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# PLANNING OPINION REPORT

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## IN SUPPORT OF AN OFFICIAL PLAN AMENDMENT (SECONDARY PLAN)

**Tullamore North West Secondary Plan  
TOWN OF CALEDON**

BROCCOLINI AIRPORT ROAD LIMITED PARTNERSHIP and  
BROCCOLINI AIRPORT ROAD GP INC. (“Broccolini”)

**May 2025**

**GSAI File: 1517-001**

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## 1.0 Introduction

Glen Schnarr & Associates Inc. (“GSAI”) are the Planning Consultants for BROCCOLINI AIRPORT ROAD LIMITED PARTNERSHIP and BROCCOLINI AIRPORT ROAD GP INC. (“Broccolini”). Broccolini is proposing an Official Plan Amendment (“OPA”) to facilitate a Secondary Plan for the Tullamore North West Planning Area in the Town of Caledon (the “Subject Lands” or “Tullamore North West Planning Area” (TNWPA)). The Subject Lands are generally bounded by Old School Road to the north, Airport Road to the east, Torbram Road to the west, and the existing Tullamore Employment Study Area, which includes employment lands approved by the Minister Zoning Order (“MZO”) to the south.

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan, which was adopted by Regional Council in April 2022 and approved by the Province in November 2022. On July 1, 2024 the Region of Peel became an upper-tier municipality without planning responsibilities. As of that date, pursuant to subsection 70.13(2) of the *Planning Act*, the portions of the ROP that were in effect and that applied within the Town of Caledon were deemed to constitute part of the Town’s Official Plan. These former policies of the ROP remain in effect until the Town of Caledon revokes or amends them and, pursuant to subsection 70.13(7), are deemed to prevail in the event of any conflicts with the policies of Town’s Official Plan that were in-force as of July 1, 2024.

At the time of this Planning Justification Report (the “Report”) and in keeping with discussions with Regional and Town Staff, there is no landowner group, rather, Broccolini has taken the lead in preparing the Secondary Plan to establish planning policy and objectives for the TNWPA. An ownership map is included as Appendix I of this Report. A copy of the proposed Secondary Plan is provided as Appendix II to this Report.

The purpose of this Report is to provide an overview of the proposed OPA (also referred to as the “Secondary Plan” throughout this Report) and analyze the proposed Secondary Plan in the context of applicable Provincial, Regional and local policy frameworks and the technical studies prepared in support of the Secondary Plan process. The Secondary Plan, which is intended to facilitate future development on the TNWPA and implement Caledon’s Urban System. Through the Secondary Planning process, land use designations and a policy framework have been proposed for the Subject Lands to enable and support a range of employment land uses. The proposed land uses and policy framework includes objectives and policies on growth management, community design, natural heritage, cultural heritage, mobility, and infrastructure to support forecasted employment growth to 2051.

The Secondary Plan discussed in this Report has been guided through an extensive consultation process with Regional and Town staff. An initial Pre-Application Review Committee (“PARC”) meeting was held on September 12, 2024, and a summary of the ongoing consultation process is provided in Section 5.0. Following the PARC meeting, an application checklist was received with comments from the Town of Caledon, Region of Peel, and external agencies. Supporting studies were completed to assist with the overall justification for the proposed Secondary Plan and to address Staff comments. These supporting studies are summarized in Section 6.0 of this Report and submitted with the application. This Report, in addition to the other technical studies, is submitted to accompany the OPA Application to form a complete application under the *Planning Act*.

## 2.0 Site Description and Surrounding Context

The Subject Lands consist primarily of existing agricultural uses and single detached rural residential dwellings (see *Figure 1.0 – Aerial Context Plan*).

The Subject Lands are located to accommodate employment growth, adjacent to the recently approved MZO and other built-out areas within the Town of Caledon and the City of Brampton. They are surrounded by key infrastructure, including full municipal services, transportation infrastructure, and transit routes. These lands provide for an efficient and cost-effective urban expansion and will accommodate a balanced delivery of employment opportunities.

The Subject Lands consist of multiple parcels that encompass approximately 165.7 hectares (409.53 acres) in the Town of Caledon. They are bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the Rice Commercial Group MZO Lands to the south. The lands are north of the existing Tullamore Secondary Plan Area.

The Highway 413 Transportation Corridor is located north of Old School Road. Refer to Section 2.2.1 below for further details on this Corridor. Further north are existing agricultural uses and prime agricultural areas, along with Greenbelt Plan Areas.

### ***Cultural Heritage***

It is recognized that the Subject Lands contain properties listed on the Town of Caledon's Heritage Register:

- 12620 Airport Road (listed, non-designated; Little Family Farmhouse)
- 12729 Torbram Road (listed, non-designated; farmstead). According to Town staff, it has been demolished.

### ***Mayfield Tullamore Secondary Plan***

The Mayfield Tullamore Secondary Plan area is located directly west of the Subject Lands, bounded by Old School Road to the north, Mayfield Road to the south, and Torbram Road to the east. This Secondary Plan Area extends west of Bramalea Road approximately midway to Dixie Road. The Mayfield Tullamore Secondary Plan is currently going through the approval review process. A mix of residential, commercial, and institutional uses are proposed.

### ***Rice Group Ministerial Zoning Order (MZO)***

On September 9, 2022 an MZO was approved by the Province granting zoning approval for the Rice Group lands directly south of the Subject Lands. On April 30, 2024 the Town of Caledon adopted Official Plan Amendment No. 277. This amendment relates to an Official Plan Amendment application initiated by Rice Group to expand the Industrial/Commercial Centre of Tullamore, and redesignate the lands to allow industrial uses. This amendment applies to 0 and 12245 Torbram Road and 12542 Airport Road.

The purpose of the amendment for the Rice Group lands is to amend Section 7.8 of the Tullamore Secondary Plan and various Schedules in the Town's Official Plan to:

- Expand the Industrial/Commercial Centre of Tullamore and include the lands in the Tullamore Secondary Plan;
- Redesignate the lands from Prime Agricultural Area and Environmental Policy Area to Prestige Industrial and Environmental Policy Area;
- Establish site specific policies, including a conceptual road network, to govern the development of the lands in the Plan; and



- Establish site specific policies for lands that will remain designated Prime Agricultural Area outside of the Secondary Plan.

At this time the Draft Plan of Subdivision for the Rice Group lands seeks to facilitate the development of an industrial park consisting of seven (7) industrial blocks, twelve (12) reserve blocks, one (1) future community block, one (1) Greenbelt block, two (2) environmental protection area blocks, two (2) stormwater management blocks, one (1) buffer block, one (1) sanitary easement block, four (4) road widening blocks and three (3) internal streets.

The draft Secondary Plan was prepared to ensure compatibility with the Rice Group MZO lands and shares similar goals and objectives. Consideration has been made to ensure compatibility with future road networks, servicing, and land uses between both Secondary Plan Areas.

## **2.2 Transportation Network**

The Subject Lands are located north of Mayfield Road, which is classified as a Regional Arterial Road. Mayfield Road between Airport Road and Bramalea Road is designed as a six (6) lane right-of-way. The Subject Lands are bounded by two arterial roads running north-south: Torbram Road, and Airport Road. A Traffic Impact Study ('TIS') (May 2025), was prepared by Crozier in support of the proposed Tullamore North West Secondary Plan. The TIS concluded that the Secondary Plan and proposed employment uses could be supported with the proposed road improvements to Mayfield Road, Airport Road, Old School Road and Torbram Road. Current and future traffic volumes were analyzed on surrounding roads along with traffic volumes and truck movements at key intersections to ensure that planned improvements are appropriate.

The future road network within the Mayfield Tullamore Secondary Plan area is still in the planning stage. Consideration was made to ensure compatibility between the Secondary Plans when the road networks were planned. The proposed road network will help limit employment and freight traffic from the employment areas to the community areas west of Torbram Road.

Regarding public transit, and given the existing and future scale of Mayfield Road, it is expected that as development along Mayfield Road continues, Mayfield Road will come to serve as a higher-order transit corridor capable of accommodating rapid transit service. In reviewing the type of public transit service available along other major east-west arterial roads in the Region (Bovaird Drive, Queen Street, Steeles Avenue), all provide existing Züm Bus Rapid Transit Service. Additional roadways are capable of providing transit service within the surrounding area communities. As the residential communities within the Mayfield Tullamore Secondary Plan area begin to be built, more transit service is expected to be introduced.

### ***Highway 413 Transportation Corridor***

The Highway 413 Transportation Corridor ("Highway 413") is located north of Old School Road in close proximity to the Subject Lands and the northern limit of the Region of Peel's urban boundary. The Focused Analysis Area ("FAA") of Highway 413 was refined in 2024 to the area currently shown on *Figure 1.0 (Aerial Context)* of this Report and represented in the proposed Land Use Plan of the Secondary Plan (see *Figure 3.0 – Tullamore North West Secondary Plan: Land Use Plan*). An Environmental Assessment process is currently underway, and it is understood from the Province that construction is expected to begin in 2025.

Highway 413 will connect Halton, Peel, and York Regions and the preferred route identifies an interchange at Bramalea Road, west of the Subject Lands. Highway 413 is also planned to accommodate a separated

transitway route dedicated exclusively to public transit. The transitway will serve as another higher-order transit corridor along the north boundary of the Subject Lands.

### **3.0 Land Use Concept Plan**

The Subject Lands represent a significant developable area, capable of accommodating a range of employment uses. As illustrated in *Figure 3.0 (Tullamore North West Secondary Plan: Land Use Plan)*, a range of land use designations have been proposed for the Subject Lands to guide future development. More specifically, “Prestige Employment” and “General Employment” designations make up the majority of employment designations in the Town and Region’s identified Employment Areas. These proposed land use designations would implement the intent of the Town and Region’s Employment Areas. Additionally, portions of the TNWPA are proposed to be designated as “Environmental Policy Area”.

#### ***General Employment Area***

In keeping with the overall direction of the Town’s Official Plan (Future Caledon), “General Employment Areas” are characterized by large properties developed with single and multi-unit buildings accommodating the industrial uses. The majority of buildings are single storey. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage.

#### ***Prestige Employment Area***

In keeping with the overall direction of the Town’s Official Plan (Future Caledon), “Prestige Employment Areas” are to be planned and developed for prestige industrial and office development, frequently in larger buildings located on large properties. Industrial buildings will generally be single storey and may be in single use or multi-unit buildings. It is the intent of this Secondary Plan that the Prestige Employment Areas provide prime business locations that help attract new business and support the retention of existing businesses in Caledon.

The “Prestige Employment” land uses area proposed along Torbram Road. This designation is intended provide a transition between the proposed Neighbourhood Areas west of Torbram Road and future industrial development east of Torbram Road.

#### ***Natural Environmental and Stormwater Management***

The Environmental Policy Area designation identifies existing natural heritage features and connections within the Subject Lands. This includes wetlands, woodlands, watercourses, stream corridors and environmental buffers. The intent of this designation is to identify the natural heritage system and protect and enhance this system within the Secondary Plan Area.

Lands within this designation will be conveyed to the Town of Caledon where not already owned, and the designation is proposed to solely permit the following:

- a) fish and wildlife conservation and management;
- b) essential infrastructure including roads and municipal services crossings, natural heritage feature or area restoration and enhancement works;
- c) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays, and signage;
- d) stormwater infrastructure; and,
- e) site alteration to accommodate the above uses.

The Environmental Policy Area designation is intended to provide active transportation linkages where possible without adverse impact. Conceptual locations for Stormwater Management (SWM) Ponds are identified in the Secondary Plan based on preliminary engineering input. These ponds are expected to vary in size and be determined through a future detailed design/site-specific application stage.

### ***Proposed Transportation Network***

The transportation network within the Secondary Plan will be designed to Town standards and is intended to support a multimodal transportation system, including the provision of transit facilities and active transportation infrastructure. Arterial and collector roads may accommodate transit routes and transit infrastructure, subject to confirmation from the applicable inter-regional, intra-regional, and local public transit providers.

## **5.0 Consultation Process**

A PARC meeting was held with the Town of Caledon on September 12, 2024. At the meeting, requirements for a complete Secondary Plan Official Plan Amendment submission were discussed. Subsequent meetings were held with Staff from the Town of Caledon and the Region of Peel to clarify the submission requirements and expected submission process. The required studies and reports prepared in support of this complete submission are detailed in Section 7.0 below.

At the PARC meeting, and as discussed through subsequent meetings with planning staff, planned public engagement will be scheduled to follow the formal submission of this development application. The rationale is to allow Staff sufficient time to review the comprehensive application submission and support a more meaningful consultation process with the public. The public engagement process will follow the public notification and engagement procedures as prescribed by the *Planning Act* and guided by the Future Caledon Official Plan.

### **5.1 Indigenous Consultation Process**

In support of the Secondary Plan, Broccolini will engage with Indigenous Nations and Communities, as informed by the Town of Caledon's "Expectations for Indigenous Engagement for Proponent Led Development". This engagement will follow the initial submission of the application. The purpose of engagement is to follow the Duty to Consult and provide information about the Proposed Development, including circulation of supporting materials. Engagement is planned with the following relevant Indigenous Nations and Communities: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8).

Planned initial correspondence with the relevant Indigenous Nation/Communities will include a description of the project, location figures, anticipated impact of the project, and a list of studies complete or underway. Follow up meetings and correspondence are anticipated, including circulation of requested material. All engagement will be documented and shared with the Town of Caledon through future stages of this application.

## **6.0 Supporting Technical Studies**

### ***Agricultural Impact Assessment***

An Agricultural Impact Assessment was prepared for the Subject Lands in support of the Secondary Plan by Colville Consulting Inc., dated May 2025. The Subject Lands are designated "Employment Area" in the

Region of Peel Official Plan, and Prime Agricultural Area and Environmental Policy Area in the current Town of Caledon Official Plan. The adopted Future Caledon Official Plan, which is currently awaiting Provincial approval, aligns with the Region of Peel Official Plan and shows the Subject Lands designated New Urban Area 2051 Area and Natural Features and Areas. The Subject Lands are no longer within a provincially recognized prime agricultural area following the provincial approval of the Region of Peel Official Plan. The long-term use of these lands is for urban-related uses. It is anticipated that the Subject Lands will be removed from the Town of Caledon's Prime Agricultural Area designation following provincial approval of the Future Caledon Official Plan. This AIA concludes that the proposed Secondary Plan Official Plan Amendment for the Subject Lands is appropriate for the following reasons. The Subject Lands are not part of a *specialty crop area* and no specialty crops were observed within the *Study Area*. The Subject Lands are not part of a provincially recognized *prime agricultural area* and are considered to be lower priority agricultural lands. Potential impacts associated with the proposed *development* are primarily limited to the loss of *prime agricultural lands*, cultivatable land, and agricultural infrastructure. Recommendations have been provided that will ensure potential impacts will be avoided or mitigated to the extent possible. The net indirect impacts will be negligible with the implementation of the recommended mitigation measures. The proposed *development* is consistent with all relevant provincial and regional agricultural policies.

### ***Master Environmental Servicing Report (MESR)***

A Master Environmental Servicing Report (MESR) was prepared in support of the Secondary Plan dated May 2025. GEI Consultants Canada Inc. ('GEI'), Crozier & Associates Inc. (Crozier) and MTE Consultants Inc. ('MTE') have been retained to prepare the MESR for the Tullamore North West Secondary Plan Area. The MESR is prepared to support development within the Secondary Plan. The MESR identifies an appropriate NHS and water resource management approach that will protect, restore, and enhance the natural and water-based environments within the Secondary Plan Area. The scope of the MESR will generally focus on characterization of the Subject Lands, impact analysis, mitigation strategies for proposed land use scenarios, and future study requirements. The MESR integrates technical studies related to hydrology, hydrogeology, ecology, and stormwater management to ensure that land use changes are planned in a way that maintains and enhances ecological and hydrological functions.

This MESR aims to identify core natural features, supporting features, linkages, and areas for potential enhancement, establishing a preliminary natural heritage system. As part of the Secondary Plan process, the MESR provides a detailed assessment of existing conditions, evaluates potential impacts, and develops recommendations to mitigate environmental risks while supporting sustainable growth. The findings and recommendations of the MESR are refined and implemented through subsequent, site-specific studies during Zoning By-law Amendment and Site Plan approval applications. The requirements for an MESR are outlined in the TRCA's environmental planning and permitting guidelines (2015) to ensure that development aligns with regional watershed management objectives.

The MESR has been separated into two (2) phases. Phase 1 includes the characterization of existing conditions, including the natural heritage features, hydrologic features, and surface and groundwater systems. Phase 2 includes the analysis, impact assessment, and mitigation. Recommendations for implementation, monitoring and future studies are provided. The following summarizes the MESR key findings and recommendations and notes where additional discussion/details are provided in the report for each topic noted. Ecological field investigations were completed by NRSI from 2022-2024 to characterize existing conditions of lands of participating landowners. Future ecological field studies will be required for site-specific applications. Based on the ecological scope of work, several Natural Heritage Features have been identified within the Study Area.

Phase 2 of MESR (May 2025) analyzes servicing and stormwater management for the Subject Lands. All stormwater runoff will be contained within the Subject Lands and ultimately drain to Salt Creek, either directly or through one of the tributaries. Post-development catchments have been delineated based on boundaries for the Subject Lands along Airport Road and Old School Road while the west portion along Torbram Road, will drain to one centralized stormwater management (SWM) outlet. Changes to the quantity and quality of stormwater runoff resulting from the proposed development will be mitigated by a comprehensive stormwater management strategy.

Existing storm drainage boundaries were delineated for the Secondary Plan and surrounding area; catchment parameters of affected catchments of the Humber River Hydrology Model were modified to reflect the revised areas. In general, the peak flows of the catchments that were modified did not change significantly throughout the Study Area. No updates to downstream floodlines are warranted and any impacts to downstream flood vulnerable areas will be negligible based on the slight increase in peak flows.

The portion of the Subject Lands west of Salt Creek is to be serviced through a connection to the 300mm diameter watermain from the Tullamore Lands Plan of Subdivision. The area east of Salt Creek will connect to the existing 300mm diameter watermain on Airport Road. Sanitary servicing will be provided via existing Regional infrastructure and outlet to the existing 600mm trunk sewer on Airport Road or the future 450mm sewer on Ionic Drive.

### ***Transportation Impact Study***

A Transportation Impact Study ('TIS') was prepared by Crozier in support of the Secondary Plan, dated May 2025. The TIS examined the current road network surrounding the Secondary Plan Area along with the proposed improvement schedule.

The TIS concluded that the Secondary Plan and proposed employment uses could be supported with the proposed road improvements to Mayfield Road, Airport Road, Old School Road and Torbram Road. Current and future traffic volumes were analyzed on surrounding roads along with traffic volumes and truck movements at key intersections to ensure that planned improvements are appropriate.

The TIS also analyzed the potential of a future east west collector road between Airport Road and Torbram Road along with a north south collector road connecting to the Rice Group lands to the south to Old School Road. The analysis of these internal collector roads will be advanced further during site specific applications on neighbouring lands within the Secondary Plan area.

## **7.0 Policy Context**

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan ("ROP"), which was adopted by Regional Council in April 2022 and approved by the Province in November 2022. On July 1, 2024 the Region of Peel became an upper-tier municipality without planning responsibilities. As of that date, pursuant to subsection 70.13(2) of the *Planning Act*, the portions of the ROP that were in effect and that applied within the Town of Caledon were deemed to constitute part of the Town's Official Plan. These former policies of the ROP remain in effect until the Town of Caledon revokes or amends them and, pursuant to subsection 70.13(7), are deemed to prevail in the event of any conflicts with the policies of Town's Official Plan that were in-force as of July 1, 2024.

### **7.1 Provincial Planning Statement (2024)**

On August 20, 2024, the Province of Ontario released the final version of the Provincial Planning Statement, 2024 (PPS, 2024) which took effect on October 20, 2024.



The PPS 2024 replaces A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020 by integrating them into a single planning document which applies province-wide. The PPS 2024 introduces some entirely new policies and definitions and, in some cases, modifies policies and definitions from the PPS, 2020 and Growth Plan.

The PPS 2024 is considered a policy statement for the purpose of section 3 of the *Planning Act*. The PPS, 2024 will apply to all decisions under any authority that affects a planning matter made on or after October 20, 2024, subject to a possible transition regulation. From then on, subject to any transition regulation, all municipal decisions, as well as comments, submissions or advice affecting planning matters, will be required to be consistent with the PPS 2024 pursuant to subsections 3(5) and 3(6) of the *Planning Act*.

