5.6.20.14.16 *Require that local municipal secondary plan areas be prioritized, advanced, sequenced and approved and on the basis of a staging and sequencing plan, to the satisfaction of the Region, and in accordance with planning-related criteria including, but not limited to, the following:*

- a) the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;*
- b) provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;*
- c) coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;*
- d) make appropriate considerations for watershed boundaries and the protection, restoration and enhancement of a natural heritage system;*
- e) ensure protection of a natural heritage system and water resource system informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;*
- f) ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;*
- g) identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;*
- h) identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*
- i) provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical; and*
- j) feasibility assessments of implementing alternative and renewable energy systems including district energy systems.*

The proposed development and studies submitted herewith satisfy all the criteria as outlined above. The developments provide a logical extension of the planned employment hub along the east and west sides of Heart Lake Road between Old School Road and Mayfield Road. The environmental studies submitted herewith consider watershed boundaries and natural heritage

features, and stormwater management. Additionally, the site will not impact any adjacent agricultural uses and will consider the Caledon Green Standards at the detailed design stage, if required. As such, it is unclear what a secondary planning process or a detailed subwatershed study would offer at this time, given that the site already meets the criteria as set out by the Region. The Town of Caledon has agreed that a Secondary Plan is not required in this instance. The applicant has agreed to provide a scoped Local Subwatershed Study for review.

Chapter 6: Services

Chapter 6 Regional Services outlines the policies related to the services provided by the Region including Public Works.

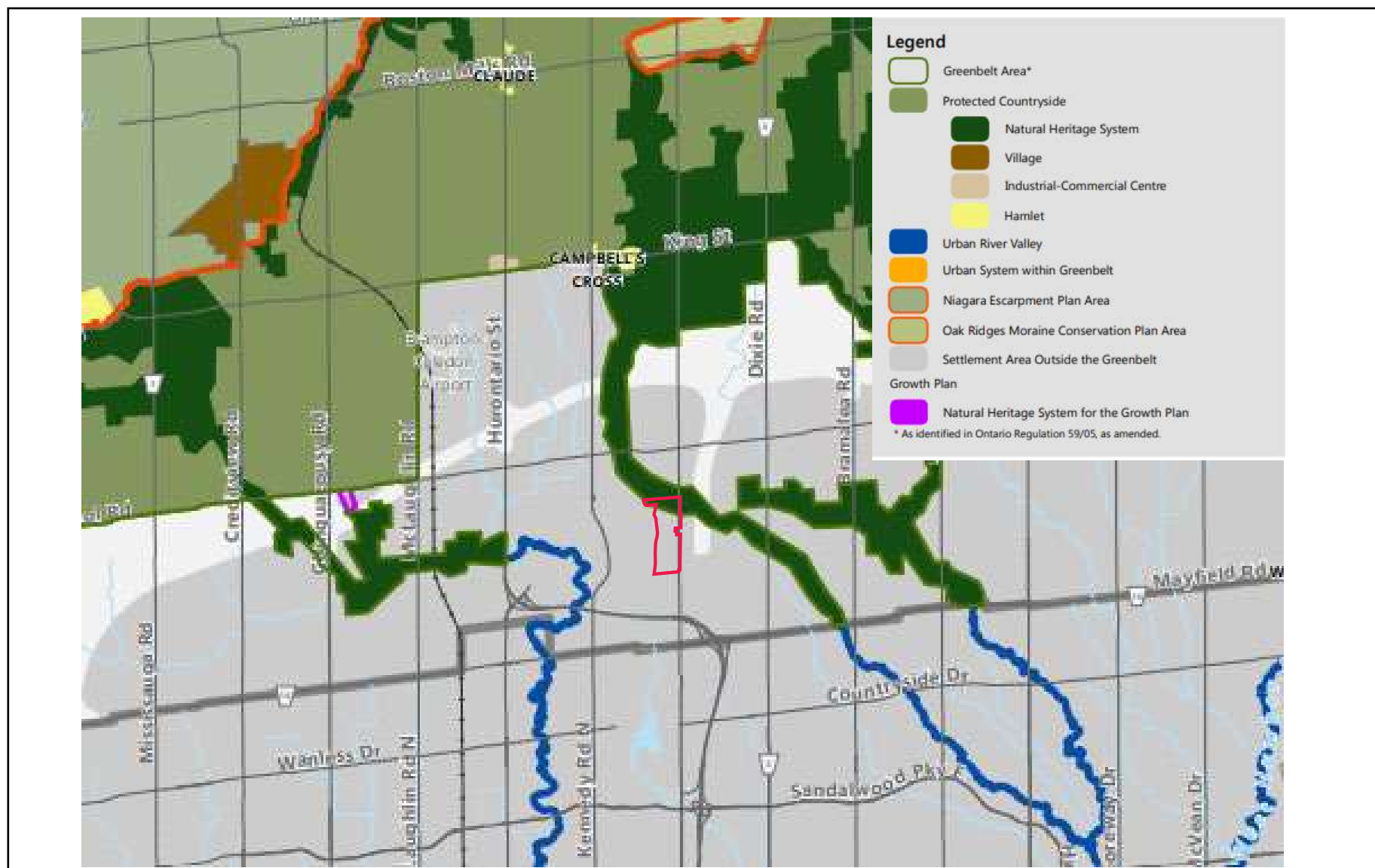
EnVision Consultants has conducted a Functional Servicing Review and has concluded that the extension of regional sanitary infrastructure and water are required to service the proposed development. Please refer to **Section 5** of this report for the summary of the Functional Servicing Report.

Settlement Area Boundary Expansion (SABE)

To support projected employment and residential growth through 2051, the Region of Peel has undertaken a comprehensive study to identify suitable locations for Settlement Area Boundary Expansions (SABE). The purpose of this study was to determine appropriate areas for new community and employment lands within the Town of Caledon, supported by technical studies and to align with provincial policy directives and strategic growth management priorities. The current Region of Peel Official Plan identifies these SABE Employment Areas as 2051 New Urban Area in its mapping, however the site has been identified as SABE Employment area in the study.

The site is designated is identified as 2051 New Urban Area which reflects the inclusion in the planned Settlement Area Boundary Expansion for employment uses. The proposed development aligns with this designation and supports the Region's long-term planning objectives to meet employment densities.

In conclusion, the proposed development represents a unique opportunity for the Region to meet its employment objectives. The proposed development is consistent with the goals and policies outlined in the ROP. No Regional Official Plan Amendment is required.