The PPS 2024 contains certain policies that only apply to large and fast-growing municipalities. Caledon is listed as one of these 29 municipalities. The PPS 2024 builds on policies from the PPS 2020 and Growth Plan as they relate to intensification, infill, and redevelopment of underutilized lands in close proximity to transit. The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. In effect, the PPS provides for appropriate development while protecting provincial interest, public health and safety, quality of life, and the quality of the natural and built environment.

The PPS 2024 is to be read in its entirety and in conjunction with other Provincial plans. The PPS does not take precedence over other Provincial plans in the instance of a conflict. The PPS understands that local official plans are the most important vehicle for the implementation for provincial direction.

### ***Settlement Areas and Settlement Area Boundary Expansions***

Chapter 2 of the PPS 2024 provides policy direction related to “Building Homes, Sustaining Strong and Competitive Communities” and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of employment uses and the promotion of economic development and competitiveness.

Section 2.3.1 of the PPS 2024 focuses growth and development in ‘Settlement Areas’ and reiterates the importance of efficient land use and resources, optimizing existing and planned infrastructure, support active transportation services, are transit transit-supportive and freight-supportive. Policy 2.3.1.5 directs that planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Local and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. The PPS 2024 defines *designated growth areas as, “lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.”*

The Subject Lands are located north of the existing Tullamore Employment Study Area and are located within the Town’s Settlement Area and are designated for growth. The proposed OPA represents contiguous development and the efficient use of land, existing and planned infrastructure. The proposed amendment proposed an efficient development pattern, facilitating development in a key primary employment area in the Town of Caledon.

### ***Employment***

Section 2.8.1 of the PPS 2024 directs planning authorities to promote economic development and competitiveness by providing an appropriate mix and range of employment, institutional and broader use to meet long-term needs, provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities

and ancillary uses, and take into account the needs of existing and future businesses, encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities, and addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land use.

Section 2.8.2 of the PPS 2024 directs planning authorities to protect and preserve employment areas for current and future uses. The PPS 2024 further directs planning authorities to designate, protect and plan for all employment areas in Settlement Areas by (Policy 2.8.2.3):

- 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 Secondary Plan area was designated as future employment through the Region of Peel Settlement Area Boundary Expansion (“SABE”). The policies outlined in the Secondary Plan amendment promote employment uses to support industrial development in a comprehensive manner, consistent with the Town’s Official Plan.

### ***Sewage, Water and Stormwater***

Chapter 3 of the PPS 2024 provides policy direction related to “Infrastructure and Facilities” and is applicable to the Secondary Plan area. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.6 of the PPS 2024 outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the PPS 2024 existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities.

Phase 2 of MESR (May 2025) analyzes servicing and stormwater management for the Subject Lands. All stormwater runoff will be contained within the Subject Lands and ultimately drain to Salt Creek, either directly or through one of the tributaries. Post-development catchments have been delineated based on boundaries for the Subject Lands along Airport Road and Old School Road while the west portion along Torbram Road, will drain to one centralized stormwater management (SWM) outlet. Changes to the quantity and quality of stormwater runoff resulting from the proposed development will be mitigated by a comprehensive stormwater management strategy.

The portion of the Subject Lands west of Salt Creek is to be serviced through a connection to the 300mm diameter watermain from the Tullamore Lands Plan of Subdivision. The area east of Salt Creek will connect to the existing 300mm diameter watermain on Airport Road. Sanitary servicing will be provided via existing Regional infrastructure and outlet to the existing 600mm trunk sewer on Airport Road or the future 450mm sewer on Ionic Drive.

## ***Natural Heritage***

Chapter 4 of the PPS 2024 provides policy direction related to “Wise Use and Management of Resources”. Section 4.1 directs the long-term protection of natural features.

The PPS directs that 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 4.1.2). Portions of the Subject Lands contain natural heritage features and lands designated “Environmental Policy Area” in the Town of Caledon Official Plan.

In accordance with the MESR (May 2025), the proposed amendment does not propose urban development on natural heritage features. The proposed policy framework directs that further analysis will be completed on a site-specific basis. However, the direction of the proposed amendment will ensure the Town of Caledon maintains the authority to ensure appropriate measures are in place that enable the protection of the natural heritage system from potential impacts from the surrounding development, while maintaining capacity for natural self-sustaining vegetation on these lands.

### **7.2 Region of Peel Official Plan (2022)**

The Peel Regional Official Plan (“ROP”) was adopted by Regional Council on April 28, 2022, and adopted with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022, serves as a guide for how land use planning and growth should be managed across the three member municipalities (City of Mississauga, City Brampton and Town of Caledon) until 2051.

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in this bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) has become a plan of the local municipalities, and they are required to implement and ensure applications conform to the RPOP. Where Peel Region was previously required to be the approval authority for certain Official Plan reviews and amendments under the *Planning Act*, the Province will now become the approval authority where required.

Due to the recent adoption of Bill 185, a review of the Region of Peel Official Plan policies was still conducted as the Town of Caledon, as the approval authority, will have regard for these policies until such a time that the Town of Caledon Official Plan is updated.

Overall, the ROP outlines strategies for managing growth and development across Peel in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Secondary Plan area as ‘Urban System’ and ‘2051 New Urban Area’ (see *Figure 4.0 – Region of Peel Official Plan–Schedule E-1–Regional Structure*). The ‘Urban System’ designation is a high-level designation intended to accommodate the majority of growth in a way that supports the ROP’s Urban System goals. The Subject Lands are also designated as “Employment Area” (see *Figure 5.0 – Region of Peel Official Plan – Schedule E-4 – Employment Areas*) and as “Designated Greenfield Area” (see *Figure 6.0 – Region of Peel Official Plan – Schedule E-3*).

According to Table 3 of ROP 2051, Caledon is forecast to grow to 300,000 persons, 90,000 households and 125,000 jobs by 2051. With respect to growth management, the ROP directs local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans and that the



forecasts be used to ensure the necessary infrastructure and public service facilities are in place to accommodate growth and to determine land and housing requirements (Section 4.3.12, 4.3.13, and 4.3.16).

A theme of the ROP policy is sustainability, which is read through cultural, economic, and environmental lenses to meet the needs of present populations while safeguarding the needs of future populations. The ROP outlines the following policy goals: *to create healthy, resilient, equitable, and sustainable regional communities; to recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages; to ensure the Region is resilient and adapted to a changing climate; to recognize the importance of a vital, competitive and diverse economy; and to support growth and development which takes place in a sustainable manner.* The Secondary Plan intends to meet these policy goals through the implementation of policies to ensure the protection of environmental features and natural areas.

### ***Natural Environment***

Section 2 of the ROP 2051 outlines the Region's policy on the Natural Environment. To ensure a healthy, resilient and self-sustaining natural environment within the Region of Peel, the policies of the adopted ROP will ensure that the quality and ecological integrity of ecosystems are protected, maintained, restored and enhanced jointly with local municipalities (Section 2.2 and 2.3.3).

Sections 2.3 and 2.4 of the ROP outline policy and objectives regarding the natural environment and climate system. The ROP aims to protect, *maintain, restore and enhance the quality and ecological integrity of ecosystems, including air, water, land and biota jointly with the local municipalities, conservation authorities, federal and provincial agencies (Policy 2.3.3).*

The proposed OPA encourages well-planned employment lands that promote alternatives to automobile travel, a reduction of emissions, and a protection or enhancement of natural heritage features. The proposed OPA delegates the natural heritage system as identified in the MESR (May 2025) for the Subject Lands. Based on the findings of the MESR (2025) report, the proposed amendment conforms with the natural heritage system policies of ROP 2051. The Study informs the land use pattern of the Secondary Plan, including the delineation of the natural heritage system and linkages, and provides recommendations for mitigating the impact of development and site alteration. Key policy direction within the OPA is to allow for further review and refinement of the Natural Heritage System, without requiring further amendments to the Town's Official Plan and Secondary Plan.

Section 2.6.20 of the ROP provides policy on stormwater management, with the objective to support practice that *protects, improves, or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation* (Section 2.6.20.1). The Region directs the Town of Caledon to integrate stormwater management planning requirements throughout the planning approvals process (Section 2.6.20.7) and requires proposals for large-scale development to be supported by a stormwater management plan (Section 2.6.20.13). The proposed policy framework directs that further analysis will be completed on a site-specific basis. However, the direction of the proposed OPA will ensure the Town of Caledon maintains the authority to ensure appropriate stormwater management measures are in place which address policy, planning, design, operations and maintenance requirements for the provisions of stormwater services.

Section 2.14 of the ROP outlines policy regarding the Greenlands System in the Region of Peel, of which the long-term ecological function is intended to be protected, restored, or enhanced. (Section 2.14.1). Areas of the Greenlands system are identified on the Subject Lands (see *Figure 7.0 - Region of Peel Official Plan – Schedule C-2 – Core Areas of Greenlands System in Peel*). Core Areas may consist of natural heritage

features and areas including wetlands, woodlands, Environmentally Sensitive or Significant Areas, valley and stream corridors, and/or fish and wildlife habitat (Section 2.14.12).

It is understood these boundaries are intended to be general in nature and may be refined at a more local level, including through local municipal official plans, and site-specific studies. In support of the proposed amendment, a MESR (May 2025) was completed, which includes both a desk top analysis as well as limited fieldwork. The boundaries, as illustrated in the proposed amendment, are intended to maintain, restore, or provide new linkages between natural heritage features in conformity with the objectives of the ROP (Section 2.14.2). The proposed amendment allows for opportunities to refine the limit of the natural heritage system on a site-by-site basis through the completion of an Environmental Impact Study, to the satisfaction of the Town and based on current planning policies, and relevant provincial, region and conservation authority policies.

In accordance with Section 2.14.15 of the ROP, development will be generally prohibited within the Natural Environment System Area of the Secondary Plan, which includes Core Areas of the Greenlands System. Limited uses and activities are proposed, including fish and wildlife conservation and management, passive recreational facilities, and essential stormwater infrastructure. The lands within the designation will be zoned to prevent development and ensure they remain in a natural state and/or restored and enhanced in accordance with the recommendations of the MESR.

### ***Regional Structure***

The Urban System consists of all lands within the Regional Urban Boundary, including Designated Greenfield Areas and lands identified and protected as part of the natural environment and resources among others (Section 5.6.10).

The intent of the Urban System is to establish a complete, healthy community by providing a compact built form and a mix of land uses that efficiently uses land, services, infrastructure and public finances and achieves an urban structure, form and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). From an employment perspective, the Urban System is also intended to preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, and to provide for and facilitate a wide range of good and services (Section 5.6.8 and 5.6.9).

The Urban System is also intended to protect, restore and enhance the natural environment and conserve the resources of the Region, as well as to provide the needs of Peel's changing age structure and allow opportunities to live in their communities as they age (Section 5.6.6 and 5.6.7).

The proposed OPA conforms to the objectives of the Urban System as it proposes to establish a policy framework to implement and facilitate employment development. Secondary Plan policies will ensure the Employment Area is adequately separated and generally buffered from existing and future Community Areas. Prestige and General Employment designations are proposed. Prestige Employment uses are proposed adjacent to community areas or in other high-visibility locations. Prestige Employment policies will promote high-quality urban design and prestige employment uses that are that do generate significant noise, odours, or other nuisances.

The Subject Lands are within the Urban System and, as noted above in this Report, are located directly adjacent to existing or planned communities in the Town of Caledon and City of Brampton with existing regional infrastructure and services.

Section 5.3 of the ROP outlines policy regarding growth management, with the objective to manage growth based on growth forecasts, including employment density targets and greenfield density targets. More specifically, Section 5.4.10, directs municipalities to incorporate policies to develop complete communities that are well designed, offer transportation choice, and specific to employment development, accommodate a good range of jobs.

When planning for new communities and urban lands, Section 5.4.17 direct that “*planning for the development, optimization, or expansion of infrastructure, including infrastructure corridors and supporting facilities will, where applicable:*

- a) *demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that negative impacts on the Agricultural System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;*
- b) *demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and*
- c) *address requirements in accordance with provincial policies and with the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.”*

The Subject Lands are no longer within a provincially recognized prime agricultural area following the provincial approval of the Region of Peel Official Plan. The long-term use of these lands is for urban-related uses. It is anticipated that the Subject Lands will be removed from the Town of Caledon’s Prime Agricultural Area designation following provincial approval of the Future Caledon Official Plan. This AIA concludes that the proposed Secondary Plan Official Plan Amendment for the Subject Lands is appropriate. The net indirect impacts will be negligible with the implementation of the recommended mitigation measures. The OPA is consistent with all relevant provincial and regional agricultural policies.

A MESR (May 2025) was prepared for the Secondary Plan, which provides an environmental analysis of the natural heritage system. Significant areas have been identified for protection, and recommendations are provided to minimize and/or mitigate any negative impact from development.

The Subject Lands are not within the jurisdiction of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, or the Oak Ridges Moraine Conservation Plan.

### ***Employment Areas***

The ROP defines Employment Areas as places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region’s employment forecast. These areas accommodate a broad range of uses, including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites to nodes, corridors, and entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy. The Employment Areas are designated on Schedule E-4 of the ROP.

## **7.4 Town of Caledon Official Plan**

The Town of Caledon Official Plan (the “Official Plan”) came into effect in 1979 and has been amended over time; it was most recently consolidated in March 2024. The purpose of the Official Plan is to provide

goals, objectives, and policies to guide future land use development, and demographic and economic change within the Town of Caledon.

Principles of the Official Plan include the preservation, protection and enhancement of the natural and cultural heritage resources in the Town, improvements to the health and well-being of residents, employees, landowners and businesses through the development of complete communities, and fiscal sustainability through the expansion and diversification of the Town's employment base and balancing of growth and services (Section 2.2.1). Based on the in-force policy context, the Subject Lands Area are designated "Prime Agricultural Area" "Portions of the Subject Lands are also designated "Environmental Policy Area".

The current Official Plan does not reflect the Settlement Boundary Expansion adopted in the ROP 2051. Inclusion of the Subject Lands in the Region's Settlement Boundary would re-designate the lands from "Prime Agricultural Area" to "Designated Greenfield Area" and allow the Town of Caledon to proceed with approval of the proposed amendment to build upon the Region's urban policy framework and establish detailed urban policies for the Tullamore North West Secondary Plan Area. The ROP 2051 associated urban policy framework has been incorporated into the adopted in Future Caledon.

### **7.5 Future Caledon Official Plan (2024)**

The Future Caledon Official Plan ("Future Caledon OP") was adopted by Town Council on March 26, 2024, and is intended to replace the Town's 1978 Official Plan, as amended. Before coming into full force and effect, the Future Caledon OP is required to be approved by the Province of Ontario. It is understood that such approval is imminent, and as such the policies of the Council-approved but not yet in-force Future Caledon OP have been reviewed in this Report. These policies represent the planning intent of the Town of Caledon, especially as they relate to future growth and housing. The proposed Secondary Plan will constitute an Amendment to the Future Caledon Official Plan.

The Future Caledon OP establishes a land use pattern and growth targets of 90,000 new household units, 300,000 people, and 125,000 jobs by 2051.

Within the Future Caledon OP, the Subject Lands are designated "New Employment Area", and partially designated "Natural Features and Areas" see *Figure 8 – Future Caledon Official Plan – Schedule B4 – Land Use Designations*.

#### ***Growth Management***

Per the Future Caledon OP, the Town's population and employment are expected to significantly increase by 2051. This growth is predominantly planned to be accommodated within the Urban Area. More specifically, Section 4.1.4 directs that population and employment growth will be focused in the Town's Urban Area, Strategic Growth Areas and Designated Greenfield Areas.

Section 4.1.6 directs that Employment Areas will be planned to achieve a Town-wide minimum density of 26 jobs per hectare.

The proposed OPA conforms with and implements the intent of the Future Caledon OP, by establishing employment land use policies that will further facilitate employment development and job creation in the Town of Caledon.

Section 4.4.1 of the Future Caledon OP directs that the Town will collaborate with the Region and establish a Growth Management and Phasing Plan ("GMPP") for the Urban System, which will identify a logical extension and sequencing of growth in the Town's Designated Greenfield Area. On November 19, 2024,

Town Staff presented a “Growth Management and Phasing Plan” to Planning and Development Committee. The development of the GMPP commenced in Fall 2022, with the retention of a multi-disciplinary consulting team: Watson and Associates for project management, growth forecasts, and financial impact; GEI (formerly GM Blue Plan) water and wastewater servicing; and HDR (transportation). The purpose of the Growth Management and Phasing Plan is to provide clear guidance on where, when, and how to grow in the 2051 New Urban Area, critical to advancing strategic, coordinated and financially responsible growth to implement the Future Caledon Official Plan.

Section 4.4.6 directs the GMPP to identify development priority areas for the 2021 to 2036 period. The GMPP identifies the Subject Lands as a “Phase 1 (2026-2036)”, which allows for the expansion of existing communities within Caledon, supporting the south-to-north development of servicing infrastructure.

The proposed OPA conforms with and implements the Town’s Growth Management and Phasing policies.

### ***Transportation***

Section 11 of the Future Caledon OP describes policies and objectives related to Caledon’s transportation network. The Town envisions a multimodal transportation system that is safe, equitable, convenient, economical, efficient, minimizes environmental impacts, and manages future demand and congestion and are well-integrated with the land use and development within the Town and across the Region. As discussed in the TIS (May 2025) Airport Road is a Regional Arterial and Old School Road and Torbram Road are Town Arterials (*see Figure 9 Schedule C1 Town-wide Transportation Network*). Further, Mayfield Road, Airport Road, Old School Road, and Torbram Road are Proposed Local Transit routes (*see Figure 10 Schedule C4 2051 Town-wide Transit Network*).

Section 11.2.1 indicates the Town will undertake transportation studies, including network monitoring and updates to the Multimodal Transportation Master Plan, to inform decision making and the planning and scheduling of transportation system improvements as well as necessary amendments to this Plan.

Section 11.3.1 indicates the Town’s road network consists of Town roads, Regional roads and Provincial freeways and highways. The primary road network is set out on Schedule C1, Townwide Transportation Network and Schedule C2, Town-wide Road Right-of-way Widths. The conceptual collector road network for the New Urban Area is also set out on Schedule C1 and Schedule F1, Urban System. Other roads are shown on the land use schedules of this Plan. Unless otherwise detailed on Schedule C1, Schedule F1, or a land use schedule, all roads will be deemed to be local roadways

Section 11.8.2 indicates the Town will encourage efficient, safe traffic flows through strategic design improvements, such as regulation of turning movements, one-way streets, implementation of traffic control devices, parking restrictions, intersection geometric improvements, as required by the site conditions and traffic flows and in accordance with the Town’s Traffic By-law.

The TIS examined the current road network surrounding the Secondary Plan Area along with the proposed improvement schedule. The TIS concluded that with the proposed road improvements to Mayfield Road, Airport Road, Old School Road, and Torbram Road that the Secondary Plan and proposed employment uses could be supported. Current and future traffic volumes were analyzed on surrounding roads along with traffic volumes and truck movements at key intersections to ensure that planned improvements are appropriate. The TIS also analyzed the potential of a future east west collector road between Airport Road and Torbram Road along with a north south collector road connecting to the Rice Group lands to the south to Old School Road. This analysis will ensure the Secondary Plan complies with section 11.2.1, 11.3.1, and 11.8.2 of the Future Caledon OP.



## ***Environmental Policy Area***

Section 13 of Future Caledon OP describes policies and objectives relating to protecting the natural environment. The Natural Environment System includes provincial, regional, and local natural features and areas, hydrologic features, provincial parks, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrological functions, and working landscapes that enable ecological functions to continue. The policies contained within Future Caledon are intended to promote a systems approach to identify, protect, enhance, and restore the Natural Environment System. It is understood that within the Town's New Urban Areas, which include the Subject Lands, a Preliminary Natural Environment System has been established, and it will be studied further through the required secondary planning and development approval processes.

Section 13.2.1 of Future Caledon directs that the Town's Natural Environmental System is made up of the following components:

- a) Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Natural Features and Areas by this Plan;*
- b) Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Supporting Features and Areas by this Plan;*
- c) the Greenbelt Plan Natural Heritage System;*
- d) the Greenbelt Plan Urban River Valleys;*
- e) the Natural Heritage System for the Growth Plan;*
- f) the Natural Core Area and Natural Linkage Area designations within the Oak Ridges Moraine Conservation Plan;*
- g) the Escarpment Natural Area and Escarpment Protection Area designations within the Niagara Escarpment Plan;*
- h) Provincially significant Earth Science Areas of Natural and Scientific Interest*
- i) regionally significant Earth Science Areas of Natural and Scientific Interest; and,*
- j) The water resource system which includes permanent and intermittent streams, wetlands, seepage areas and springs, kettle lakes, highly vulnerable aquifers and significant groundwater recharge areas and Areas of High and Low Aquifer Vulnerability within the Oak Ridges Moraine Conservation Plan Area.*

Section 13.3.3 of Future Caledon directs that development and site alteration within the Town's Natural Feature and Areas designation is not permitted, except for:

- a) forest, fish and wildlife management;*
- b) conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;*
- c) essential infrastructure exempted, pre-approved or authorized under an environmental assessment process;*
- d) passive recreation;*
- e) minor development and minor site alteration;*
- f) existing uses, buildings or structures;*
- g) expansions or alterations to existing buildings or structures;*
- h) accessory, uses, buildings, or structures; and,*
- i) a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on May 23, 2014. A*

*new dwelling built after May 23, 2014 in accordance with this policy will be deemed to be an existing building or structure for the purposes of subsections g) and h) above.*

The MESR (May 2025) prepared in support of this application ensures the proposed Secondary Plan conforms with Section 13.2.1 and Section 13.3.3 of the Future Caledon OP. The MESR identifies an appropriate NHS and water resource management approach that will protect, restore, and enhance the natural and water-based environments within the Secondary Plan Area. The MESR identifies core natural features, supporting features, linkages, and areas for potential enhancement, establishing a preliminary natural heritage system. As part of the Secondary Plan process, the MESR provides a detailed assessment of existing conditions, evaluates potential impacts, and develops recommendations to mitigate environmental risks while supporting sustainable growth.

Phase 2 of MESR (May 2025) analyzes servicing and stormwater management for the Subject Lands. All stormwater runoff will be contained within the Subject Lands and ultimately drain to Salt Creek, either directly or through one of the tributaries. Post-development catchments have been delineated based on boundaries for the Subject Lands along Airport Road and Old School Road while the west portion along Torbram Road, will drain to one centralized stormwater management (SWM) outlet. Changes to the quantity and quality of stormwater runoff resulting from the proposed development will be mitigated by a comprehensive stormwater management strategy.

The proposed OPA conforms to the policies of Future Caledon, as the proposed policy framework directs that only essential infrastructure, including roads and services, that are proposed within a key natural heritage or hydrological feature, requires the appropriate supporting studies. Further, it is understood these features are intended to be general in nature and may be refined at a more local level, including local municipal official plans, and site-specific studies. In support of the proposed OPA, a MESR (May 2025) was completed, which includes both a desk top analysis as well as limited fieldwork. The proposed OPA allows for opportunities to refine the limit of the natural heritage system on a site-by-site basis through the completion of an Environmental Impact Study, to the satisfaction of the Town and based on current planning policies, and relevant provincial, region and conservation authority policies.

## **8.0 Proposed Official Plan Amendment**

The proposed Secondary Plan is intended to be implemented through an OPA, per Section 24.3 of the Future Caledon OP. The Secondary Plan has been prepared in accordance with the policies and requirements of the Future Caledon OP and based on the supporting studies and technical analysis as requested by the Town of Caledon. However, recognizing the status of Future Caledon, the Amendment will incorporate the Secondary Plan policy document and associated schedules within the current Town of Caledon Official Plan.

The OPA amends Section 7.0 (Secondary Plans and Other Details Area Policies) of the Official Plan for the Town of Caledon to introduce policies and mapping for the Tullamore North West Secondary Plan.

The OPA or Secondary Plan will guide the future development of the Subject Lands. The draft OPA/Secondary therefore provides the following:

- land use plan;
- policies for the guidance of land use and development in the planning area in accordance with the policies adopted by Town Council in Future Caledon OP, and all other relevant policies at the provincial and regional levels; and
- implementation policies.

A copy of the draft Secondary Plan is provided as Appendix II to this Report.

### ***Vision and Guiding Principles***

The Tullamore North West Secondary Plan Area will reinforce and strengthen Tullamore as a centre for business and economic growth in Caledon, providing for a mix of industrial, business, and office uses within “Prestige Employment Area” and “General Employment Area” designations. Development of the Tullamore North West Secondary Plan Area will be essential in achieving Caledon’s employment forecasts and contributing to complete communities.

The Secondary Plan will be directed by the following Guiding Principles:

- Achieve a minimum density of 26 jobs per hectare across the Secondary Plan Area;
- Provide for a mix of prestige and general employment uses that contribute and provide variety to the Town's employment base;
- Recognize accessibility and visibility of the Secondary Plan Area afforded by its location near, Mayfield Road, Airport Road, and the Highway 413 Transportation Corridor.
- Ensure development is logical, orderly and fully serviced within the Secondary Plan Area and well-integrated with adjacent development;
- Promote high quality site design, streetscapes and built form that is compatible with surrounding uses;
- Encourage walkability, active transportation linkages and connections to future transit services through site and road design;
- Encourage low-impact sustainable development; and
- Protect significant environmental features and functions within the Secondary Plan Area.

### ***Land Use Plan***

The Tullamore North West Land Use Plan (“Land Use Plan”) establishes the land use designation. This Land Use Plan provides for “Prestige Employment Area” and “General Employment Area” as well as “Environmental Policy Area” land use designations and the Highway 413 Transportation Corridor. The draft OPA/Secondary Plan provides:

- The “Prestige Employment Area” designation applies to lands adjacent to Torbram Road and the Highway 413 Transportation Corridor.
- Development on lands designated “Prestige Employment Area” will be permitted in accordance with the policies of Section 5.5.10 of this Official Plan, except that large-scale warehousing, goods movement and logistics will be permitted.
- Development on lands designated “General Employment Area” will be permitted in accordance with the policies of Section 5.5.11 of this Official Plan.

The proposed policy framework directs that the Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with the policies of the “Prestige Employment Area” and “General Employment Area” land use designations.

### ***Environmental Policy Area***

The draft OPA/Secondary Plan provides that lands designated as “Environmental Policy Area”, per the Land Use Plan, reflect the natural feature boundaries determined through the MESR (May 2025), and are to be managed in accordance with the policies of the Official Plan. The Secondary Plan directs that adjacent



land use development will minimize any impacts on the natural heritage feature and functions within the “Environmental Policy Area” designation through appropriate buffers, as recommended through the MESR (May 2025).

The draft OPA/Secondary Plan identifies a “headwater drainage area” that requires further study as part of subsequent site-specific planning applications. Refinements to the development limits of the Environmental Policy Area designation must be consistent with the policies of the Official Plan and recommendations of the MESR (May 2025) and demonstrated through an Environmental Impact Statement to the satisfaction of the Town.

### ***Transportation and Servicing***

The draft OPA/Secondary Plan recognizes the existing surrounding road network, being Airport Road, Tullamore Road and Old School Road support the efficient movement of goods that reinforces and strengthens Tullamore as a centre for business and economic growth in Caledon. The TIS (May 2025) analyzes current and future conditions of the existing and planned road network. In addition, east west and north south collector roads were analyzed along with conceptual locations. Any future local collect road connections internal to the Subject Lands, will be determined and reviewed through a subsequent subdivision or site plan approval process, which will take into account such matters as the preservation of environmental features, stormwater management requirements, the provisions of full urban services, emergency services, detailed land use relationships and street patterns.

## **9.0 Conclusion**

The purpose of this Report is to provide an overview of the proposed amendment as well as an analysis in the context of applicable Provincial, Regional and local policies and the technical studies prepared in support of the proposal. It is our opinion that the proposed OPA/Secondary Plan is consistent with the PPS, conforms with the Region of Peel Official Plan, Caledon Official Plan and is consistent with the recently Town adopted Future Caledon OP and represents good planning based on the following reasons:

- The proposed OPA/Secondary Plan is consistent with the PPS, which emphasizes the importance of supporting an appropriate mix and range of employment uses to meet long-term needs;
- The Tullamore North West Area forms part of the Region of Peel and Town of Caledon’s Urban System, which supports growth and development;
- The proposed OPA/Secondary Plan conforms to the policies of the ROP, which promote broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. While supporting a healthy and diverse economy;
- The proposed OPA/Secondary Plan allows for the logical extension of services and employment uses that will reinforce and strengthen Tullamore as a centre for business and economic growth in Caledon, providing for a mix of industrial, business, and office uses within Prestige Employment Area and General Employment Area designations; and,
- Although the policies of the adopted Future Caledon OP are not yet in-force and effect, they represent the Town’s vision for growth and development. The proposed OPA/Secondary Plan conforms with the intent of the Designated Greenfield Area designation and applicable Growth Management and Phasing policies in the Future Caledon OP. The proposed OPA/Secondary Plan continues to the Town achieving a Town-wide minimum density of 26 jobs per hectare.

At the time of this Report and in keeping with discussions with Regional and Town Staff, there is no landowner group, rather Broccolini has taken lead in preparing the Secondary Plan to establish planning policy and objectives for the Tullamore North West Planning Area. It is anticipated that the review and assessment of the applicable will require a collaborative approach to develop an appropriate policy framework to shape and guide future development within the Tullamore North West Planning Area.

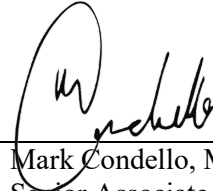
Respectfully submitted,

**GLEN SCHNARR & ASSOCIATES INC.**

A stylized, handwritten signature in black ink, featuring a large, looping 'C' and a horizontal line at the bottom.


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Colin Chung, MCIP, RPP  
Managing Partner

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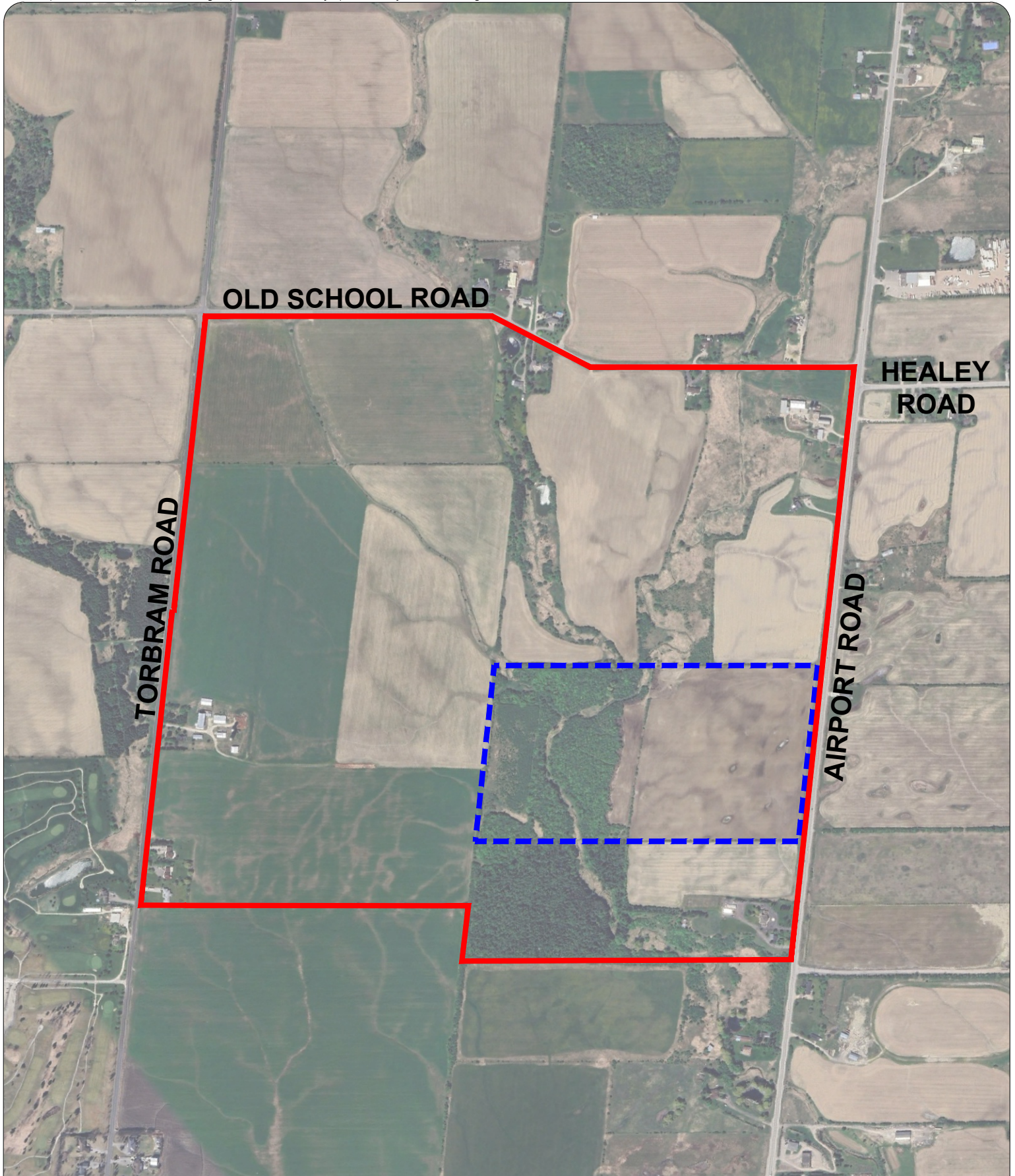
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Mark Condello, MCIP, RPP  
Senior Associate

A handwritten signature in black ink, written in a cursive style.

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Ethan Bohnert, MCIP, RPP  
Planner





FIGURE

1

## AERIAL CONTEXT PLAN

TOWN OF CALEDON

### LEGEND

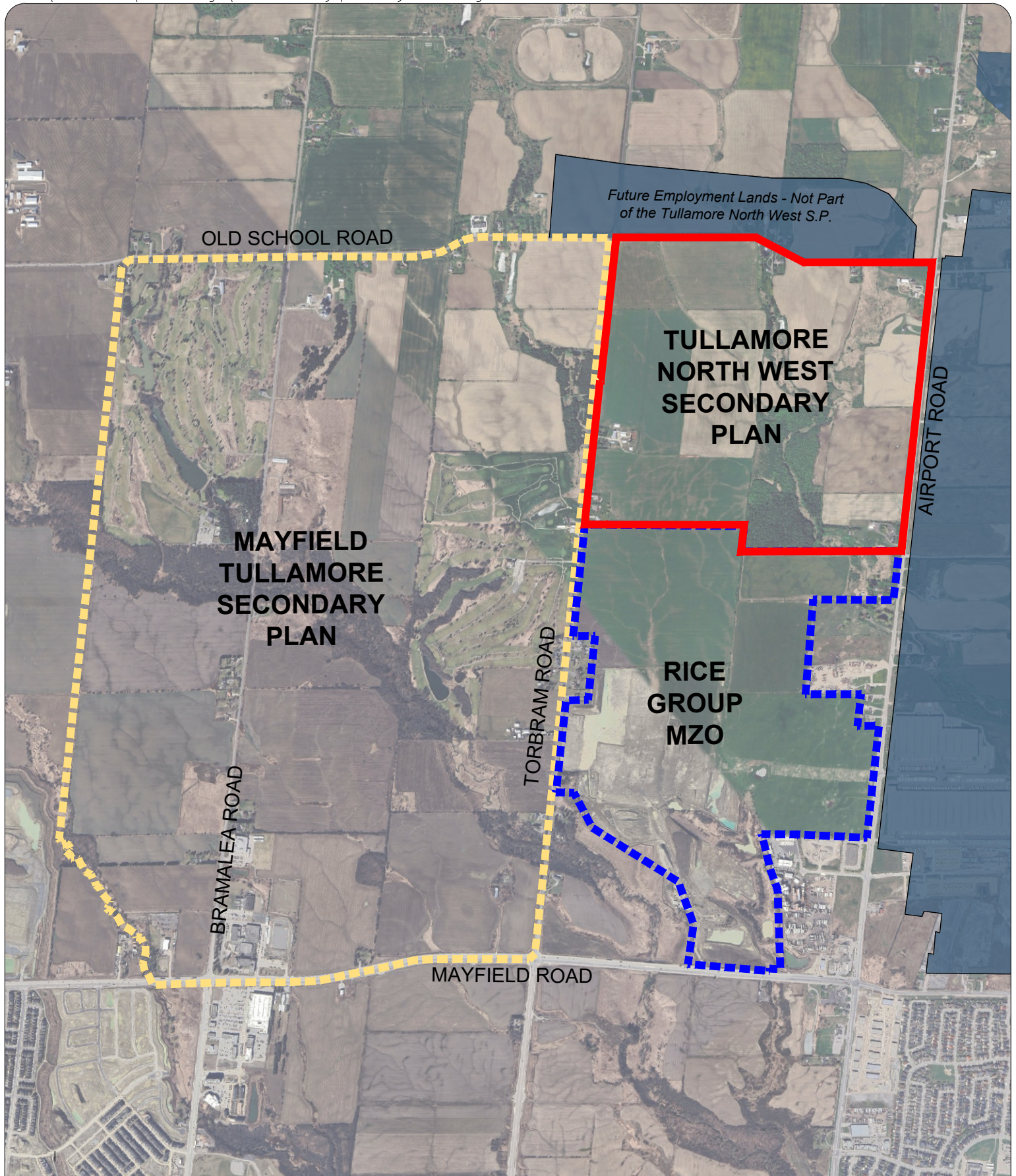
-  Broccolini Lands
-  Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025





FIGURE

2

## AREA CONTEXT PLAN

TOWN OF CALEDON

### LEGEND

- |   |   |
|---|---|
| <span style="border: 2px solid red; padding: 2px;"> </span> Secondary Plan Area | <span style="border: 2px dashed yellow; padding: 2px;"> </span> Mayfield Tullamore secondary Plan Area                              |
| <span style="border: 2px dashed blue; padding: 2px;"> </span> Rice Group MZO    | <span style="background-color: #4a7c9d; padding: 2px;"> </span> Future Employment Lands - Not Part of the Tullamore North West S.P. |