**Figure 14: Region of Peel Official Plan – Schedule B-5
Greenbelt Plan Area Land Use Designations**

 Site Boundary

Date: October 2025



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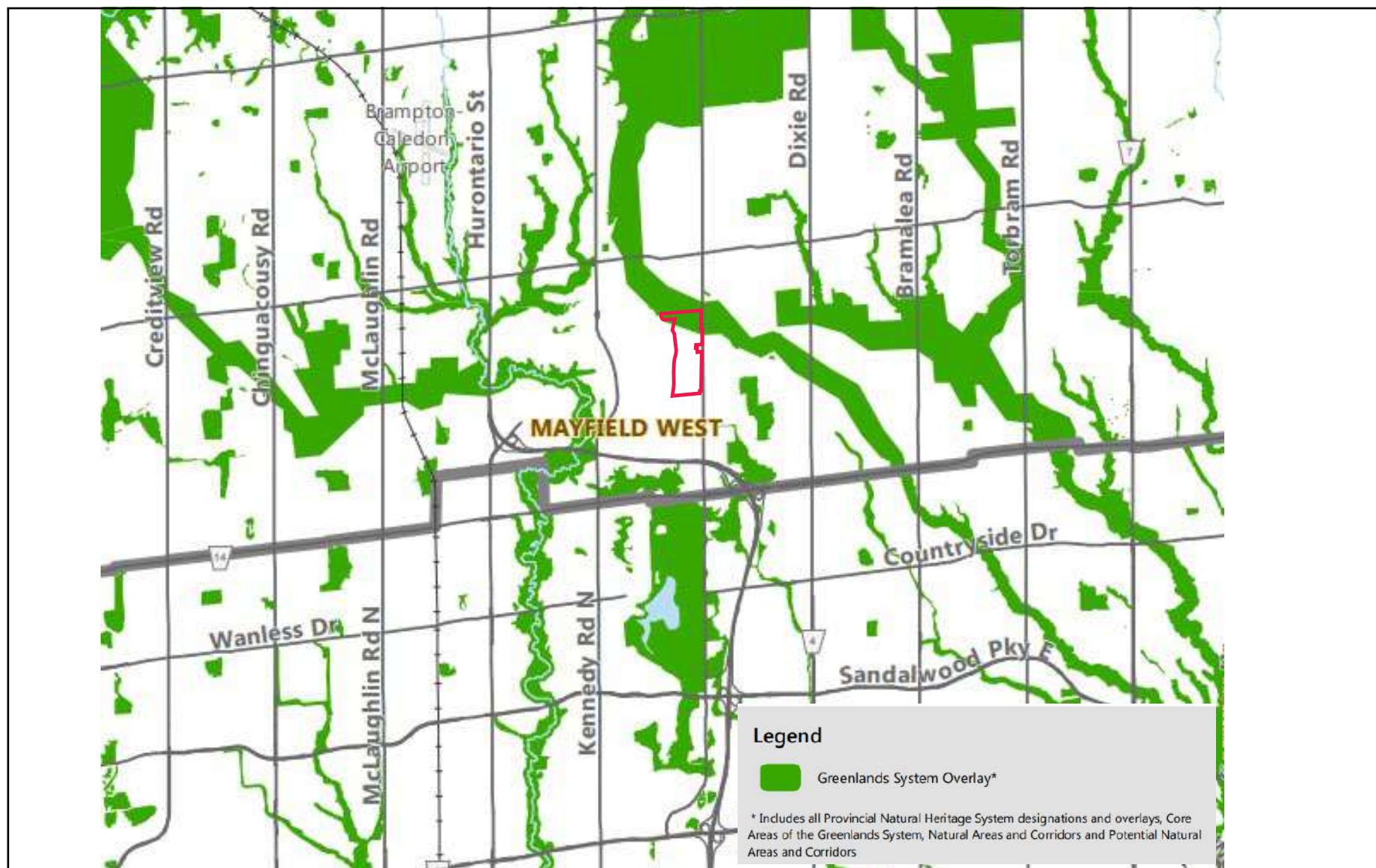


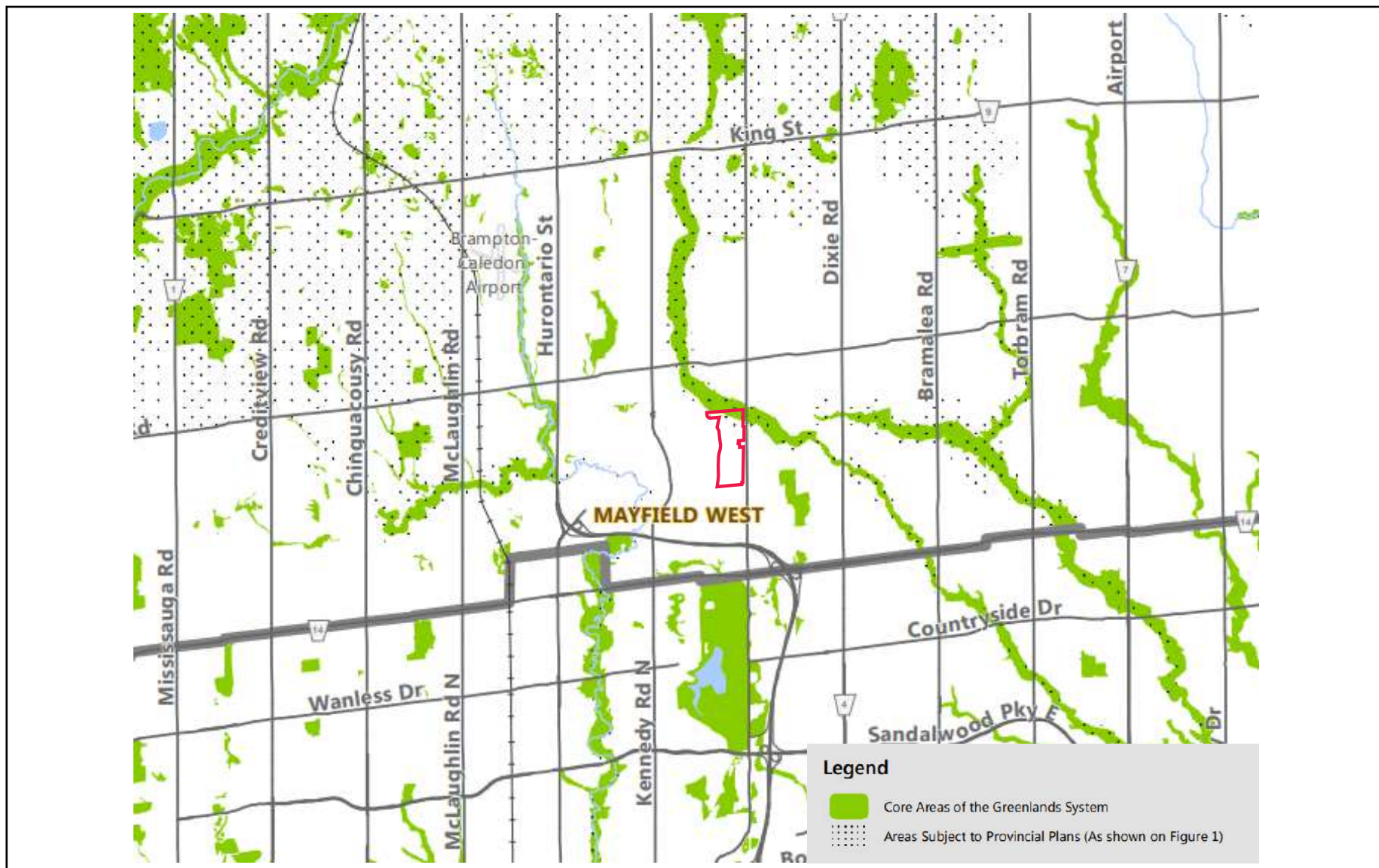
Figure 15: Region of Peel Official Plan – Schedule C-1 Greenlands System