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025



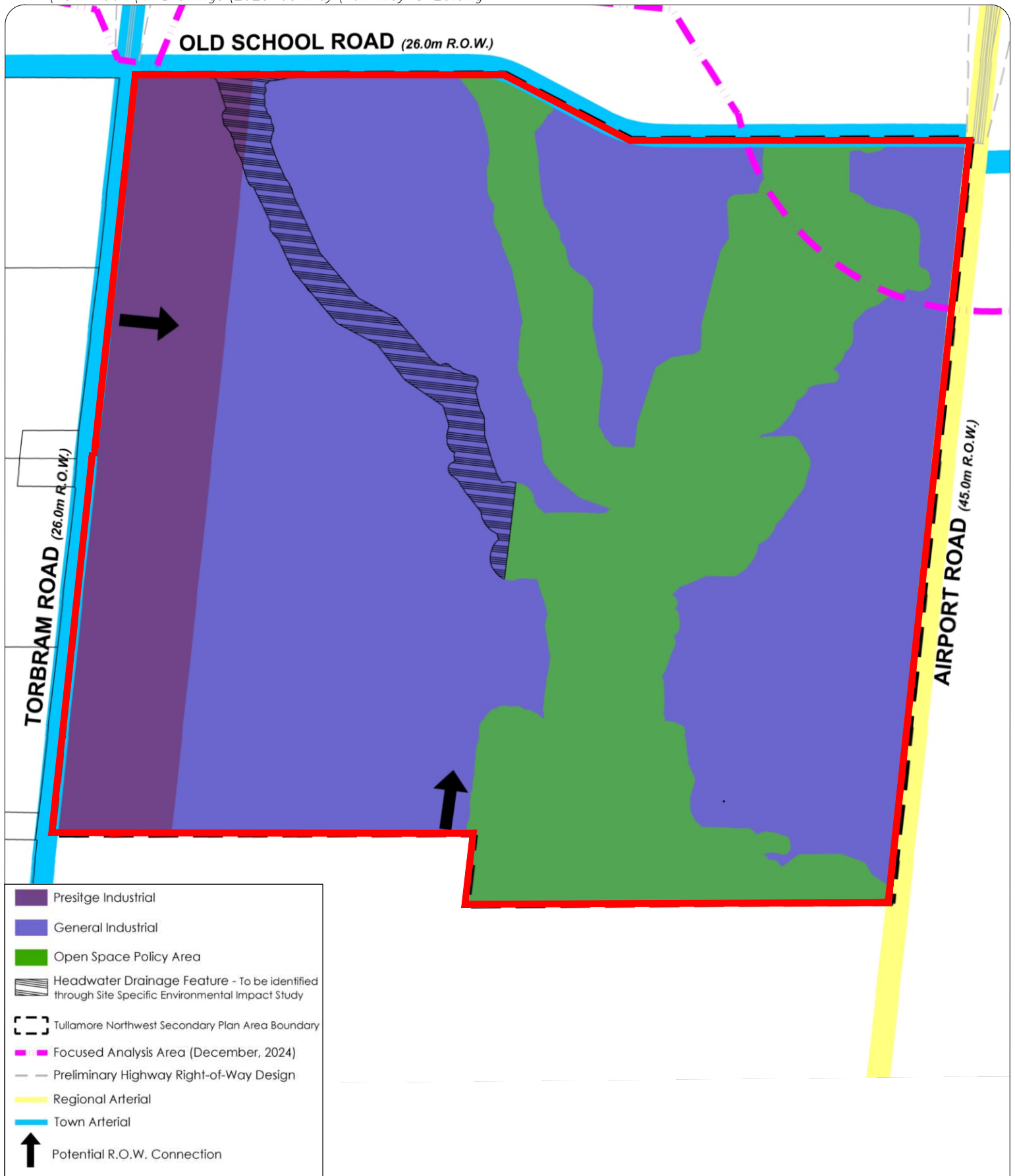


FIGURE  
**3**  
**TULLAMORE NORTH WEST S.P.**  
**LAND USE PLAN**

**LEGEND**

  Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025

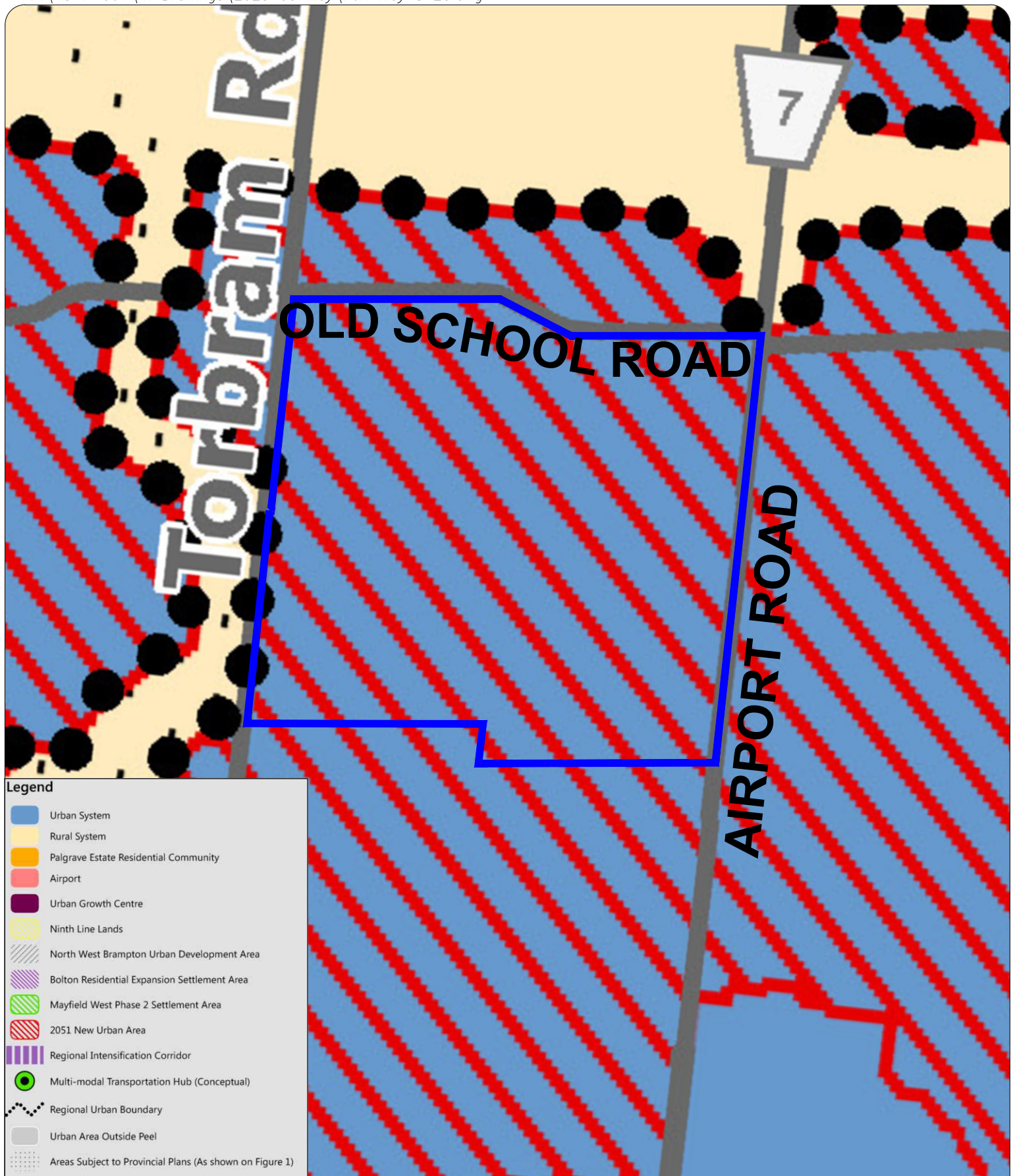


FIGURE  
**4** **REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE 'E1' - REGIONAL STRUCTURE**

**LEGEND**

Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025



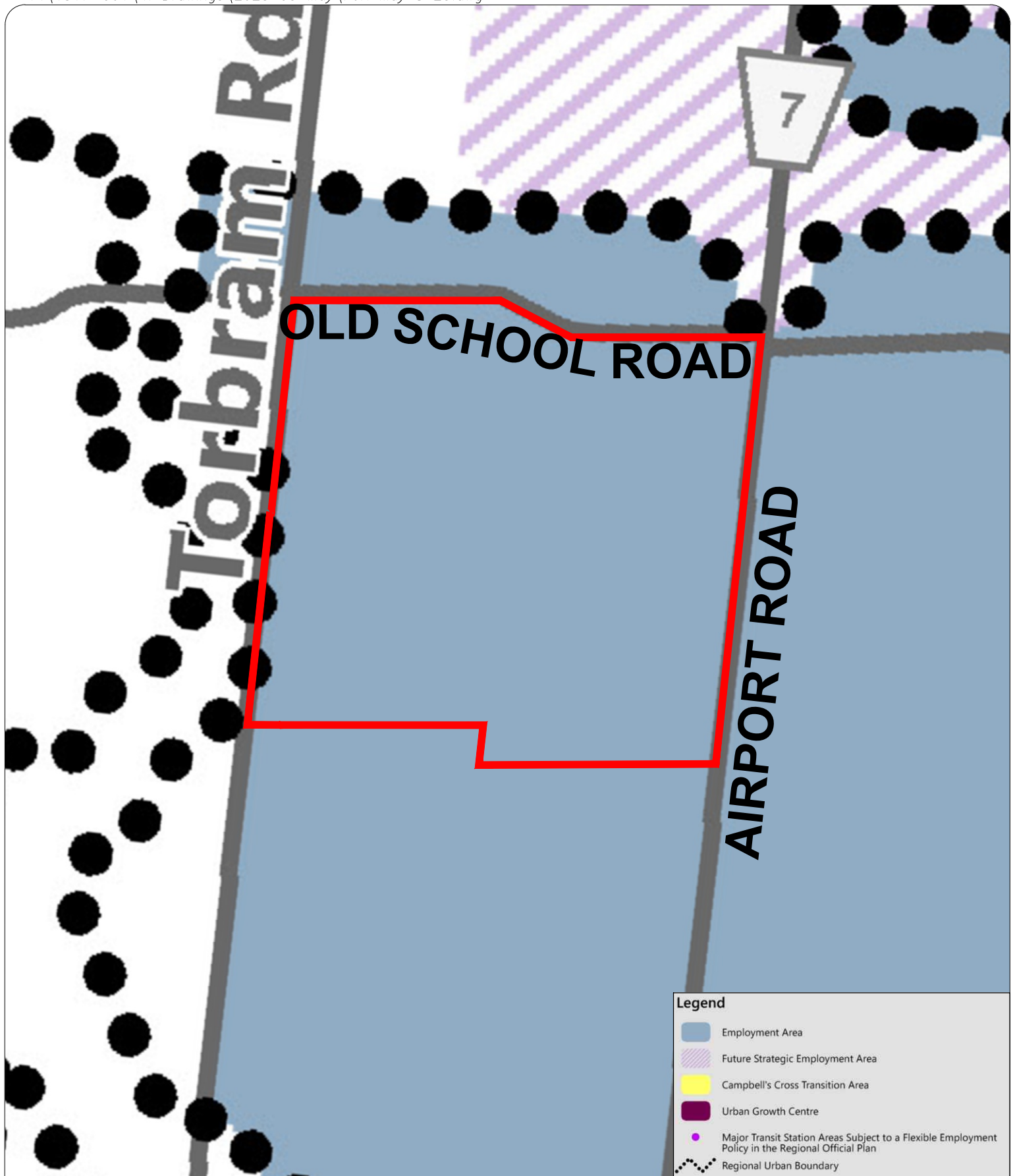


FIGURE  
**5**  
**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE 'E4' - EMPLOYMENT AREAS**

**LEGEND**

Secondary Plan Area

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PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025

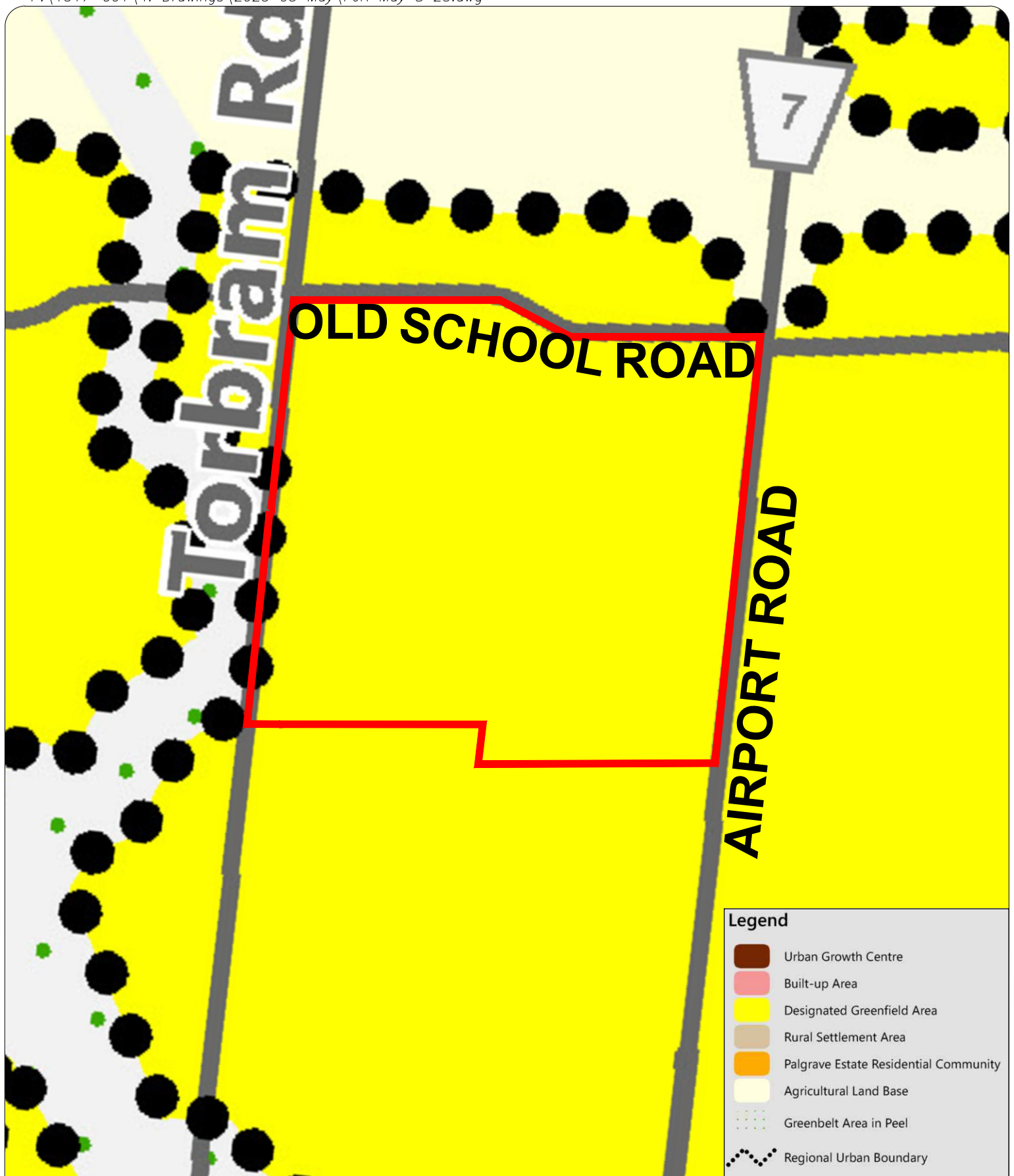


FIGURE  
**6** **REGION OF PEEL OFFICIAL PLAN**  
SCHEDULE 'E3' - GROWTH POLICY PLAN AREAS

**LEGEND**

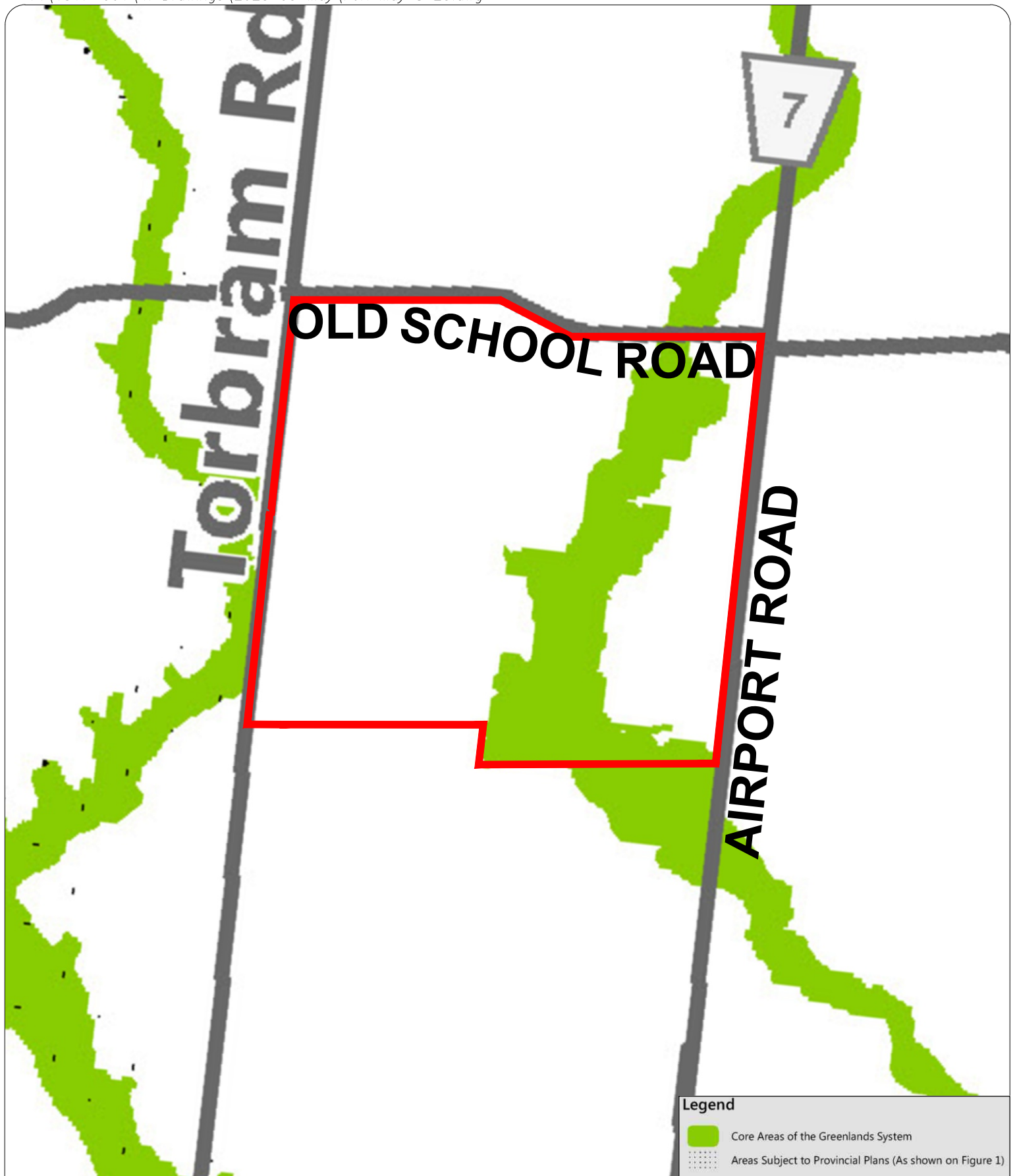
 Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025





FIGURE

7

**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE 'C2' - CORE GREENLAND SYSTEM AREAS**

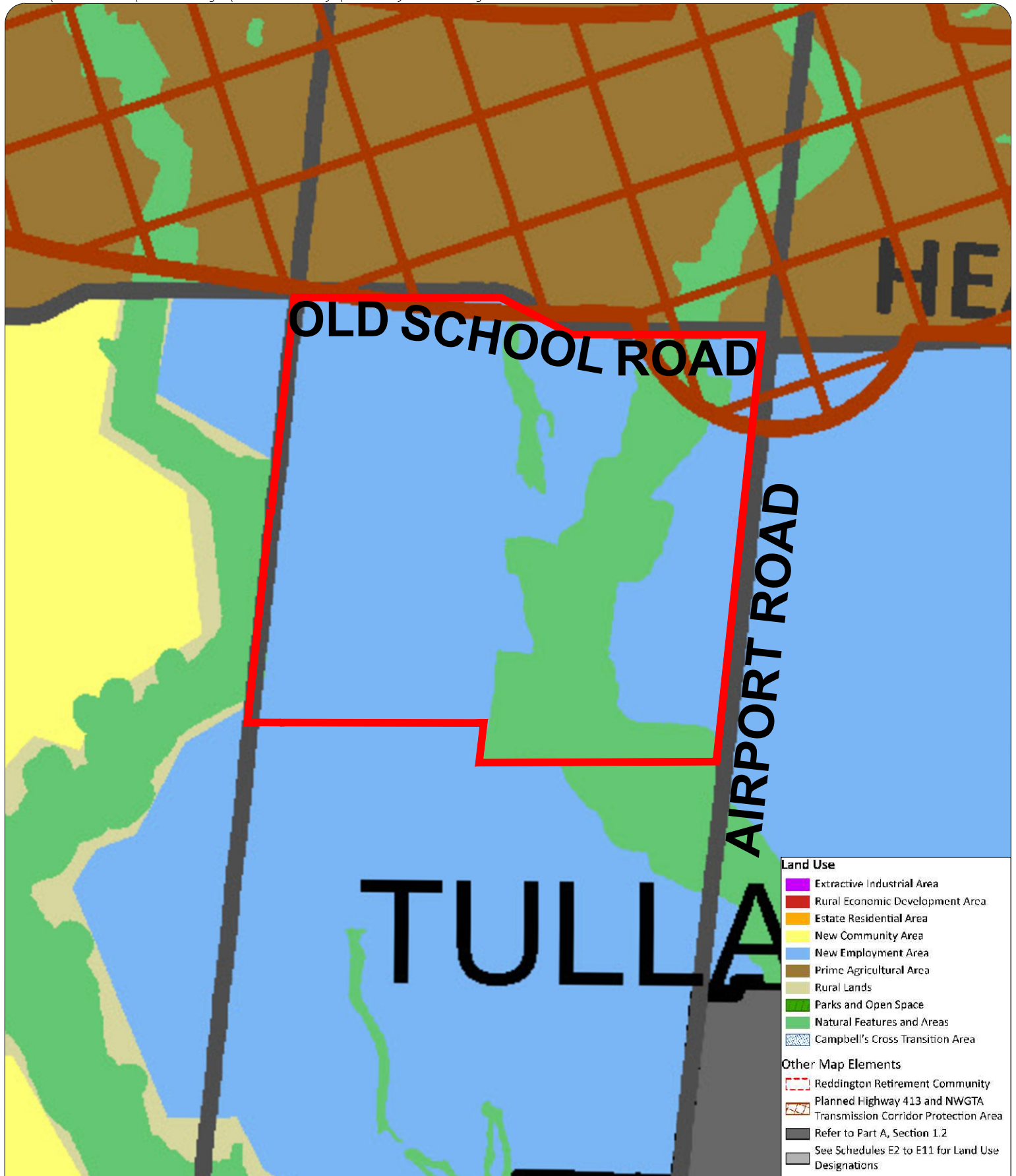
**LEGEND**

Secondary Plan Area

0 AIRPORT ROAD  
 PART OF LOT 21, CONCESSION 6 EHS  
 TOWN OF CALEDON,  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 MAY 08, 2025



FIGURE

8

# **FUTURE CALEDON OFFICIAL PLAN** **SCHEDULE 'B4' - LAND USE DESIGNATIONS**

## **LEGEND**

Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025

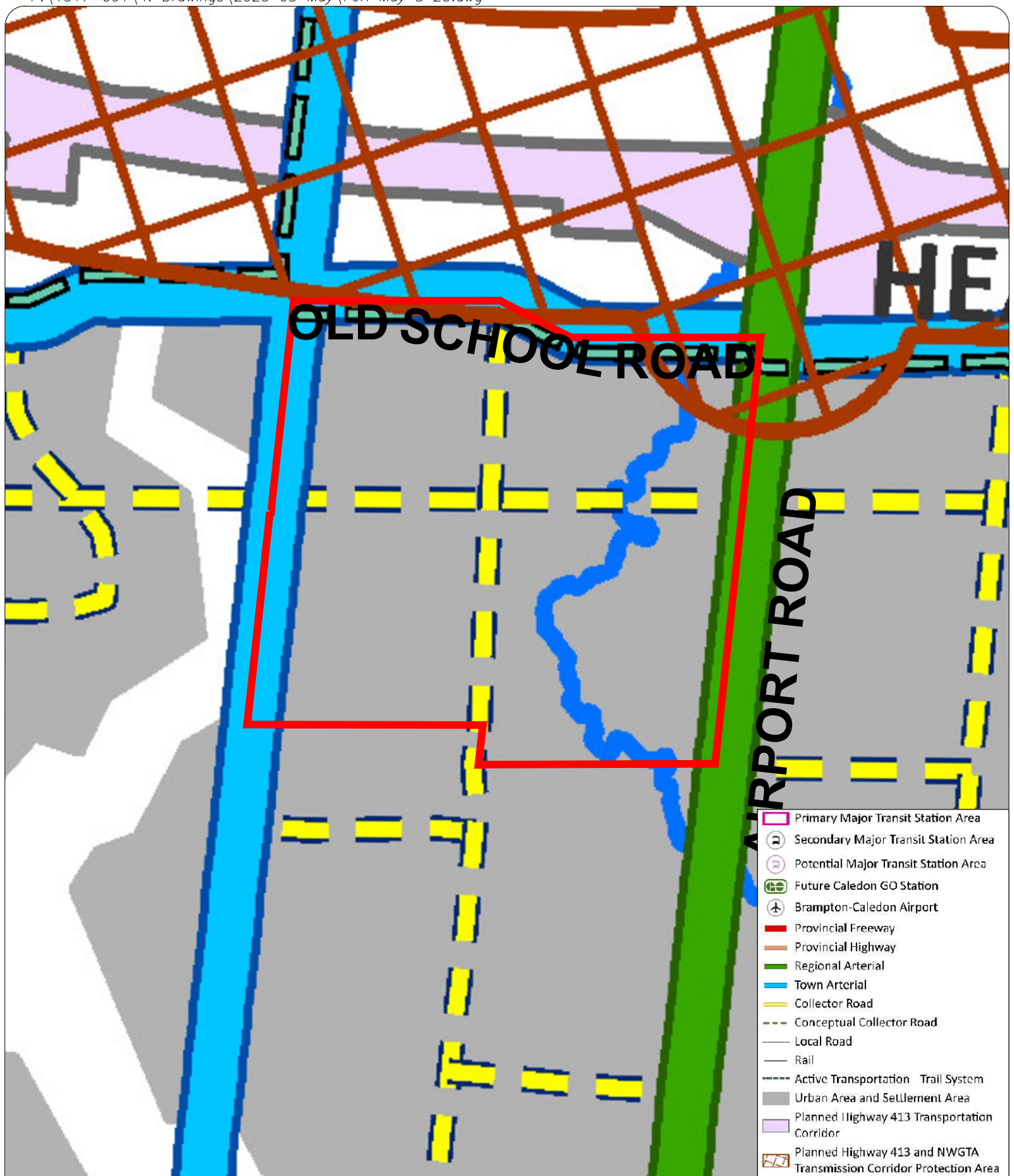


FIGURE 9 **FUTURE CALEDON OFFICIAL PLAN**  
SCHEDULE 'C1' - TOWN-WIDE TRANSPORTATION

**LEGEND**

Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025





FIGURE

10

## FUTURE CALEDON OFFICIAL PLAN

SCHEDULE 'C4' - 2051 TOWN-WIDE TRANSPORTATION

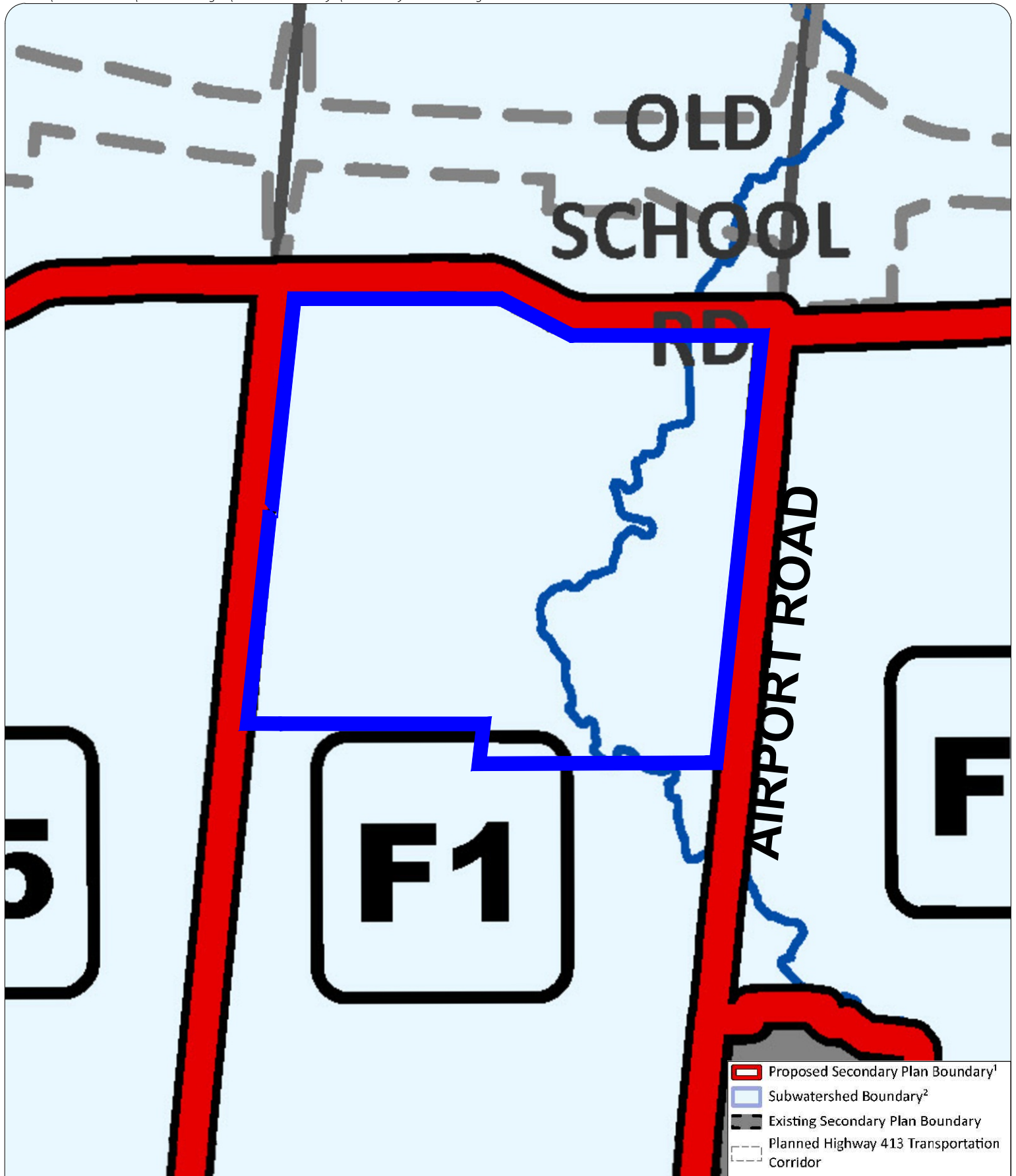
### LEGEND

Secondary Plan Area

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025



FIGURE

11

## FUTURE CALEDON OFFICIAL PLAN

### FIGURE 'F3' - SECONDARY PLANNING AREAS

#### LEGEND

Secondary Plan Area

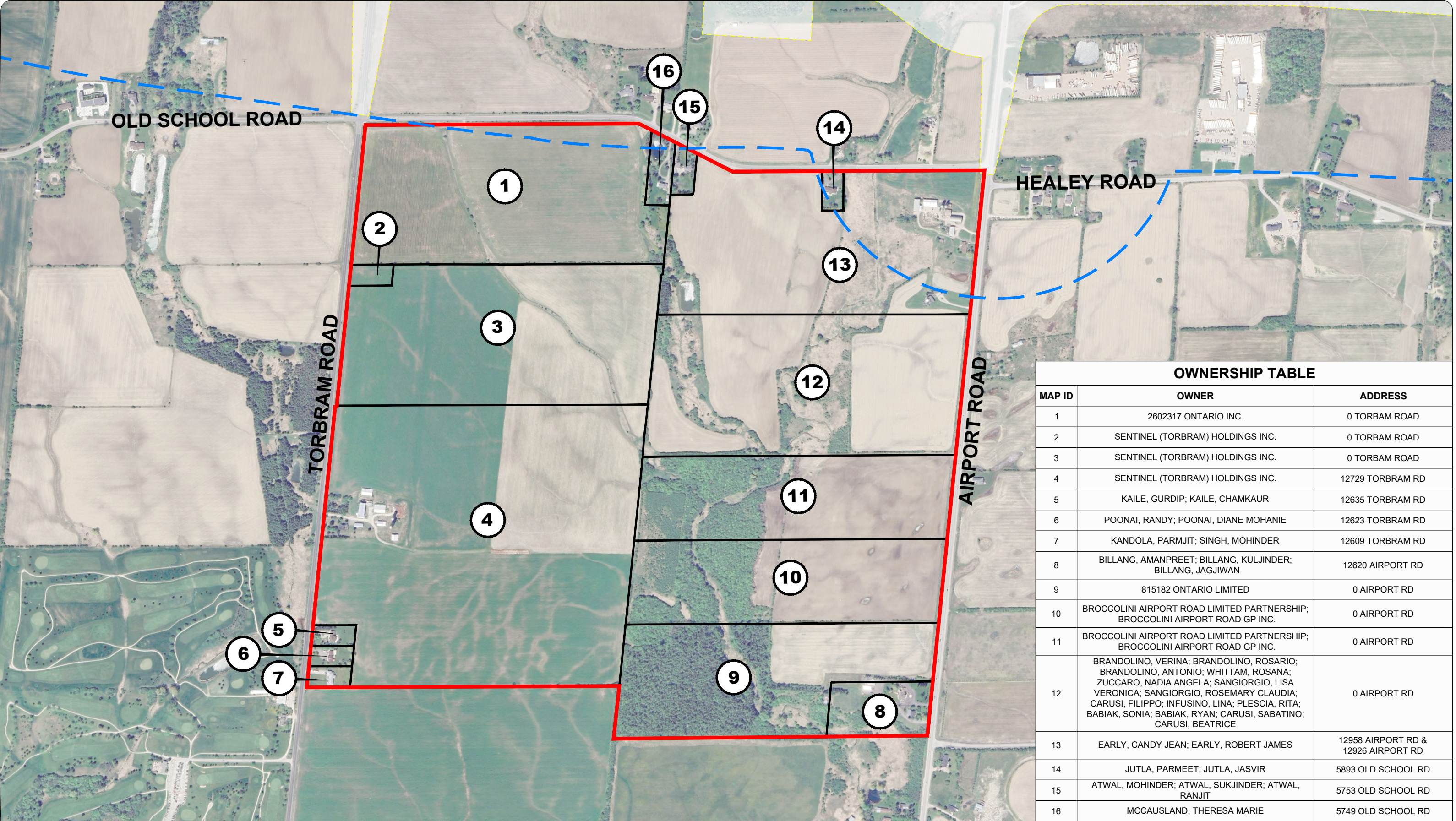
0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MAY 08, 2025

## APPENDIX I





OWNERSHIP TABLE		
MAP ID	OWNER	ADDRESS
1	2602317 ONTARIO INC.	0 TORBAM ROAD
2	SENTINEL (TORBRAM) HOLDINGS INC.	0 TORBAM ROAD
3	SENTINEL (TORBRAM) HOLDINGS INC.	0 TORBAM ROAD
4	SENTINEL (TORBRAM) HOLDINGS INC.	12729 TORBRAM RD
5	KAILE, GURDIP; KAILE, CHAMKAUR	12635 TORBRAM RD
6	POONAI, RANDY; POONAI, DIANE MOHANIE	12623 TORBRAM RD
7	KANDOLA, PARMJIT; SINGH, MOHINDER	12609 TORBRAM RD
8	BILLANG, AMANPREET; BILLANG, KULJINDER; BILLANG, JAGJIWAN	12620 AIRPORT RD
9	815182 ONTARIO LIMITED	0 AIRPORT RD
10	BROCCOLINI AIRPORT ROAD LIMITED PARTNERSHIP; BROCCOLINI AIRPORT ROAD GP INC.	0 AIRPORT RD
11	BROCCOLINI AIRPORT ROAD LIMITED PARTNERSHIP; BROCCOLINI AIRPORT ROAD GP INC.	0 AIRPORT RD
12	BRANDOLINO, VERINA; BRANDOLINO, ROSARIO; BRANDOLINO, ANTONIO; WHITTAM, ROSANA; ZUCCARO, NADIA ANGELA; SANGIORGIO, LISA VERONICA; SANGIORGIO, ROSEMARY CLAUDIA; CARUSI, FILIPPO; INFUSINO, LINA; PLESCIA, RITA; BABIAK, SONIA; BABIAK, RYAN; CARUSI, SABATINO; CARUSI, BEATRICE	0 AIRPORT RD
13	EARLY, CANDY JEAN; EARLY, ROBERT JAMES	12958 AIRPORT RD & 12926 AIRPORT RD
14	JUTLA, PARMEET; JUTLA, JASVIR	5893 OLD SCHOOL RD
15	ATWAL, MOHINDER; ATWAL, SUKJINDER; ATWAL, RANJIT	5753 OLD SCHOOL RD
16	MCCAUSLAND, THERESA MARIE	5749 OLD SCHOOL RD

LANDOWNER MAP:

TULLAMORE NORTH WEST SECONDARY PLAN

TOWN OF CALEDON

- LEGEND
- TULLAMORE NORTH WEST SECONDARY PLAN BOUNDARY
- HIGHWAY 413 RIGHT OF WAY
- FOCUSED ANALYSIS AREA (DECEMBER, 2024)



# APPENDIX II



**AMENDMENT NO. [OPA Number]**  
**TO THE OFFICIAL PLAN FOR**  
**THE TOWN OF CALEDON PLANNING AREA**

DRAFT

**THE CORPORATION OF THE TOWN OF CALEDON**

**BY-LAW NO. [BL-XXXX-XX]**

A By-law to adopt Amendment No. [OPA Number]  
to the Official Plan for the Town of Caledon

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

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

Read three times and finally passed in open Council this [xx] day of [xxxx], [xxxx]

---

Annette Groves, Mayor

---

Kevin Klingenberg, Clerk

## **THE CONSTITUTIONAL STATEMENT**

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

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

DRAFT

## AMENDMENT NO. [OPA Number]

### OF THE TOWN OF CALEDON OFFICIAL PLAN

#### PART A - THE PREAMBLE

##### **Purpose of the Amendment:**

The purpose of this Amendment is to amend the Town of Caledon Official Plan to establish the Tullamore North West Secondary Plan Area with appropriate land use designations and policies to facilitate the development of these lands for employment uses. The Amendment amends Section 7.0 Secondary Plans and Other Detailed Area Policies of the Official Plan for the Town of Caledon to include the lands as part of the Tullamore North West Secondary Plan and to apply land use designations and policies that are consistent with those established within the Region of Peel Official Plan.

##### **Location:**

The lands subject to this Amendment, as indicated on the attached Schedule “XX” Tullamore North West Secondary Plan Area Secondary Plan Land Use Schedule, are comprised of multiple parcels with a total area of 165.73 hectares (409.53 acres). They are bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the existing Tullamore Employment Study Area, which includes employment lands approved by a Minister Zoning Order (“MZO”) to the south.

##### **Basis:**

The basis for this Amendment is contained in Staff Report [Council Report Number], as adopted by Council on [date of Council Meeting]. The applicant, Broccolini Airport Road Limited Partnership (‘Broccolini’), has requested an amendment to the Town of Caledon Official Plan to assign a range of land use designations and policies to enable and support a range of appropriate industrial employment uses, and to protect, restore, and enhance natural features and areas, including water resource systems, and to provide open spaces, and stormwater management.

The lands subject to this Amendment have recently been brought into the urban growth boundary. An amendment to the Official Plan for the Town of Caledon, through the preparation and approval of a secondary plan, is required to determine detailed land use designations prior to any development occurring on these lands. These lands are located within the New Employment Area designations within the Town’s 2051 Urban Area that was determined through the Region’s Municipal Comprehensive Official Plan Review.

The Official Plan Amendment Application, including various technical studies in support of the proposed amendment. The Amendment conforms to and promotes the policies of the Region of Peel Official Plan (2022) as it provides for natural heritage protection and achieves the designated greenfield area objectives by accommodating a diverse and compatible mix of land uses

The Amendment conforms to the Town of Caledon Official Plan as it establishes objectives and policies on growth management, community design, land use, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051.

The application has been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on [redacted]. Planning Staff have reviewed this application and is

of the opinion that the amendment is consistent with and promotes the policies of the Provincial Planning Statement (2024) by focusing growth within a settlement area with an appropriate mix and range of employment, while protecting existing natural heritage features.

## **PART B - THE AMENDMENT**

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

### **Details of the Amendment**

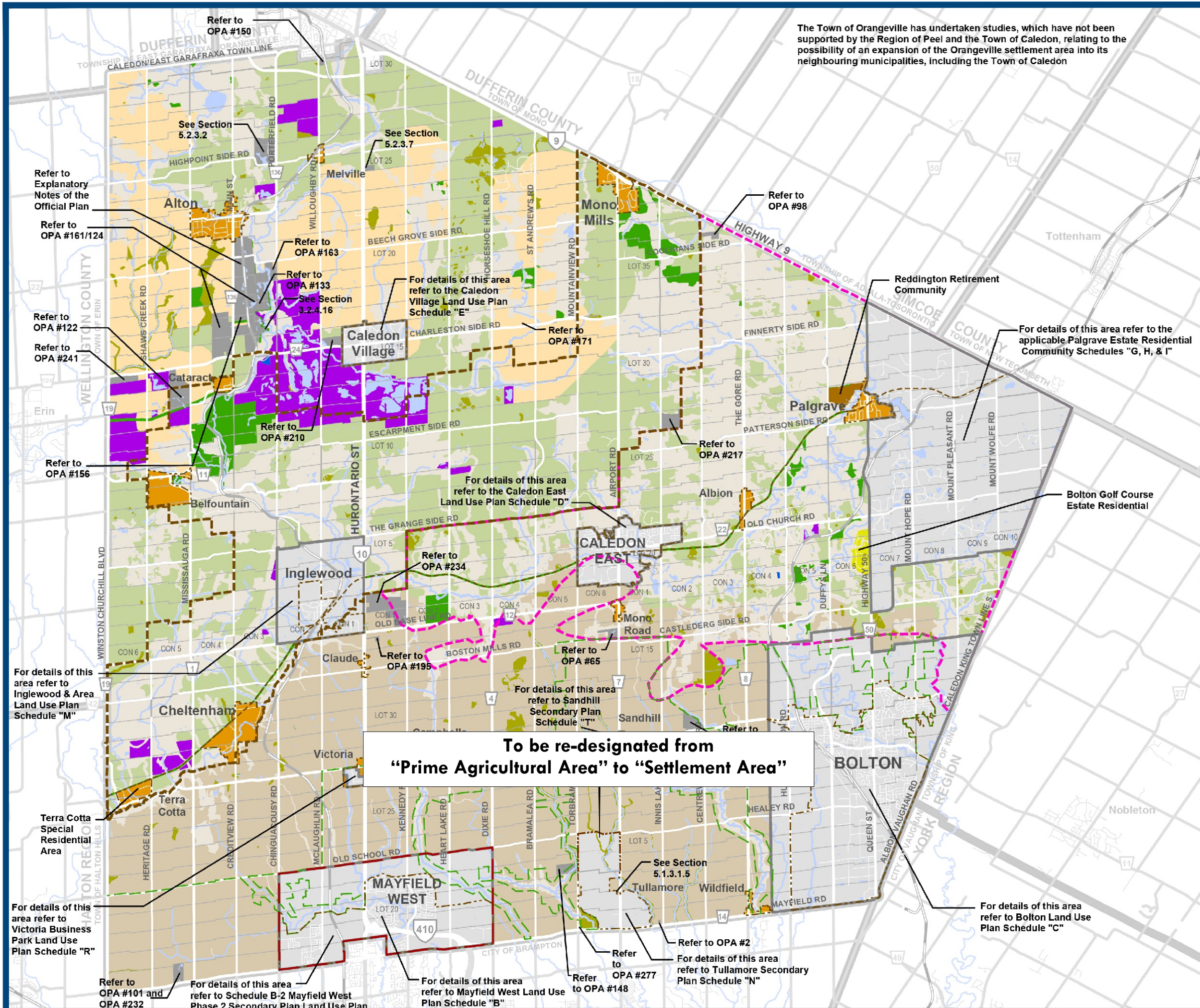
The Town of Caledon Official Plan is amended as follows:

1. By amending Schedule A to reconfigure the Settlement Area boundary to include the lands.
2. By amending Schedule F, J, K, L, O and S to redesignate the lands as Settlement Area.
3. By amending Appendix I, II and III, to redesignate the lands as the Settlement Area.
4. By amending Figure 1, to redesignate the lands as Designated Greenfield Area.
5. By adding Schedule XX to designate the lands with detailed land uses designations as shown in Schedule A to this Amendment.
6. By amending Section 7.0 to include a section regarding the Tullamore North West Secondary Plan as follows.  
**\*\*\*See enclosed proposed Secondary Plan text.\*\*\***
7. By adding Schedule "XX" - Land Use Schedule to the Town of Caledon Official Plan as a new land use Schedule "XX" that introduces a mix of employment uses supported by roads, and natural open space.