 Site Boundary

Date: October 2025



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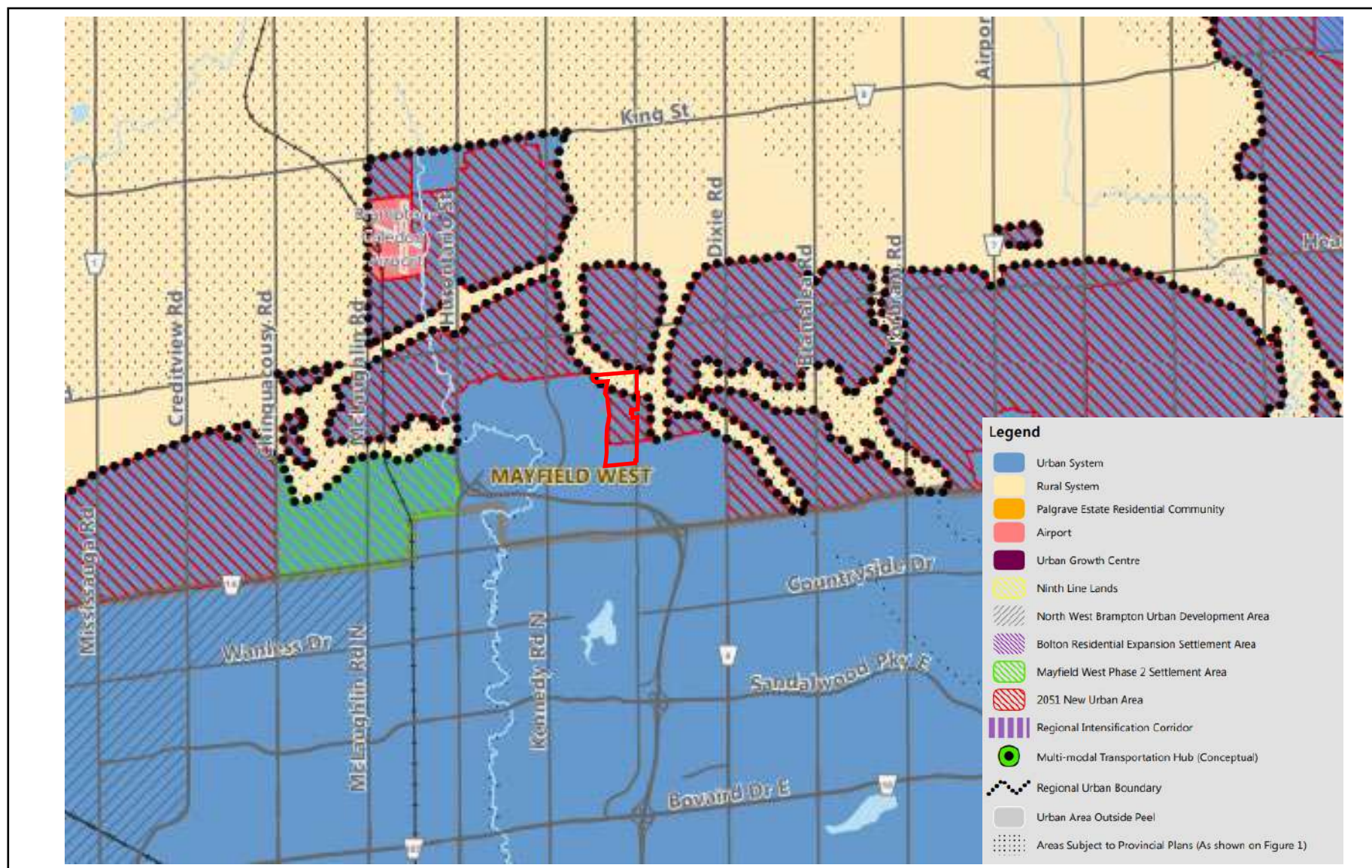
**Figure 16: Region of Peel Official Plan – Schedule C-2
Core Areas of the Greenlands System**

 Site Boundary

Date: October 2025



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**Figure 17: Region of Peel Official Plan – Schedule E-1
Regional Structure**

Site Boundary

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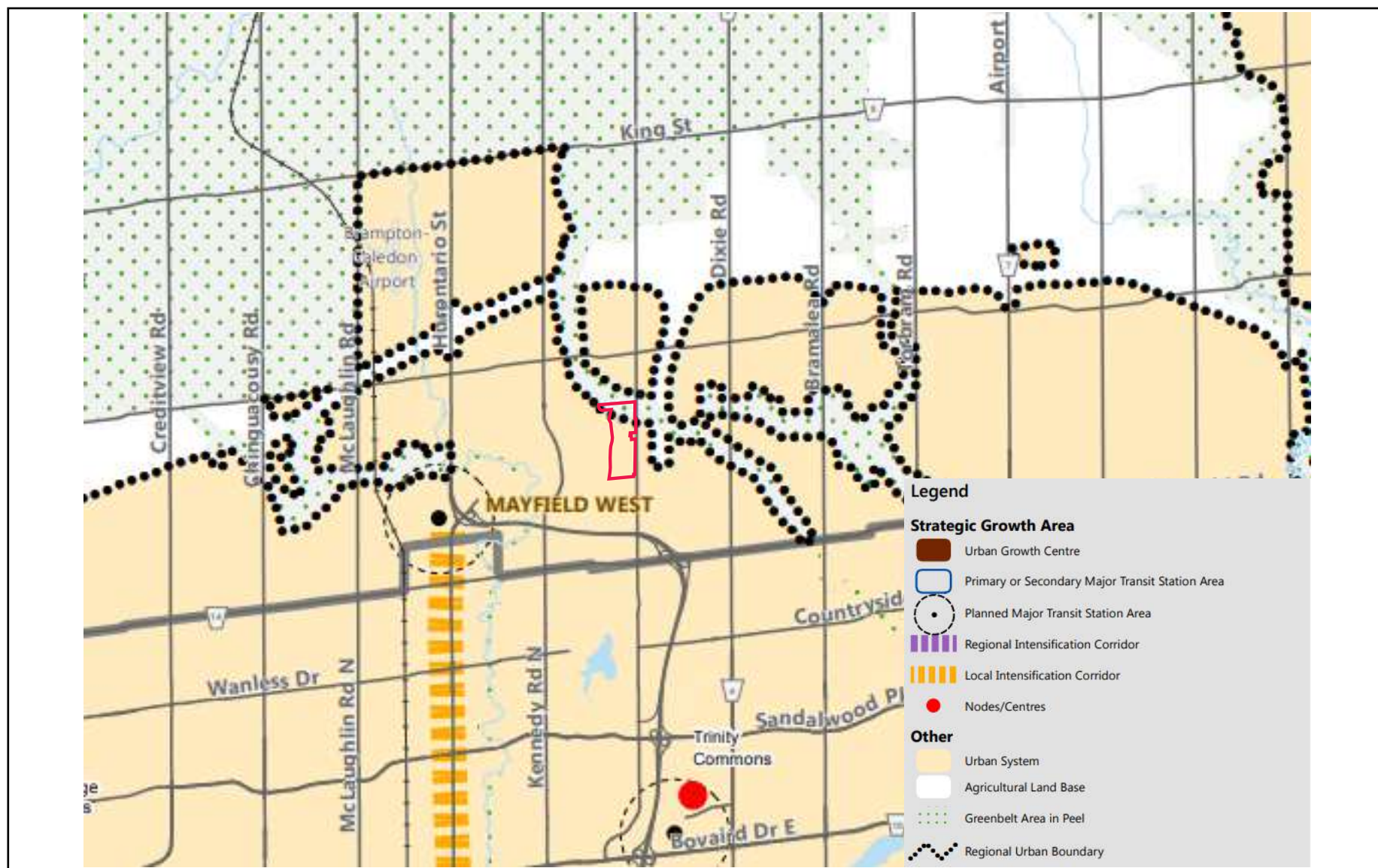


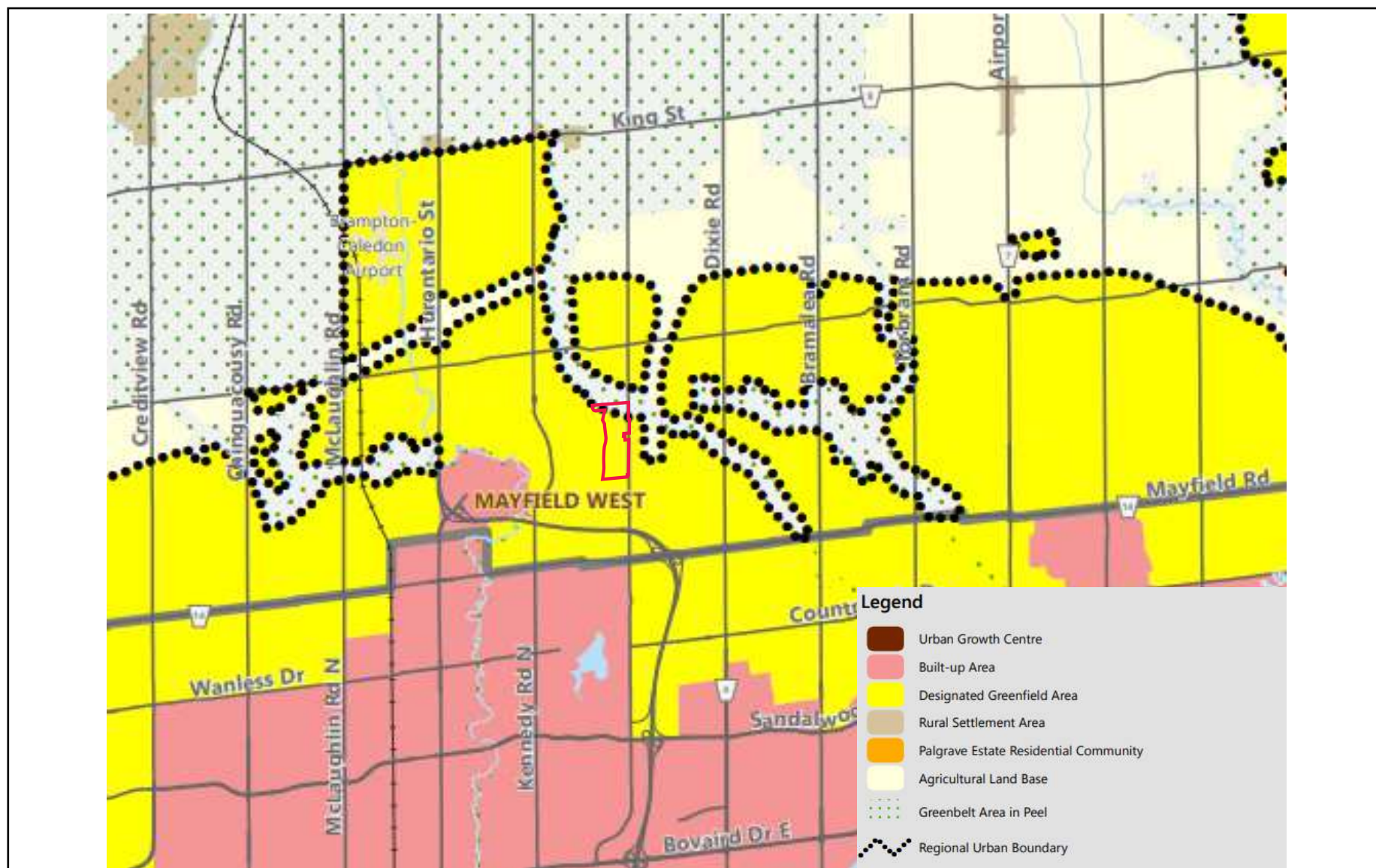
Figure 18: Region of Peel Official Plan – Schedule E-2 Strategic Growth Areas

 Site Boundary

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**Figure 19: Region of Peel Official Plan – Schedule E-3
The Growth Plan Policy Areas in Peel**