### **Implementation and Interpretation**

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





The Town of Orangeville has undertaken studies, which have not been supported by the Region of Peel and the Town of Caledon, relating to the possibility of an expansion of the Orangeville settlement area into its neighbouring municipalities, including the Town of Caledon



**Proposed**  
**Schedule A**  
**TOWN OF CALEDON**  
**LAND USE PLAN**

General Agricultural Area

Prime Agricultural Area

Rural Lands

Extractive Industrial Area

Waste Management Area

Open Space Policy Area

Environmental Policy Area

Estate Residential Area

Retirement Community Area

Settlement Area

Mayfield West Study Area Boundary

Boundary of Greenbelt Plan Area

Oak Ridges Moraine Conservation Plan Area

Niagara Escarpment Plan Area

Provincial Road

Regional Road

Local Road

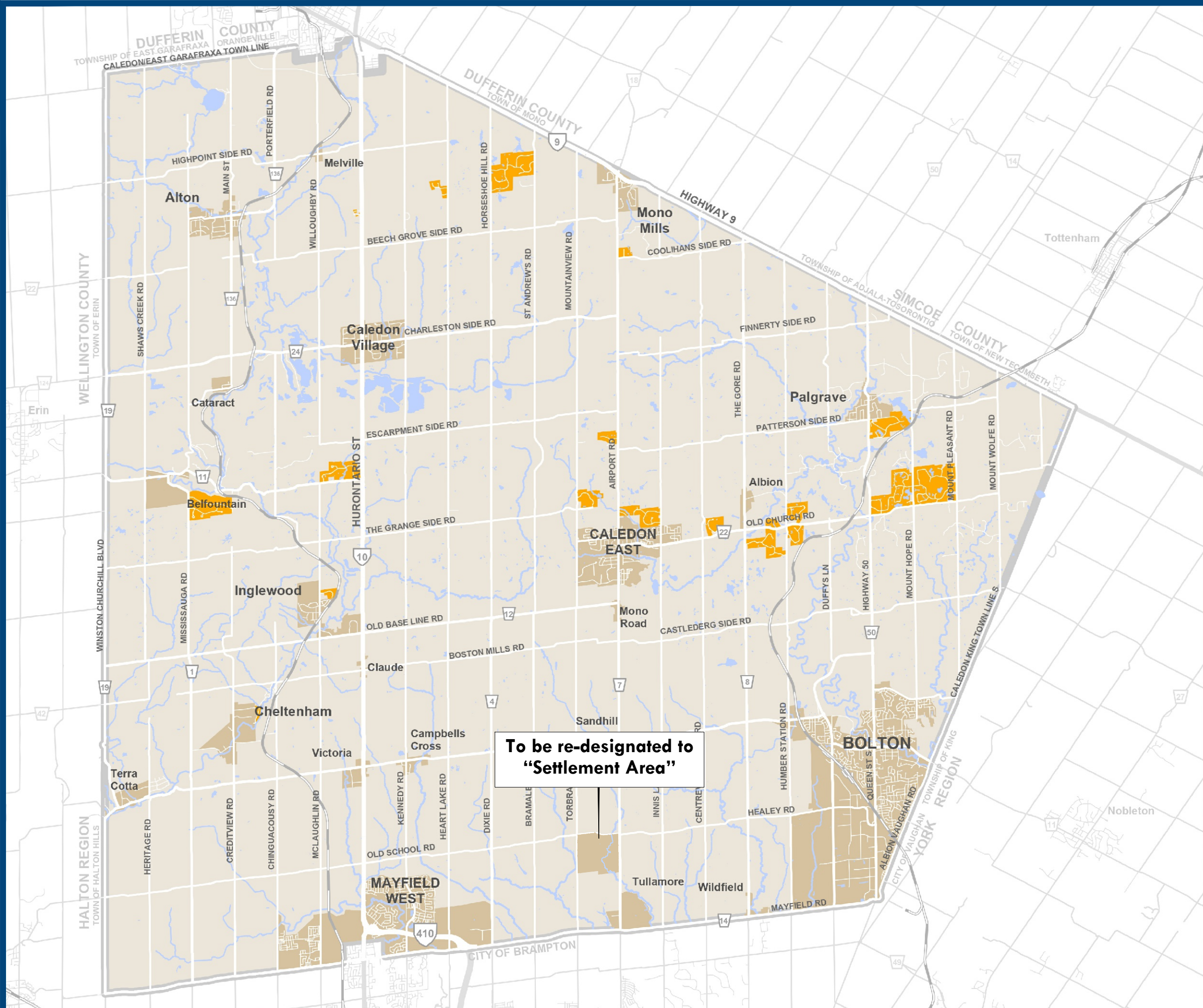
Railway


Caledon Trailway

Base Data Source: Town of Caledon

May 14, 2025







**Proposed**  
**Schedule F**  
**RURAL ESTATE**  
**RESIDENTIAL AREAS**

Rural Estate Residential Area

Settlement Area

Provincial Road


Regional Road

Local Road

Railway




Base Data Source: Town of Caledon

May 14, 2025





-  Transportation Study Area  
 Settlement

-  Provincial Road  
 Regional Road  
 Railway

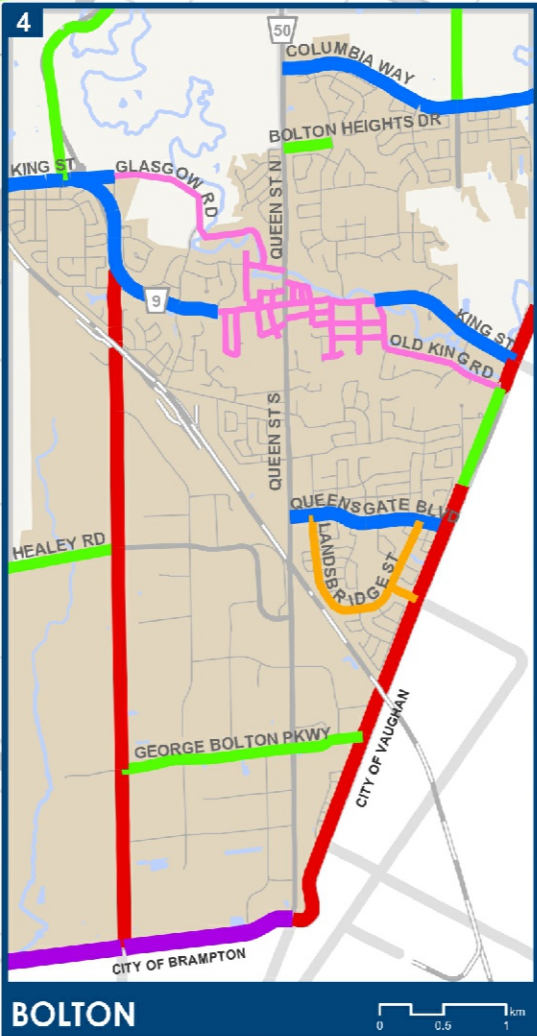
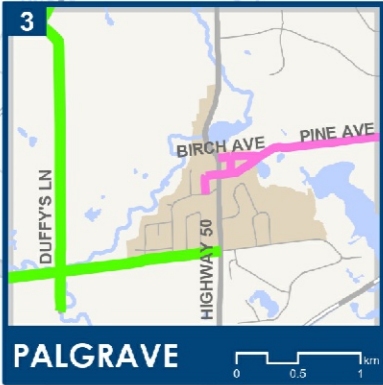
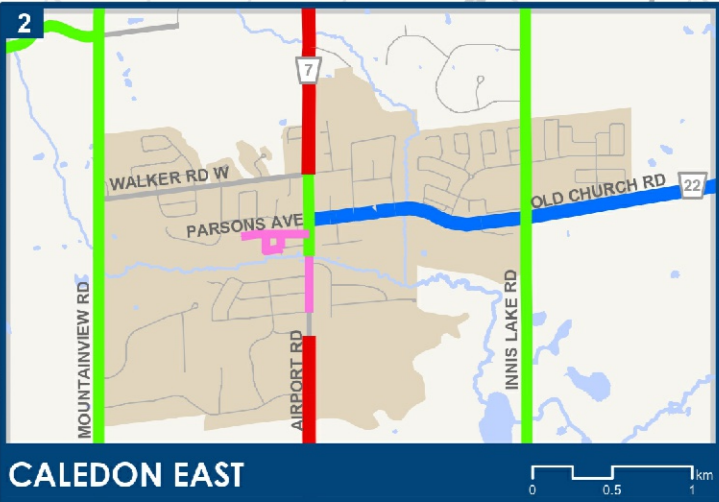
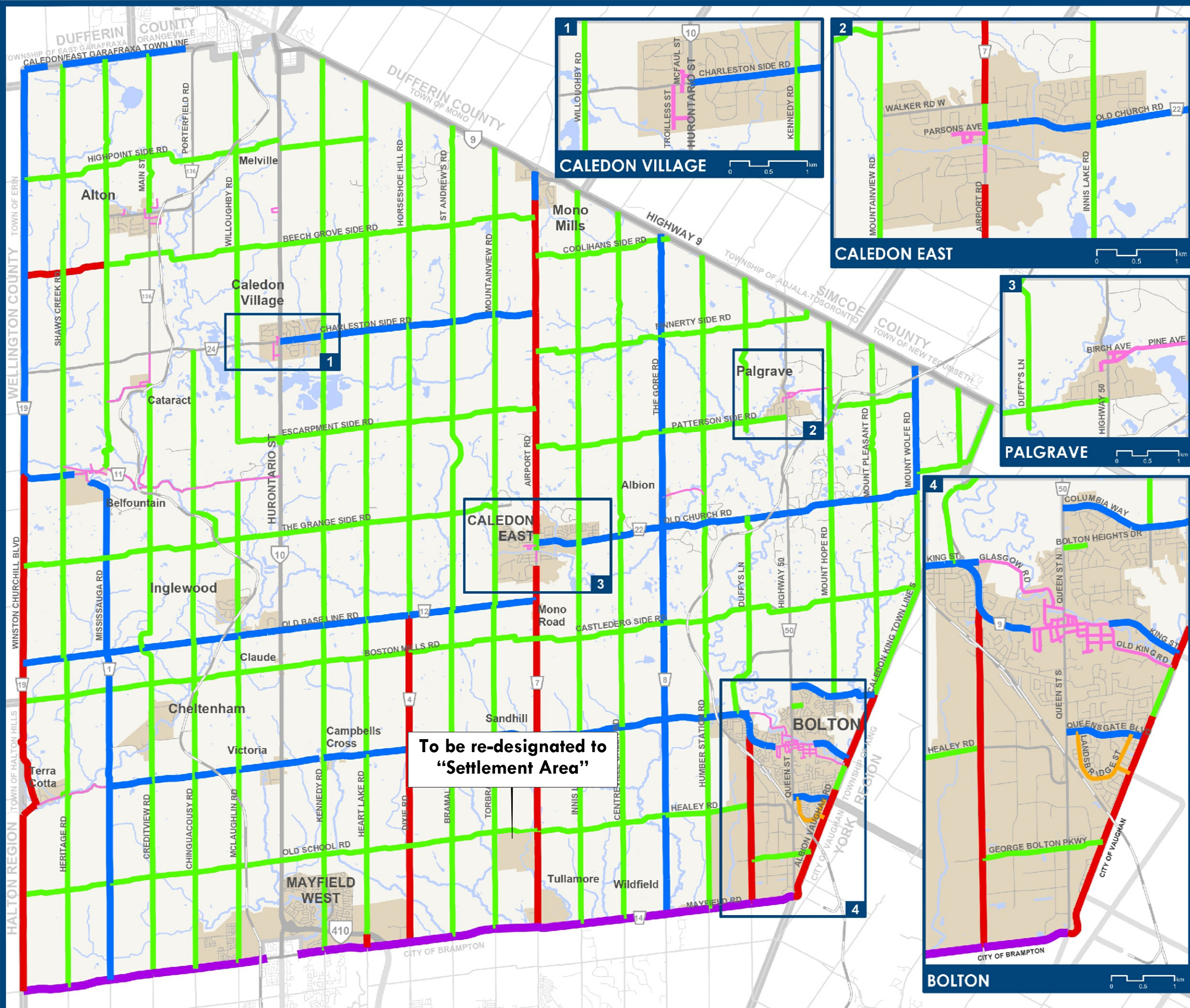
**To be re-designated to  
“Settlement Area”**

**Base Data Source: Town of Caledon**

May 14, 2025







# Proposed Schedule K ROAD RIGHT-OF- -WAY WIDTHS

- 50 Metre
- 36 Metre
- 30 Metre
- 26 Metre
- 22 Metre
- 20 Metre

Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon

May 14, 2025





-  CHPMARA (Sand & Gravel)
-  CHPMARA (Bedrock Resource)
-  CHPMARA Aggregate Resource Lands
-  CHPMARA Aggregate Reserve Lands
-  Oak Ridges Moraine Conservation Plan Area
-  Licensed Pit/Quarry
-  Settlement Area
-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

## RESOURCE AREAS

1. Alton West
2. Orangeville
3. Mono Mills
4. Melville
- 5a. Belfountain (Sand & Gravel)
- 5b. Belfountain (Bedrock Resource)
- 6a. Caledon (Sand & Gravel)
- 6b. Caledon (Bedrock Resource)
7. Grange
8. Caledon East/Centreville
9. Inglewood
10. Humber

**NOTE:**  
This Schedule represents the unofficially consolidated Official Plan Schedule as of 15 September 2013.

If necessary, reference should be made to the Town of Caledon Development Approval and Planning Policy Department or the Town Clerk for confirmation of current approved policies.

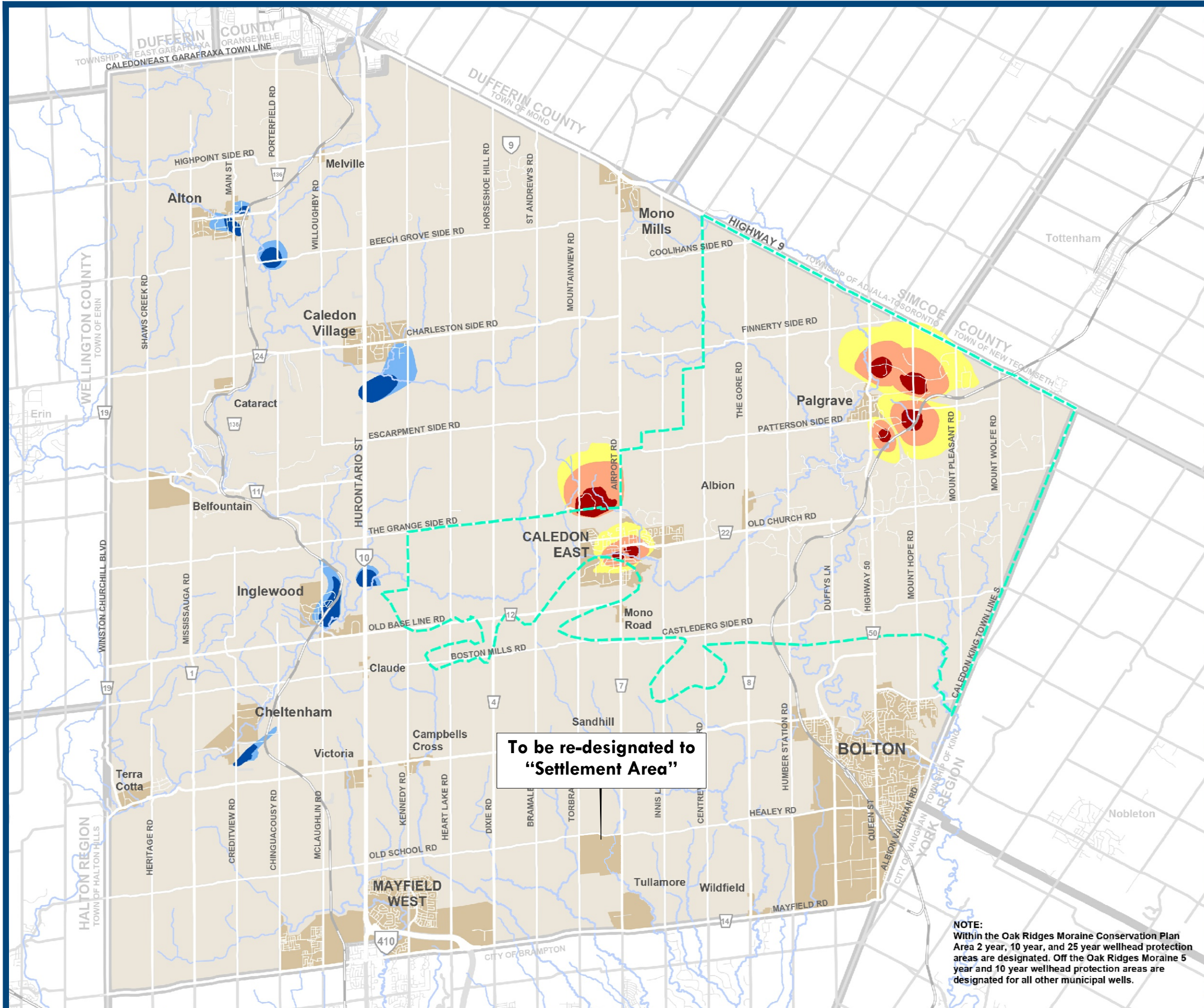
Information outside of the Town of Caledon is shown for illustrative purposes or to display inter-regional linkages.