Site Boundary

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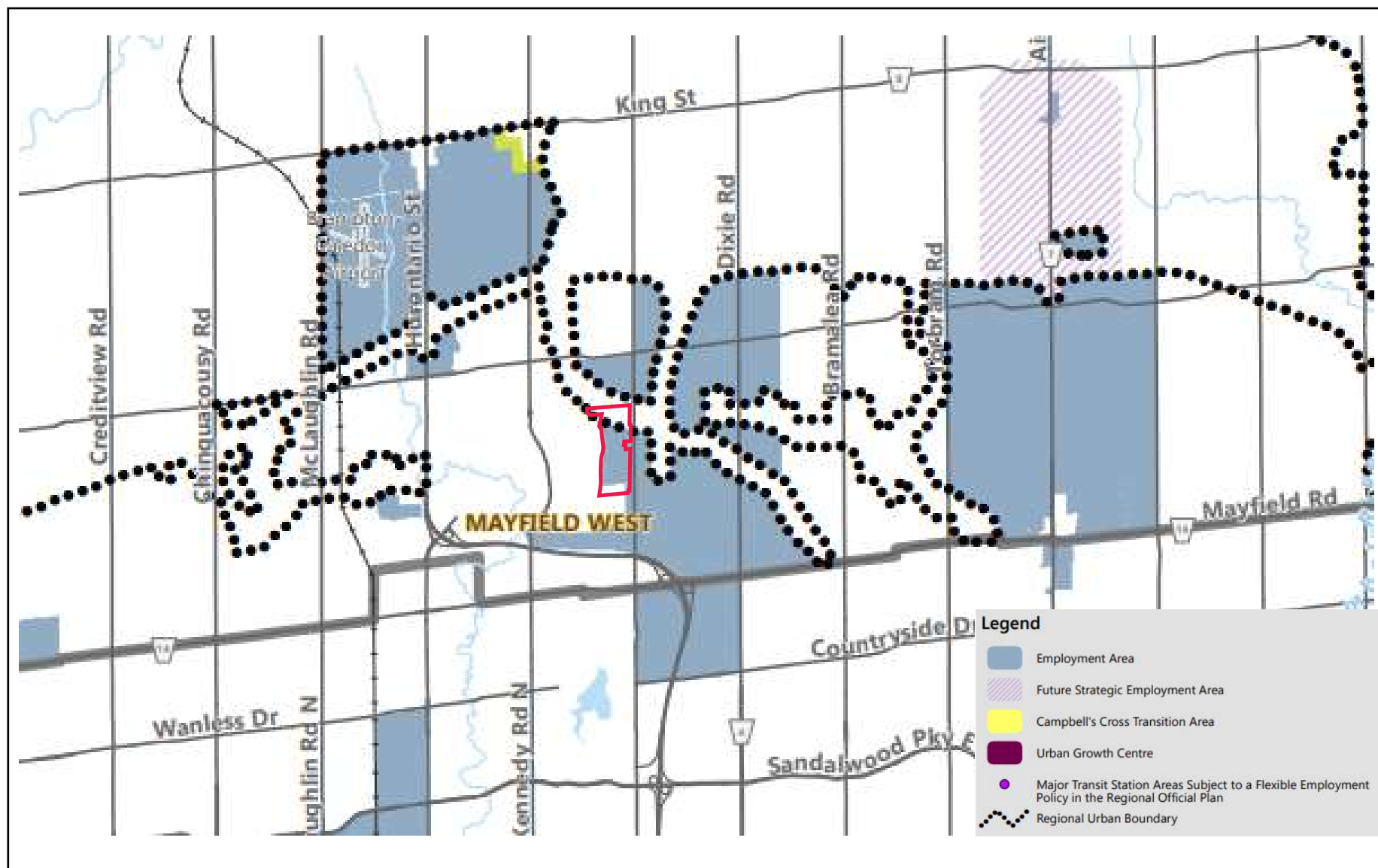


Figure 20: Region of Peel Official Plan – Schedule E-4 Employment Areas

 Site Boundary

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3.3 Regulatory – Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority ('TRCA') has a mandate to ensure the conservation, restoration and responsible management of water, land and natural habitats through programs that balance human, environmental and economic needs. Key services and programs developed and delivered by TRCA include flood and erosion risk management, stormwater and watershed management, greenspace management and regulation of planning and development (review and permit approvals) on lands within its jurisdiction. The northern portion of the site has natural heritage features within the TRCA Regulated Area, including the land within the Greenbelt Area (**Figure 21**). These features were staked in agreement with the Town and TRCA Staff during a site visit on September 24, 2025.

Although the northern portion of the property falls within the TRCA Regulated Area, the application does not propose any development within the environmental areas identified on the site. As such, we do not anticipate that a TRCA Permit is required. However, should a permit be required, it will be submitted under separate cover at a later date.



Figure 21: TRCA Regulated Area

 Site Boundary

Date: October 2025



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4.0 ZONING BY-LAW

The site is currently zoned A1 (*Agricultural*) and EPA2 (*Environmental Policy Area 2*) as per Map 6 of the Town of Caledon Zoning By-law 2006-50 (**Figure 22**).

The proposed development requires a zoning by-law amendment to rezone the lands to MP-XX (*Prestige Industrial*) to allow for employment (industrial uses), with site-specific standards to support the proposed industrial development. The lands that contain stormwater management purposes will be zoned as EPA1-405 (*Environmental Policy Area 1*), which permits recreation (non-intensive), a storm water management facility, and flood or erosion control. In addition, it is proposed that the natural heritage features staked on site as well as their respective buffers be re-zoned to EPA1 (*Environmental Policy Area 1*) from EPA2. No lands within the Greenbelt Area are proposed to be zoned for uses outside of those permitted by the Greenbelt Plan. For the intent and purpose of the site-specific zoning by-law, the standards in the identified table apply to the site as the lot exists on the date of passing the by-law.

The proposed industrial development has been designed to reflect the needs of industrial users, contribute to meeting density requirements set out by the province, Region, and Town, and to protect certain natural heritage features on site. In order to achieve these requirements, the enclosed zoning by-law amendment requests modified performance standards that provide relief from the current zoning standards outlined by the Town of Caledon's Zoning By-law 2006-50, as amended. The proposed amendment meets the intent of the Regional and Local Official Plans (both approved and adopted) and the Zoning by-law, is consistent with other applications of similar nature in the area, and will facilitate efficient development on an underutilized site.

A draft zoning by-law amendment is attached as **Appendix B** and supports the proposed change in zoning from A1 to MP-XX and EPA1-405, EPA2 to EPA1.

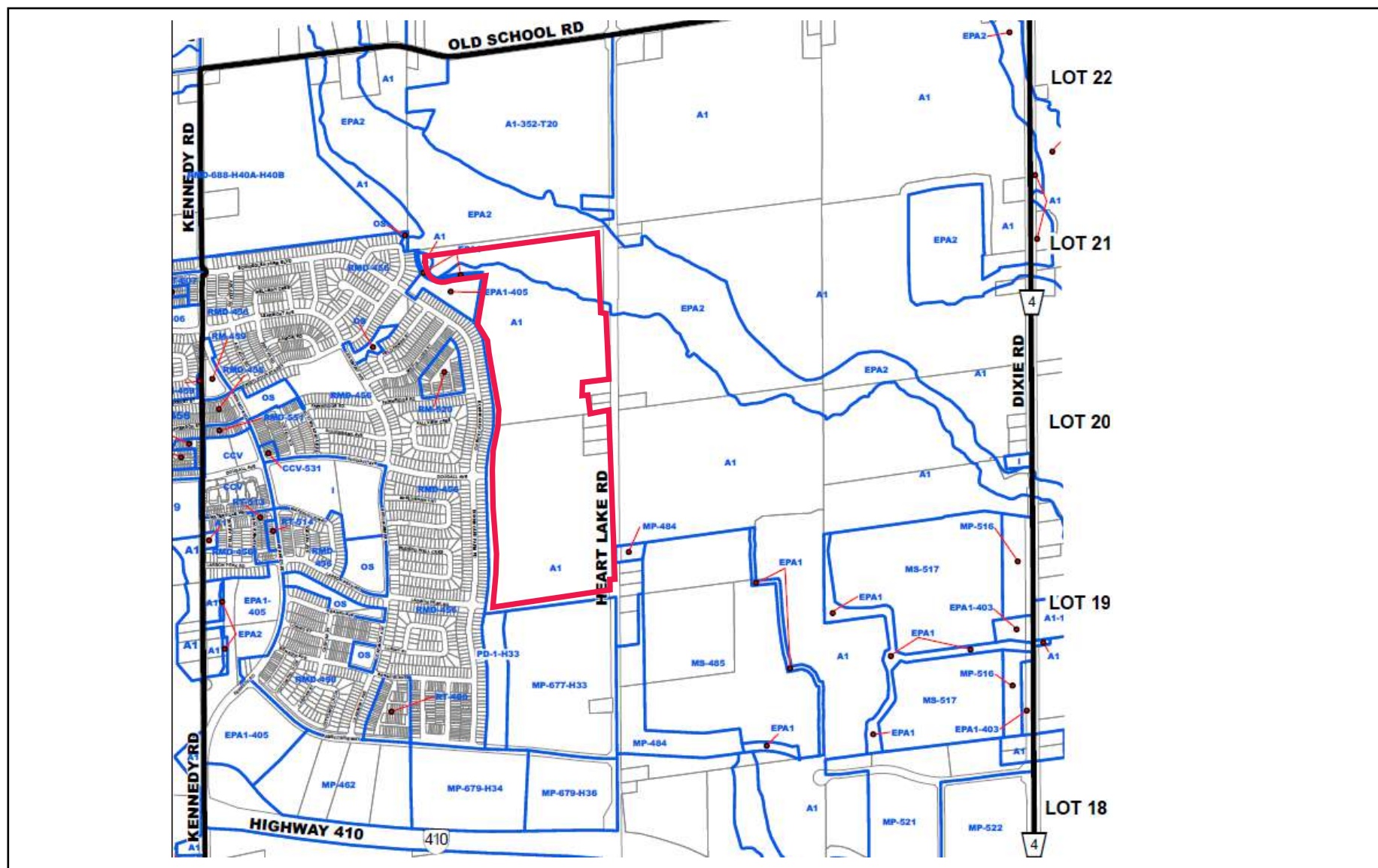


Figure 22: Town of Caledon Zoning By-law Map

Site Boundary

Date: October 2025



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5.0 SUPPORTING DOCUMENTATION AND STUDIES

In support of this planning report and application the following reports were relied upon when reaching our conclusion.

Tree Inventory and Preservation Plan Report, Kuntz Forestry Consulting Inc.

Kuntz Forestry Consulting Inc., has prepared a Tree Inventory and Preservation Plan in support of the proposed development.

The work plan for this study included the following:

- Prepare inventory of the tree resources over 10cm on and within six metres of the proposed development;
- Evaluate tree saving opportunities based on proposed site plans and grading; and,
- Document the findings in a Tree Inventory and Preservation Plan report.

The tree inventory was conducted on August 27, 2025 and October 9, 2025. The inventory documented 219 individual trees and three tree polygons on and within six metres of the proposed development. It was found that the removal of 143 individual trees and one tree polygon is required to accommodate the proposed development. Based on a replacement ration outlined in the report, a total of 357 replacement plantings is required on the subject property. The report also includes recommendations on tree protection during grading and construction.

Archaeological Assessment (Stage 1 &2), Irvin Heritage Inc.

Irvin Heritage Inc. has conducted a Stage 1 & 2 Archaeological Assessment for the site. The Stage 1 assessment confirmed archaeological potential, prompting a Stage 2 assessment that included a 5m pedestrian survey and 5 m test pit survey. The test pit survey was completed within fallow scrubland and woodland within the property. A further 10 m judgmental test pit survey was completed around a large disturbed mounded with grading. A large graded berm was found to be running the western length of the Study Area, this was visually determined to be disturbed and of low archaeological potential. A low lying and wet are of low potential was noted in the northern limit of the Study Area with Judgmental Test Pit Survey being completed to determine the limit. The Stage 2 pedestrian survey identified two Euro-Canadian archaeological sites:

- Silo Scatter Site (Non-Bordenized): Yielded fewer than 20 artifacts. Determined that the site retains no further Cultural Heritage Value or Interest. No further archaeological investigation is required.
- Giffen Site (AkGw-572): Produced over 300 artifacts, indicative of a 19th-century rural domestic occupation. This site retains Cultural Heritage Value or Interest and is recommended for a Stage 3 Archaeological Assessment.

Overall, a Stage 3 assessment is required for one Euro-Canadian site (AkGw-572) found on the lands. A Stage 3 assessment is scheduled to be conducted in 2025, while this Stage 1 & 2 Report is currently with the Ministry for review.

Cultural Heritage Impact Assessment, Stantec Consulting

Stantec Consulting Ltd. has prepared a Heritage Impact Assessment (HIA) for the site in support of the proposed development. The property at 12506 contains a late 19th-century residence and several post-1954 outbuildings, while 12698 features a late 19th-century residence. Both properties are proposed for removal as part of the planned development.

According to the Town of Caledon's Heritage Registry Application, 12506 Heart Lake Road is identified as a late Italianate-style farmhouse with a red brick exterior, constructed between 1900 and 1924. The residence at 12698 Heart Lake Road is described as a Neoclassical-style farmhouse built between 1850 and 1874. A Cultural Heritage Value or Interest (CHVI) evaluation was conducted in accordance with Ontario Regulation 9/06. The property at 12506 met two criteria under the regulation, and a draft Statement of CHVI was prepared. In contrast, 12698 did not meet the criteria, and no further heritage study is recommended.