**Base Data Source: Town of Caledon, Greenbelt Plan 2005**

May 14, 2025









# Proposed Schedule O WELLHEAD PROTECTION AREAS

2 Year Protection Area

10 Year Protection Area

25 Year Protection Area

5 Year Protection Area

10 Year Protection Area

### Wellhead Protection Areas in Oak Ridges Moraine

2 Year Protection Area

10 Year Protection Area25 Year Protection AreaOak Ridges Moraine Conservation Plan AreaSettlement Area

Provincial Road

Regional RoadLocal RoadRailway

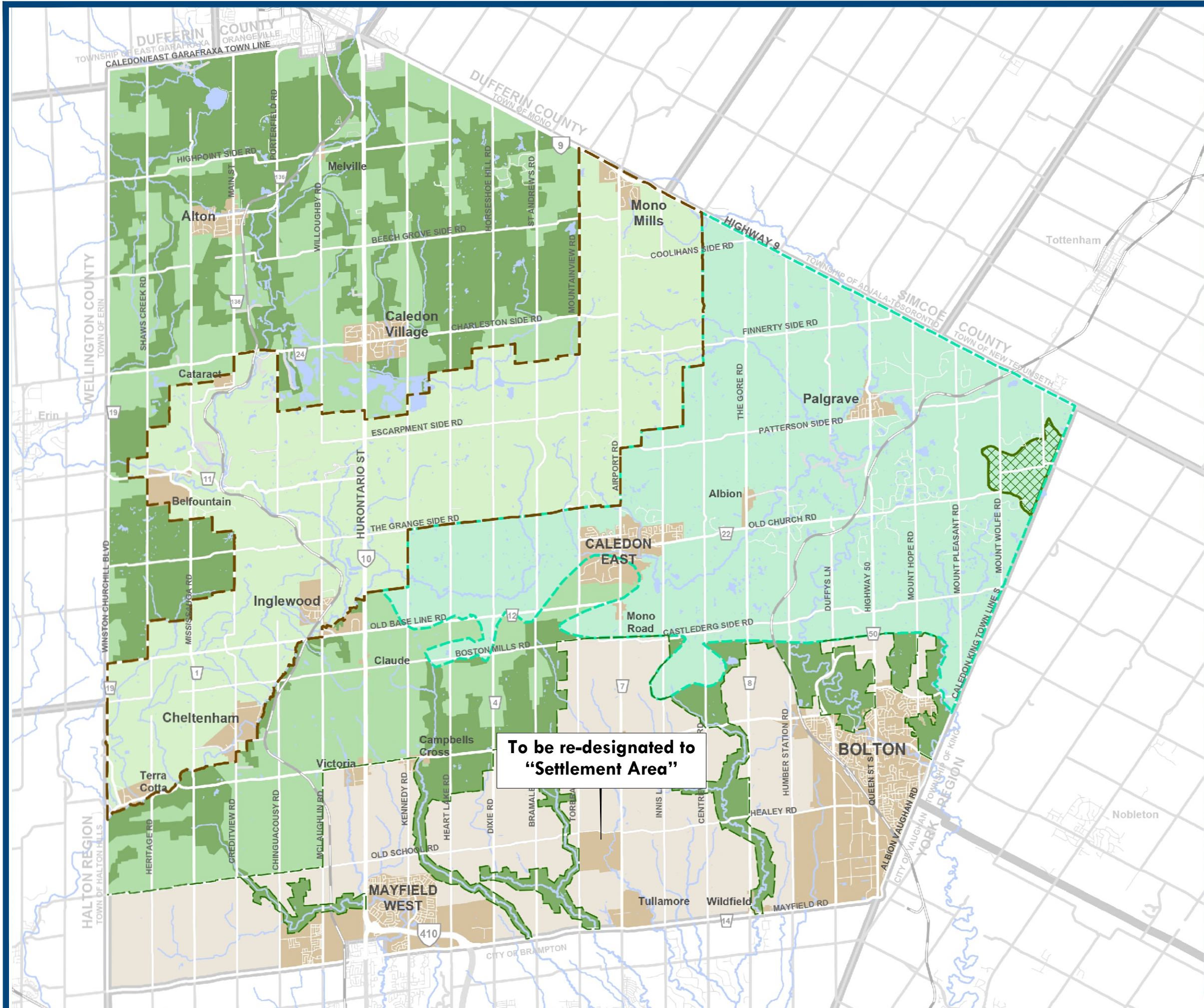
Base Data Source: Town of Caledon, Greenbelt Plan 2005


May 14, 2025

**NOTE:**  
Within the Oak Ridges Moraine Conservation Plan Area 2 year, 10 year, and 25 year wellhead protection areas are designated. Off the Oak Ridges Moraine 5 year and 10 year wellhead protection areas are designated for all other municipal wells.









**Proposed**  
**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

Base Data Source: Town of Caledon, Greenbelt Plan 2005

May 14, 2025





-  Provincial Road
-  Regional Road
-  Local Road
-  Railway

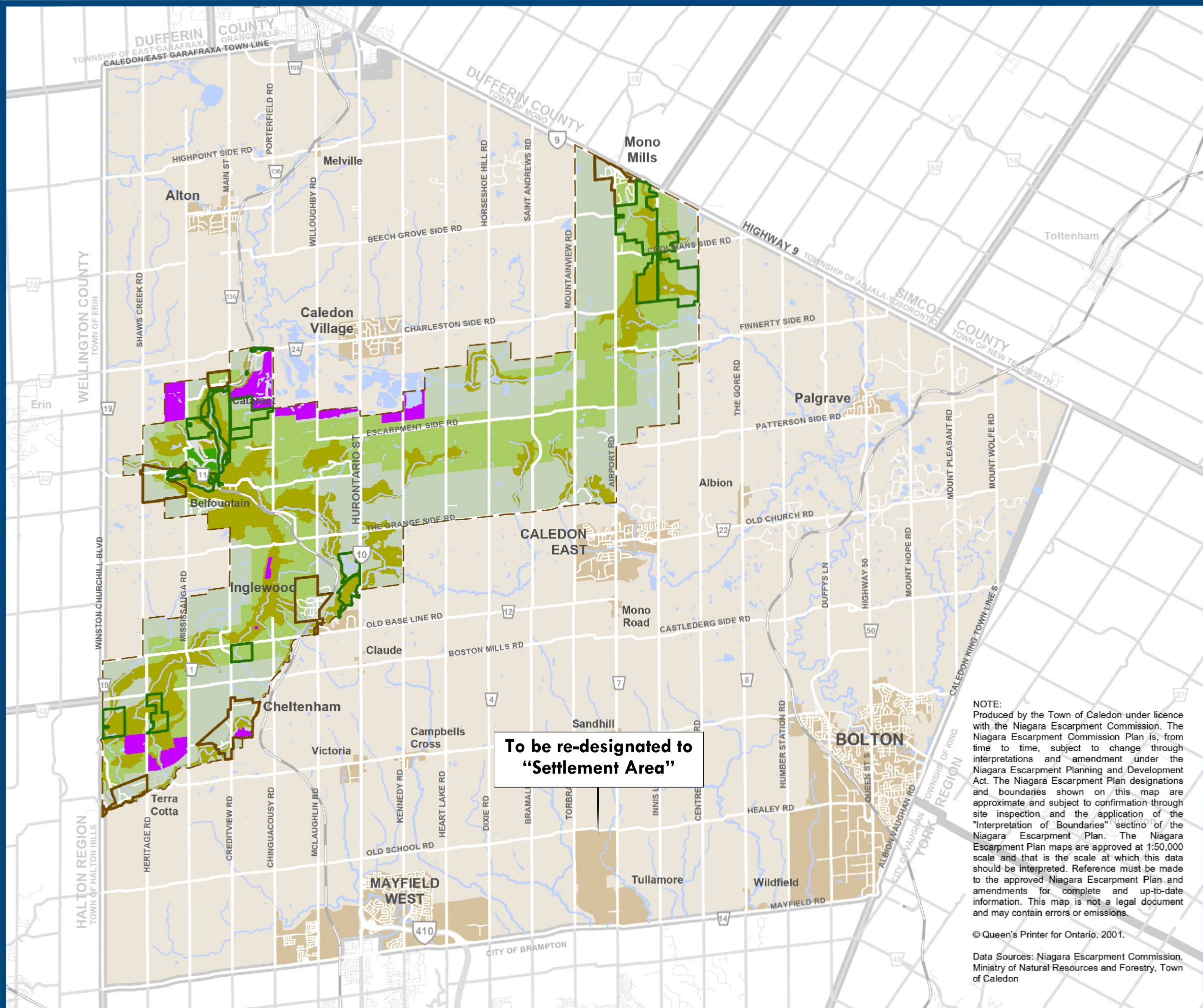
**To be re-designated to  
“Settlement with Undelineated  
Built-up Area”**


**Base Data Source: Town of Caledon**

May 14, 2025









**Proposed**  
**Appendix I**  
**NIAGARA**  
**ESCARPMENT PLAN**

- Niagara Escarpment Plan Area
- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Mineral Resource Extraction Area
- Escarpment Recreation Area
- Minor Urban Centre
- Public Land (In Parks & Open Space System)
- Settlement Area

- Provincial Road
- Regional Road
- Local Road
- Railway


NOTE:  
Produced by the Town of Caledon under licence with the Niagara Escarpment Commission. The Niagara Escarpment Commission Plan is, from time to time, subject to change through interpretations and amendment under the Niagara Escarpment Planning and Development Act. The Niagara Escarpment Plan designations and boundaries shown on this map are approximate and subject to confirmation through site inspection and the application of the "Interpretation of Boundaries" section of the Niagara Escarpment Plan. The Niagara Escarpment Plan maps are approved at 1:50,000 scale and that is the scale at which this data should be interpreted. Reference must be made to the approved Niagara Escarpment Plan and amendments for complete and up-to-date information. This map is not a legal document and may contain errors or emissions.

© Queen's Printer for Ontario, 2001.

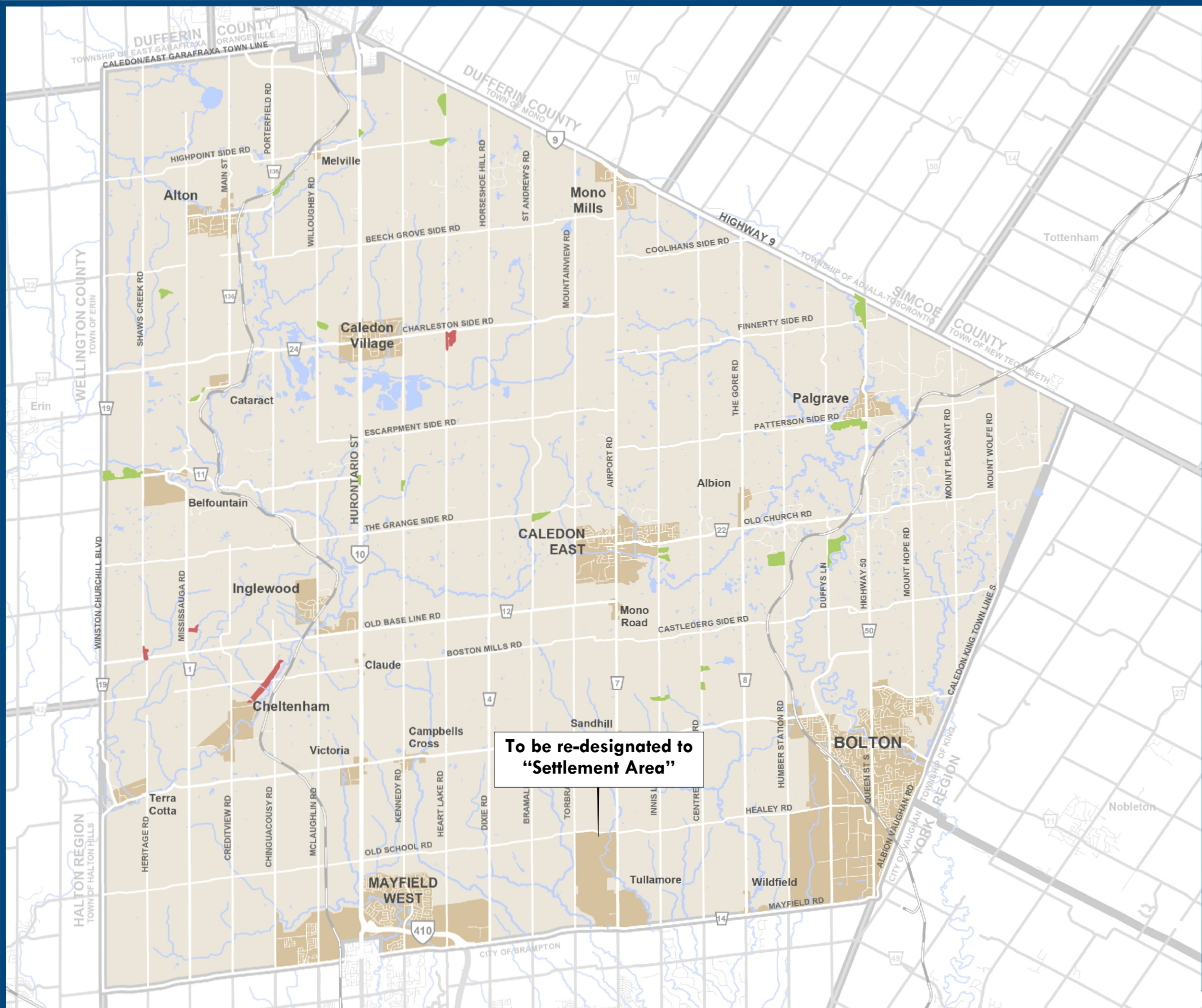
Data Sources: Niagara Escarpment Commission, Ministry of Natural Resources and Forestry, Town of Caledon


Base Data Source: Town of Caledon

May 14, 2025









**Proposed**  
**Appendix II**  
**AGGREGATE**  
**RESOURCE FRAGMENTS**

Sand & Gravel Resource Fragment

Bedrock Resource Fragment

Settlement Area

Provincial Road


Regional Road

Local Road

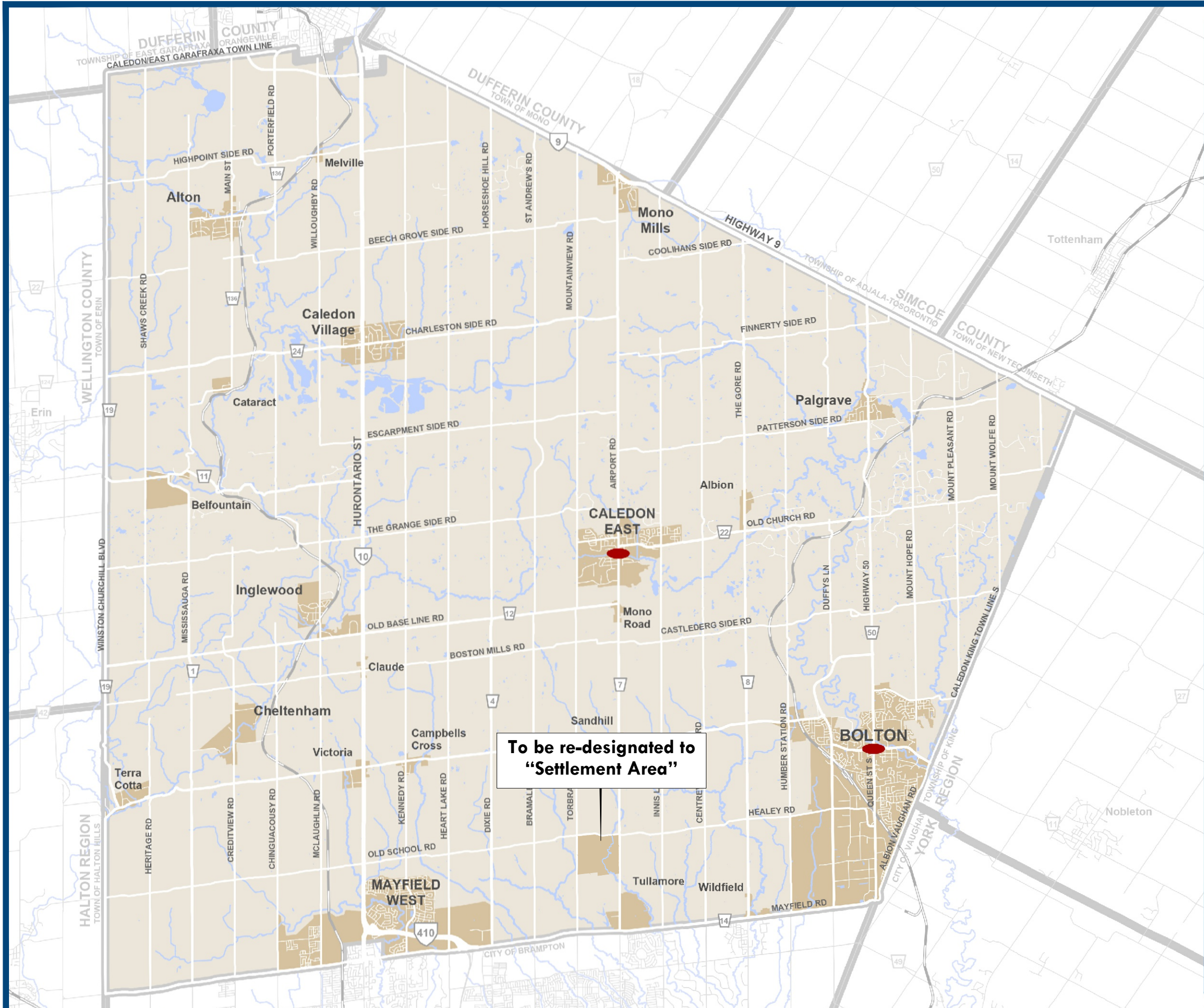
Railway


Base Data Source: Town of Caledon

May 14, 2025












# Proposed Appendix III COMMUNITY IMPROVEMENT PLAN AREAS


Community Improvement Plan Project Area

Settlement Area

 Provincial Road


 Regional Road

 Local Road

 Railway

Base Data Source: Town of Caledon

May 14, 2025





## **Tullamore North West Secondary Plan**

### **7.X Tullamore North West Secondary Plan**

#### **7.X.1 Introduction**

##### **7.X.1.1 Purpose**

The purpose of Official Plan Amendment No. XXX is to amend the Town of Caledon Official Plan to introduce policies and mapping for the Tullamore North West Secondary Plan.

The Tullamore North West Secondary Plan sets out a planning framework for development within the Tullamore North West Area. This Plan contains policies regarding future land uses as well as policy direction with regard to transportation, servicing, cost-sharing, phasing, environmental, urban design principles, and implementation.

##### **7.X.1.2 Location**

The lands subject to the Secondary Plan are known as the Tullamore North West Planning Area and are identified on Schedule “XX”. The Tullamore North West Secondary Plan Area encompasses approximately 165.7 hectares (409.53 acres) in the Town of Caledon. They are bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the existing Tullamore Employment Study Area, which includes employment lands approved by a Minister Zoning Order (“MZO”) to the south.

##### **7.X.1.3 Basis**

The Tullamore North West Secondary Plan is a result of a review and analysis of land use designations and applicable Official Plan policies. The preparation of a Secondary Plan is required for the development of the lands.

The Plan was prepared in the context of:

- a) The need for industrial employment uses to serve growing communities;
- b) The strategic location of Tullamore North in the southern part of the Town in close proximity to the rest of the GTA and growing markets;
- c) The accessibility/visibility afforded by its location between Torbram and Airport Roads.

In addition to the above, the Secondary Plan is based on the following principles and policies as established in the Official Plan:

##### **7.X.1.3.1 Tullamore North West will serve primarily as an industrial centre in accordance with the Official Plan policies as set out in Section 5.5.**

##### **7.X.1.3.2 Joint access will be encouraged for lands within the Secondary Plan Area to limit conflicts with arterial roads.**

- 7.X.1.3.4 Existing residential uses shall be permitted to continue, but new residential uses are discouraged in this Secondary Plan Area.
- 7.X.1.3.5 The principal means of access will be from Torbram Road and Airport Road as well as from the internal collector road system.
- 7.X.1.3.6 High quality industrial development can be achieved through the adoption of the Town-wide Design Guidelines for land uses within the Secondary Plan.
- 7.X.1.3.7 New development shall proceed by way of full municipal services. Private stormwater may be considered on a case-by-case basis.

## **7.X.2 Vision and Guiding Principles**

The Tullamore North West Secondary Plan will reinforce and strengthen Tullamore as a centre for business and economic growth in Caledon providing for a mix of industrial, business, and office uses within Prestige Employment Area and General Employment Area designations. Development of the Tullamore North West Area will be essential in achieving Caledon's employment forecasts and contributing to complete communities.

The Secondary Plan will be directed by the following Guiding Principles:

- Achieve a minimum density of 26 jobs per hectare across the Secondary Plan Area;
- Provide for a mix of prestige and general employment uses that contribute and provide variety to the Town's employment base;
- Recognize accessibility and visibility of the Secondary Plan Area afforded by its location near Mayfield Road, Airport Road, and the Highway 413 Transportation Corridor.
- Ensure development is logical, orderly and fully serviced within the Secondary Plan Area and well-integrated with adjacent development;
- Promote high quality site design, streetscapes and built form that is compatible with surrounding uses;
- Encourage walkability, active transportation linkages and connections to future transit services through site and road design;
- Encourage low-impact sustainable development; and
- Protect significant environmental features and functions within the Secondary Plan Area.