The impact assessment reviewed the effects of the proposed industrial development on the CHVI and heritage attributes of 12506 Heart Lake Road, as well as potential impacts to adjacent listed properties at 12304 and 12942 Heart Lake Road. The assessment concluded that the removal of the residence at 12506 would result in direct impacts, warranting mitigation measures and recommendations. No direct or indirect impacts were identified for the adjacent properties

The following mitigation measures are recommended to conserve the identified CHVI of 12506 Heart Lake Road:

- Relocation: is the preferred alternative and the feasibility of relocation of the residence to a sympathetic site in the Town shall be examined for feasibility by the Proponent in discussions with the Town. If this alternative is determined not to be feasible, the Proponent will proceed with the next alternative of documentation and salvage.
- Documentation, Salvage, and Commemoration Report: Detailed documentation, salvage, and commemoration in the form of a Documentation, Salvage, and Commemoration Report (DSCR) is the preferred mitigation strategy where retention or relocation of a heritage attribute is not feasible or warranted.
- Interpretive material: for either alternative of relocation or documentation and salvage, an interpretive sign or panel should will be established in a publicly visible location in the development that explains the history of the property and its association with the Livingston family.

Local Subwatershed Study, *EnVision Consulting Ltd.*

EnVision Consultants Ltd. completed a Local Subwatershed Study based on hydrologic, aquatic, terrestrial environment analyses, hydrogeological investigations, stream morphology, erosion, and surface water quality analyses. The Local Subwatershed Study (SWS) was completed in accordance with the Town of Caledon's Terms of Reference (ToR) and addresses the required phases of Subwatershed Characterization, Impact Assessment, and Management, Implementation and Monitoring.

The supporting studies indicate that with the implementation of recommended mitigation and monitoring measures, the proposed development can proceed without significant adverse environmental impacts and will remain consistent with the Town of Caledon's SWS ToR and SABE objectives.

Fluvial Geomorphological Assessment, *GEO Morphix Ltd.*

GEO Morphix Ltd. has prepared a fluvial geomorphological assessment along Kilmanagh Creek which runs along the northern boundary of the site in support the proposed development activities. The creek features an online wetland, multiple flow paths, and demonstrates low erosion potential. Historical records indicate a stable channel within a depositional, low-gradient environment, characterized by dense floodplain vegetation. To delineate erosion hazards, a conservative meander belt width of 50 m was applied. The reach is recognized as regulated Redside Dace habitat, requiring a 30 m vegetated buffer from the meander belt in accordance with Ontario's Endangered Species Act, 2007.

Downstream erosion sensitivity was evaluated in the context of the proposed stormwater management (SWM) plan. A sensitive downstream reach was identified, and erosion thresholds were established. Preliminary SWM pond design incorporates local unitary release rates to mitigate erosion. Further analysis is recommended to assess the effectiveness of these strategies through erosion exceedance modeling.

The assessment results are integrated into the Local Subwatershed Study prepared by Envision, alongside multidisciplinary data inputs.

Functional Servicing Report, *EnVision Consultants Ltd.*

EnVision Consultants Ltd., has conducted a functional servicing assessment for the proposed development. The scope of this review includes site water distribution, sanitary drainage and stormwater drainage for the proposed development. A Stormwater Management Report outlining the proposed quality and quantity controls for stormwater on this Site has been prepared by EnVision under separate cover.

Key findings include:

- The development will be serviced by an existing 400mm Zone 7 watermain on Heart Lake Road.
- The proposed water servicing for the Site will include an internal 150mm domestic watermain and an internal 300mm fire watermain extending from one (1) H-type connection to the existing watermain on Heart Lake Road;
- A hydrant flow test has been scheduled to be performed on the existing 400mm watermain on Heart Lake Road to verify the available municipal water supply. The report will be updated with the test results once available;
- The Site will be serviced by the proposed sanitary sewer on Heart Lake Road which is proposed by the adjacent 12304 Heart Lake Road development. There will be one (1) 200mm sanitary service connection to the Site which will service the proposed buildings.
- The proposed development will decrease sanitary flow contributions to the Speir Giffen Avenue sanitary sewer and consequently the Dixie Road trunk sanitary trunk sewer by 42.36 L/s. The sanitary flows, sewer location and depth, and construction timing of the proposed Heart Lake Road sanitary sewer system will be coordinated with the Region and adjacent development to confirm the available receiving sewer capacity and ensure the completion of the proposed municipal works prior to occupancy of the buildings; and
- Infiltration chambers, Oil-Grit Separators, underground stormwater storage tanks and a stormwater management pond are proposed to capture, treat and attenuate storm runoff from the Site prior to discharging to Kilmanagh Creek and the existing 300mm storm sewers on Dougall Avenue and Larson Peak Road.

Stormwater Management Pond Report, EnVision Consultants Ltd.

EnVision Consultants Ltd. has conducted a Stormwater Management analysis to support the proposed development. The following conclusions and recommendations were made:

- **Quantity Control:** Quantity control for the site is achieved through a combination of a SWM pond and underground storage chambers. Catchment 201 is serviced by a wet pond with a total active storage volume of 36,151m³ and a multi-level outlet structure designed to control both low- and high-flow events. Catchment 202A and 202B utilize underground cisterns to provide quantity control. Each facility incorporates outlet controls to ensure compliance with the required storage volumes and allowable release rates established through VO modelling.
- **Water Balance:** Required water balance volumes will be met using underground infiltration chambers that will accept, and infiltrate clean runoff from building rooftops.

- **Thermal Mitigation:** Thermal mitigation strategies for the SWM design include a bottom draw outlet positioned 2.5 m below the pond's permanent pool, pond bank plantings to enhance shading, and the use of an underground storage system that provides cooler outflows to protect downstream aquatic habitats.

Hydrogeological Impact Assessment, EnVision Consultants Ltd. & MTE Consultants Inc.

EnVision Consultants Ltd. has prepared a Hydrogeological Report for the site and MTE Consultants Inc. prepared an addendum to EnVision's report providing supplementary Hydrogeological information. Water level measurements and seasonal groundwater levels were evaluated. Based on the monitoring results, the seasonal high groundwater levels ranged from approximately 272.0 metres above mean sea level (m amsl) at BH24-14 to 266.9m amsl at BL24-1 corresponding to about 0.8 metres below ground surface (m bgs) to 5.0m bgs respectively. Ground measurements indicated that local groundwater flow is generally directed westward, with an average horizontal hydraulic gradient of 0.01 m/m.

Additionally, a Water Balance Assessment has been prepared to assess the distribution of rainfall, runoff, and infiltration for pre-development and post-development conditions. The calculations suggest that without mitigation, the proposed development will reduce the infiltration by 23,247 m³/ year (82%) and increase the runoff by 195,017 m³/ year. The calculations also suggest that approximately 125,126 m³ / year of clean roof run-off should be available post-development. Therefore, the management of pre-development recharge at the site is recommended where feasible. The runoff from the proposed development conforms to the stormwater management design for the site. The management of post development recharge at the site is recommended where feasible, and should be designed using a Best Management Practice (BMP) approach ensuring that pre development infiltration (recharge) is maintained.

Environmental Noise & Vibration Study, SLR Consultants Inc.

SLR Consultants has conducted an Environmental Noise and Vibration assessment for the proposed industrial development. The report identified any existing and potential land use compatibility issues, and evaluated options to achieve appropriate design, buffering and or/separation distances between the proposed industrial land uses including residential uses, and nearby industrial areas and/or major facilities. The assessment was guided by the Ministry of the Environment, Conservation and Parks (MECP) Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses, which addresses impacts related to air quality, odour, dust, noise, and litter.

Key findings include:

- **Vibration Impacts:** The proposed development is not expected to include significant vibration sources (e.g., stamping presses or forges). As such, a detailed vibration assessment is not required under MECP guidelines, and no adverse vibration impacts are anticipated from warehouse operations.
- **Noise Mitigation Measures:** To ensure compatibility, the following measures are recommended:
 - Installation of noise barriers for Buildings A, B, and D.
 - Emergency generators must be equipped with industrial-grade silencers.
- As detailed mechanical information is not available at this stage of assessment, it is recommended that the mechanical systems and sources be reviewed by an accredited Acoustical Consultant prior to selection of equipment.
- The requirements of MECP Guideline D-6 and Publication NPC-300 are met.

Overall, the proposed development will not have any adverse noise and vibration impacts.

Transportation Impact Study, LEA Consulting Ltd.

LEA Consulting Ltd. has prepared a Transportation Impact Study for the proposed development, evaluating existing and planned transportation infrastructure, as well as current and projected traffic volumes. Traffic data collected on June 12 and 26, 2025 formed the basis of the existing conditions analysis.

Key findings include:

- The site is situated in a predominantly rural area with limited access to public transit and active transportation. However, planned transit extensions along Heart Lake Road, Old School Road, and Mayfield Road are expected to enhance connectivity and mobility.
- The development is anticipated to generate approximately 325 two-way trips during the AM peak hour (242 inbound, 83 outbound) and 345 during the PM peak hour (106 inbound, 239 outbound). All studied intersections currently operate within capacity, maintaining a Level of Service (LOS) of 'C' or better. These conditions are expected to remain acceptable under future background and total traffic scenarios.
- The proposed parking supply of 1,317 spaces exceeds the minimum requirement of 1,163 spaces under By-law 2006-50. Additionally, the provision of 247 loading spaces meets regulatory standards.
- To support sustainable transportation and reduce reliance on single-occupant vehicles, a comprehensive Transportation Demand Management (TDM) strategy is recommended.

Key measures include the installation of bus stops, bicycle parking, pedestrian pathways, and promotion of multi-modal travel options.

Overall, the anticipated traffic generated by the proposed development is considered acceptable and is not expected to adversely affect the planned transportation network

Fiscal Impact Study, *urbanMetrics Inc.*

UrbanMetrics has completed a fiscal impact analysis to assess the financial implications of a proposed industrial development on the Town of Caledon and the Region of Peel. The development, comprising approximately 158,167 square metres of gross floor area (GFA) designated for industrial use, is projected to generate 1,217 jobs.

The study evaluates the growth-related impacts of the project on both capital and operating budgets, and examines the capacity of existing municipal infrastructure to accommodate the proposed development.

Key findings include:

- **Development Charges:** The project is expected to generate approximately \$18.5 million in development charge revenues for the Town of Caledon and \$37.1 million for the Region of Peel.
- **Annual Net Revenues:** At full build-out, the development is projected to yield annual net revenues of approximately \$809,000 for the Town and \$601,000 for the Region.
- **Infrastructure Sustainability:** These ongoing fiscal surpluses are anticipated to be sufficient to fund future infrastructure replacement costs associated with the development.

The analysis indicates that the proposed industrial development would have a net positive fiscal impact on both the Town of Caledon and the Region of Peel, contributing meaningfully to long-term financial sustainability and supporting local economic growth.

Community Design Guidelines, *Powers Brown*

Powers Brown has prepared Community Design Guidelines for the proposed industrial development. These guidelines provide information on the design direction that has been pursued to ensure the proposed development is effectively integrated into the surrounding community, features sustainable building and operations strategies and respects the intent of the Town of Caledon Official Plan, Mayfield West Urban Design policies and Town-Wide Design Guidelines.

Overall, the proposed development is consistent with the Town of Caledon Official Plan, Town-Wide Design Guidelines, and the Mayfield West Community Design Plan. It respects the natural

environmental while featuring high-quality built form and site amenities appropriate to a Prestige Industrial area. The site design provides a variety of landscaping, pedestrian walkways and appropriate lighting and signage. The development will integrate the natural and built environment, and provide employment uses benefitting the community.

6.0 CONCLUSION

The proposed Official Plan Amendment and Zoning By-law Amendment for the site located at 12506 and 12698 Heart Lake Road represent a strategic planning initiative that aligns with the Town of Caledon's long-term vision for employment growth and land use optimization. The development supports key municipal, regional, and provincial policy objectives that will generate a significant employment opportunity which will provide a full range of jobs including warehousing, distribution and office related jobs on one of the last few underutilized parcels of lands in proximity to the Mayfield West Settlement Boundary.

The Official Plan Amendment proposes to redesignate the lands from Agricultural to *Prestige Industrial* and *Special Policy Area C*, and to be brought into the Mayfield West Settlement Area. It's important to note that the southern portion of the site is already designated *Prestige Industrial* and *Special Policy Area C* and within the Mayfield West Secondary Plan. Given this, the amendment will be a continuation of the designation to the south, and is further supported by the policies and designations outlined in the Future Caledon Official Plan.

The Zoning By-law Amendment proposes to rezone the lands to MP (*Prestige Industrial*) with site-specific standards applicable to the development. Lands designated for stormwater management will be rezoned to EPA1-405, permitting stormwater facilities, and erosion control. Additionally, natural heritage features and their buffers will be rezoned from EPA2 to EPA1, ensuring environmental protection.

Detailed studies in support of the proposed development were completed including investigations related to engineering (servicing availability, stormwater management), soils (geotechnical and hydrogeological), environment and ecology (geomorphological), traffic and land use compatibility (traffic, noise and vibration), employment analysis, heritage, and archaeology. These studies in their totality conclude that the proposed development is compatible with and can be built with no adverse impact to the adjacent existing and planned land uses. The lands will be fully serviced with regional water and wastewater services, have access to existing Highway 410 and the approved Highway 410 extension and Highway 413.

In conclusion, the proposed development represents efficient use of land while generating new jobs and economic growth while protecting and enhancing valuable natural heritage resources on site. They are consistent with, and have regard for, provincial planning policies and objectives including those of the Provincial Planning Statement, the Greenbelt Plan, as well as the policies of the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority. The proposed development will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections of the area and will enhance the economic viability of the

Region. The applications represent good planning and are in the public interest. As such, we recommend approval in support of the proposed development.



Davin McCully, RPP

Manager, Planning and Project Management

APPENDICES

Appendix A:

Draft Official Plan Amendment

Appendix B:

Draft Zoning By-law Amendment