## **7.X.3 Objectives**

- 7.X.3.1 The objectives for the Tullamore North West Secondary Plan Area are as follows:
- a) Support and achieve a high standard of urban design to help create a healthy, complete community that is accessible, walkable, attractive, thriving, innovative and inclusive.
  - b) Facilitate a sustainable, environmentally sound and diverse local economy.
  - c) Provide opportunities for an inter-connected transportation network, that includes road, pedestrian, cycling and transit infrastructure, that connects to the surrounding

arterial road system and surrounding communities, provides active transportation opportunities and promotes transit;

- d) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;
- e) Design a stormwater management system that protects features and functions of the natural heritage system and water resource system;
- f) Protect and enhance significant and sensitive natural heritage features within the Environmental Policy Area;
- g) To provide for a mix of high quality industrial uses that would contribute to the Town's employment industrial assessment base;

7.X.3.2 In the development of site-specific applications, the following studies may be required, subject to Caledon Planning review. This is a recommended list but subject to change at the time of a site-specific rezoning and/or draft plan of subdivision application(s):

- Site Plan Identifying Constraints
- Development Concept Plan
- Arborist Report and Tree Preservation Plan
- Archaeological Impact Assessment
- Urban Design Brief
- Compatibility and Mitigation Study
- Conservation Authority Permit
- Heritage Impact Assessment
- Demarcation of Areas Regulated by a Conservation Authority
- Geotechnical Report and Slope Stability Assessment
- Geomorphic and Erosion Hazard Delineation
- Healthy Development Assessment
- Hydrogeological Study
- Indigenous Engagement Summary
- Landscape Plans
- Plotting of Floodplain
- Functional Servicing Report / Drawings
- Stormwater Management Report / Drawings
- Topographical Survey

#### 7.X.4 **Land Uses**

7.X.4.1 The Tullamore North West Secondary Plan provides for Prestige Employment Area and General Employment Area as well as Environmental Policy Area land use designations and identifies the extent of the Highway 413 Transportation Corridor.

7.X.4.2 Development within Employment Areas shall be permitted in accordance with Section 5.5 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail

7.X.4.3 The Prestige Employment Area designation applies to lands adjacent to Tullamore Road.



- 7.X.4.4 Lands designated Prestige Employment Area on Schedule XX will be developed generally in accordance with Section 5.5.10 of the Official Plan, except that large-scale warehousing, goods movement and logistics will be permitted.
- 7.X.4.5 Commercial uses shall be permitted on lands identified as Prestige Employment adjacent to provincial highways or arterial roads. Commercial uses shall be permitted in accordance with Section 5.5.3.9 of the Plan.
- 7.X.4.6 Cold Storage Warehouse; Accessory Open Storage or Sales Area; Accessory Outside Display or Sales Area; and retail stores are permitted. All uses permitted in section 5.5.4.1 of the Plan are permitted.
- 7.X.4.7 Lands designated General Employment Area on Schedule XX will be developed generally in accordance with Section 5.5.11 of the Official Plan.
- 7.X.4.8 The Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with the policies of the Prestige Employment Area and General Employment Area land use designations.
- 7.X.4.9 Lands designated as Environmental Policy Area on Schedule XX contain the natural heritage system, consisting of natural heritage features and hazards. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers. The features boundary reflects the analysis completed through the Master Environmental Servicing Report (MESR) and shall be managed in accordance with the policies of this Official Plan as well as the following specific policies.
- 7.X.4.10 Adjacent development will minimize any impacts to the natural feature and functions within the Environmental Policy Area designation through appropriate buffers as established through the Master Environmental Servicing Report (MESR).
- 7.X.4.11 The lands within the Environmental Policy Area will be zoned to prevent development and ensure the lands remain primarily in a natural state and be restored and enhanced.
- 7.X.4.12 Adjustments and refinements to the boundaries of the Environmental Policy Area must be consistent with the policies of the Official Plan and demonstrated through an Environmental Impact Study, to the satisfaction of the Town.
- 7.X.4.13 Essential stormwater infrastructure and low impact developments ('LIDs') may be permitted in the Environmental Policy Area subject to appropriate study and to the satisfaction of the Town of Caledon and applicable Conservation Authority.
- 7.X.4.14 The extent and/or removal of the Headwater Drainage Feature, shown on Schedule X, must be consistent with the policies of the Official Plan and demonstrated through an Environmental Impact Study, or similar study, to the satisfaction of the Town.
- 7.X.5 **Design**
- 7.X.5.1 The Tullamore North West Secondary Plan Area will be designed in accordance with the policies of this Official Plan to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, achieving a

strong and positive sense of place and identity, and providing for public safety and security. High design standards will apply equally at the level of individual sites and to the Secondary Plan Area in its entirety.

7.X.5.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

- a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines
- b) The extent to which development is compatible in terms of built form and architecture and forms a cohesive and unified cluster of buildings which are compatible with each other.
- c) Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation to avoid large, uninteresting facades.
- d) Truck parking and truck storage, waste enclosures, overhead doors, accessory buildings, and loading/unloading bays, where possible, shall be oriented away from Torbram Road and Airport Road, unless screened;
- e) Signage shall be co-ordinated and integrated into the landscaped areas, specific restrictions may be placed on signage in order to reduce visual impacts;

The implementing Zoning By-law shall include specific provisions with respect to these design principles.

#### 7.X.6 **Buffers**

7.X.6.1 The final buffer width and permitted uses within the Environmental Policy Area and hazard buffers, low impact developments ('LIDs'), or essential infrastructure, should be determined based on the recommendations of the Environmental Implementation Reports, and any subsequent site-specific analysis through the development approval process.

7.X.6.2 Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and applicable Conservation Authority, minor grading may be supported. Mitigation of adverse impacts resulting from grading in the environmental buffer will be required to ensure no net loss to the function of the natural heritage system.

#### 7.X.7 **Cultural Heritage Conservation**

7.X.7.1 This section establishes specific policies with respect to cultural heritage conservation in the Secondary Plan Area organized around its three key components:

- a) Archaeology;
- b) Built heritage resources; and
- c) Cultural heritage landscapes.

7.X.7.2 Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with this Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.

7.X.7.3 Retain and conserve buildings of architectural or historic merit on their original sites, where appropriate, and promote the integration of these resources into any plans which may be prepared for development on such sites in order that their heritage values, attributes and integrity are retained.

7.X.8 **Archaeology**

7.X.8.1 Stage 1 and 2 Archaeological Assessment to the satisfaction of the Town, are required for all lands proposed for development in the Plan Area prior to any development approvals.

7.X.8.2 Subsequent Stage 3 and 4 Archaeological Assessments, where required, shall be prepared to the satisfaction of the Town as a Condition of Draft Plan Approval or prior to the approval of a Site Plan Application.

7.X.9 **Built Heritage Resources and Cultural Heritage Landscapes**

7.X.9.1 Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan area that at the time of approval of this Secondary Plan are municipally known as:

- 12620 Airport Road

7.X.9.2 A Heritage Impact Assessment, prepared in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies, may be required as part of any development application for the lands that are adjacent to the properties identified in policy 7.18.13.3 depending on the proximity of the lands subject to the development application to the heritage resource. The determination for the requirement of such study shall be made at the time of pre-application review for the proposed development application.

7.X.9.3 Implementation of the recommendations, including any mitigative measures, of a Heritage Impact Assessment will occur through the approval of development applications, including draft plans of subdivision and/or site plans.

7.X.9.4 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements may be required as part of development applications where an identified built heritage resource is intended to be retained.

7.X.10 **Integration of Cultural Heritage Resources**

7.X.10.1 Where Heritage Impact Assessment recommends the preservation of a built heritage resource, it shall be integrated into new development and shall be provided with an appropriate lot size to ensure that all the heritage attributes of the property can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.

7.X.10.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town may require additional heritage conservation measures to achieve placemaking and contribute to the community's identity including, but not limited to:



- a) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
- b) The installation of interpretive plaques, public art and other forms of commemoration;
- c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible;
- d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

7.X.10.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the Ontario Heritage Act for their cultural heritage value and interest.

7.X.10.4 Every effort will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

#### 7.X.11 **Roads**

7.X.11.1 Roads in the Secondary Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.

7.X.11.2 Schedule XX identifies potential/conceptual collector road connections that will be considered in determining road requirements as part of the preparation of a development application. Any road requirements within the Secondary Plan Area will be implemented without an official plan amendment as part of a draft plan of subdivision application.

7.X.11.3 Any roads within the Secondary Plan Area may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, emergency services, detailed land use relationships and street pattern.

7.X.11.4 All public and private roads within the Secondary Plan Area shall be located to avoid encroachments into Environmental Policy Areas. Where it has been demonstrated that encroachments into the Natural Heritage System cannot be avoided, to the satisfaction of the Town, all such encroachments must be minimized to the greatest possible extent. All roads will be designed to eliminate, minimize and/or mitigate impacts on the environmental and ecological functions and sensitivities of natural features and areas, as appropriate.

#### 7.X.12 **Road Rights-of-Way**

7.X.12.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Town or Region of Peel, as applicable, to provide the road right-of-way width, as established by the Town or Region Official Plans.

- 7.X.12.2 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g. street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements may be determined during the development application stage and will become part of the required rights-of-way.
- 7.X.12.3 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to implement the Plan are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.
- 7.X.13 **Public Transit**
- 7.X.13.1 The Town will work with the applicable inter-regional, intra-regional and local public transit service providers to develop a system of public transit services that facilitates a phased implementation supporting the early delivery of transit.
- 7.X.13.2 Arterial and collector roads may accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.
- 7.X.13.3 Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how a proposed development addresses:
- a) The provision of direct pedestrian and/or cycling access to transit routes and transit stops based on the proposed local road pattern and pedestrian and/or cycling infrastructure.
  - b) The provision of transit stops predominantly within 400 metres of employees.
- 7.X.14 **Transportation Demand Management**
- 7.X.14.1 Businesses and organizations in the Secondary Plan Area are encouraged to establish a Transportation Demand Management Plan and to become a member of Smart Commute Caledon.
- 7.X.14.2 As an incentive to encourage Transportation Demand Management in the Secondary Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a Transportation Demand Management plan and implementation strategy that a reduction in parking standards is appropriate.
- 7.X.14.2 The Town may establish specific requirements in its Zoning By-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single- occupant vehicle.
- 7.X.15 **Sidewalks**

7.X.15.1 Generally, the provision of sidewalks and all active transportation facilities in the Secondary Plan Area will be as follows:

- a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road;
- b) Local Streets: Sidewalks will be provided on one side of the street, unless otherwise directed by the Town; and,
- c) Laneways: No sidewalks will be required.

7.X.16 **Parking**

7.X.16.1 Where loading and parking areas are proposed within proximity to a street frontage or interface, an enhanced landscaping design may be used to mitigate the visual impact of parking on the streetscape.

7.X.16.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law may be considered to promote the prioritization of active transportation in the Secondary Plan Area.

7.X.16.3 Permeable parking surfaces may be considered for all development in the Secondary Plan Area, where feasible.

7.X.17 **Electric Vehicle Infrastructure**

7.X.17.1 Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon Green Development Standards.

7.X.17.2 The Town may consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging stations.

7.X.18 **Highway 413 Corridor Protection Area**

7.X.18.1 A portion of the Highway 413 Focus Analysis Area (FAA) extends into the Plan Area, as shown on Schedule XX. A holding provision shall be applied to any Zoning By-law Amendment to lands located within the FAA. The Holding provision shall only be lifted upon receiving confirmation from the MTO that the FAA no longer applies to the lands or that the zoning of such lands may proceed.

7.X.18.2 Further, prior to the servicing of lands within the FAA, the FAA shall be lifted from the identified lands or confirmation shall be received from the Ontario Ministry of Transportation that the servicing and/or development of the identified lands may proceed.

7.X.19 **Municipal Water and Wastewater Services**

7.X.19.1 All new development in the Secondary Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with a Functional Servicing Report.

7.X.19.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area will be undertaken in an ecologically responsible manner.



- 7.X.19.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be made available, where feasible.
- 7.X.20 **Stormwater Management and Low Impact Development**
- 7.X.20.1 Stormwater management facilities servicing the Plan Area will be developed in accordance of a Functional Servicing Report, as part of a development application, in consultation with the applicable Conservation Authorities, the Town and other government agencies, as applicable.
- 7.X.20.2 The final location and configuration of a stormwater management facility will be determined through the development approval process.
- 7.X.20.3 At the detailed design stage, the submission of the following plans and reports will be required to determine the impact of stormwater management on the proposed development.
- a) Stormwater management report and plan
  - b) Erosion and sediment control plan
  - c) Servicing plans
  - d) Grading plans
  - e) Geotechnical reports
  - f) Hydrogeologic reports; and
  - g) Other technical reports as deemed necessary.
- 7.X.20.4 The Stormwater Management Report and Plan identified in Section XX shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control (where required) and the protection of ecological integrity. Consolidated linear infrastructure (CLI) ECA requirements and low impact developments ('LIDs') will be located within publicly accessible lands to ensure access for maintenance purposes, although it is recognized that lot-level stormwater management practices are endorsed in the MECP and may be credited by the Town. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures such as:
- a) Permeable hardscaping
  - b) Bioretention areas
  - c) Exfiltration systems
  - d) Bioswales and infiltration trenches
  - e) Third pipe systems
  - f) Vegetation filter strips
  - g) Green roofs (multi-unit buildings)
  - h) Rainwater harvesting
- 7.X.20.5 The stormwater management system should consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and extreme precipitation events, in accordance with Town standards and based on standard industry practices and provincial guidance.

- 7.X.20.6 The stormwater management system should consider opportunities to support the preservation, restoration and utilization of natural infrastructure for its many benefits, including reducing the urban heat island effect.
- 7.X.20.7 In considering options for stormwater management, the following policies will apply:
- a) Location of stormwater management facilities to promote gravity drainage and suitable cover over services, with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives.
  - b) Stormwater will be considered as a resource and not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods;
  - c) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the NES;
  - d) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the NES,
  - e) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking and public open space;
  - f) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town; and,
  - g) Minimize the impact of maintenance costs to the Town.
- 7.X.20.8 Notwithstanding Section 7.X.20.7, stormwater management facilities can be provided by way of an underground storage tank or rooftop storage, in accordance with Town standards and based on standard industry practices.
- 7.X.20.9 Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated Linear Infrastructure Compliance Approval and applicable provincial and applicable Conservation Authority guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA Low Impact Development Stormwater Management Planning and Design Guide.
- 7.X.20.10 Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- 7.X.20.11 Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the Town and applicable Conservation Authority, as necessary.
- 7.X.21 **Public Utilities, Public Facilities and Telecommunications**

- 7.X.21.1 Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS are permitted in any land use designation in the Secondary Plan Area provided they are integrated with surrounding land uses and all necessary approvals from the relevant authorities are obtained.
- 7.X.21.2 Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it will be located underground and will be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.
- 7.X.21.3 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.
- 7.X.22 **Intelligent Community**
- 7.X.22.1 The Town recognizes that broadband fibre-optic cable service is essential to promote and build intelligent communities. Complementing this service is the deployment and adoption of a high-speed, community-based internet service that is available to all residents and businesses.
- 7.X.22.2 Development in the Plan Area is encouraged to include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, and institutional) for businesses in the Secondary Plan Area to access high-speed internet services.
- 7.X.23 **Noise, Vibration and Light Impacts**
- 7.X.23.1 New development in the Secondary Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town of Caledon.
- 7.X.23.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.
- 7.X.23.3 Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.
- 7.X.23.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 7.X.23.5 Where possible, built form proposed for areas adjacent to the Highway 413 Protection Corridor, arterial roads, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for future landowners.

- 7.X.23.6 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.X.24 **Road Noise Policies**
- 7.X.24.1 Development applications in the Secondary Plan Area which are likely to be adversely affected by excessive roadway noise levels will be required to complete an environmental noise and vibration impact analysis.
- 7.X.25 **Light**
- 7.X.25.1 Lighting in the Secondary Plan Area shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Secondary Plan Area.
- 7.X.26 **Energy and Climate Change Mitigation**
- 7.X.26.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Secondary Plan Area and efforts made to minimize its use.
- 7.X.26.2 As part of all development within the Secondary Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage will be studied and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.
- 7.X.26.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps and hybrid heating systems.
- 7.X.26.4 Within the Secondary Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and to be solar-ready considering space and structural requirements.
- 7.X.26.5 Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported.
- 7.X.26.6 New development in the Secondary Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready) per the Town of Caledon Green Development Standard.
- 7.X.26.7 New development will promote energy efficient and low carbon building design for residential and non-residential buildings, by meeting or exceeding the Total Energy Use Intensity, Thermal Energy Demand Intensity, and GHG emissions targets set out by the Town of Caledon Green Development Standards.



- 7.X.26.8 The Town and applicant will work with Hydro One, the Independent Electricity System Operator (IESO) and non-regulated utilities to promote energy systems that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation.
- 7.X.27 **Water Efficiency**
- 7.X.27.1 New development in the Secondary Plan Area will consider the use of water fixtures that achieve 25% reduction in potable water consumption or greater over baseline fixtures.
- 7.X.28 **Climate Adaptation**
- 7.X.28.1 New development in the Secondary Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
- 7.X.28.2 The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which are to be considered at each development stage.
- 7.X.28.3 New development in the Secondary Plan Area will consider measures to improve climate resilience in the review of a development application in accordance with available Town standards, including the following:
- a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;
  - b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
  - c) Adapting storm drainage systems where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
  - d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
  - e) Reducing reliance on increasingly constrained potable water resources; and,
  - f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services.
- 7.X.29 **Green Development Standards**
- 7.X.29.1 All new development will implement metrics outlined in the Town's Green Development Standards to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that all new development include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance.
- 7.X.30 **Provincial Minimum Distance Separation**

7.X.30.1 Prior to registration of any plan of subdivision or final approval of any site plan application for lands within an MDS Setback Area, as calculated by the application of the MDS formula, the Town will be satisfied that the MDS Setback Area is no longer required.

7.X.31 **Region of Peel Health Assessment**

7.X.32.1 All development applications in the Secondary Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment User Guide, in consultation with the Region.

7.X.33.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Secondary Plan Area.

7.X.33 **Implementation**

The provisions of the Town of Caledon Official Plan regarding implementation shall apply with regard to this Plan.

7.X.33.1 The land use pattern shown on Schedule XX Land Use Plan, is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

7.X.33.2 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing the intent of the Plan is maintained. Land use boundary change as a result of an Environmental Impact Study or natural hazard assessment shall not require amendment to this Plan but may require an amendment to the Zoning By-law. An amendment to the Zoning By-law to reflect a revision to the boundaries of the Environmental Policy Area shall be deemed to comply with this Plan.

7.X.33.4 Appropriate Zoning By-law(s) shall be enacted to implement the land use designations and policies of this Plan.

7.X.33.5 Prior to development proceeding, a cost-sharing plan shall be instituted to apportion municipal servicing and road infrastructure and administrative costs to the development/approval of the secondary plan study, to benefiting landowners within the Secondary Plan area. In order to ensure that property owners contribute equally within the Secondary Plan Area, property owners shall be required to enter into a Cost Sharing Agreement, prior to Draft Approval, site plan approval or rezoning.

7.X.34 **Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)**

7.X.34.1 Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Secondary Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Secondary Plan Area. It is a policy of this Secondary Plan that a condition will be included in the approval of any draft plan of subdivision that applicants/landowners shall

have entered into appropriate cost sharing agreements prior to subdivision registration or site plan approval which establish the means by which the costs (including Regional costs) of developing the property are to be shared.

7.X.34.2 Prior to the registration of any plan of subdivision or final approval of any site plan application or the approval, the Town shall require the Landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with any pertinent cost sharing of the Landowners' Cost Sharing Group.

7.X.34.3 Notwithstanding Policy 7.X.34.1 and 7.X.34.2, where Landowners' Cost Sharing Group has not been established, a proponent of a development application may register a plan of subdivision or receive final site plan approval, provided the proponent has demonstrated the proposal meets the Secondary Plan phasing and infrastructure delivery criteria, to the satisfaction of the Town.

#### 7.X.35 **Land Acquisition and Dedication**

7.X.35.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Secondary Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.

7.X.35.2 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, or Conservation Authority. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

#### 7.X.36 **Finance and Agreements**

7.X.36.1 The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Secondary Plan Area in an orderly, timely and cost effective manner

#### 7.X.37 **Interpretation**

7.X.37.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule XX may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.

7.X.37.2

The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the Tullamore North West Secondary Plan will be encouraged.

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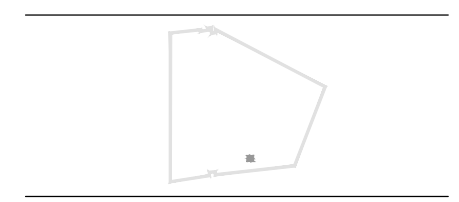




# Schedule X

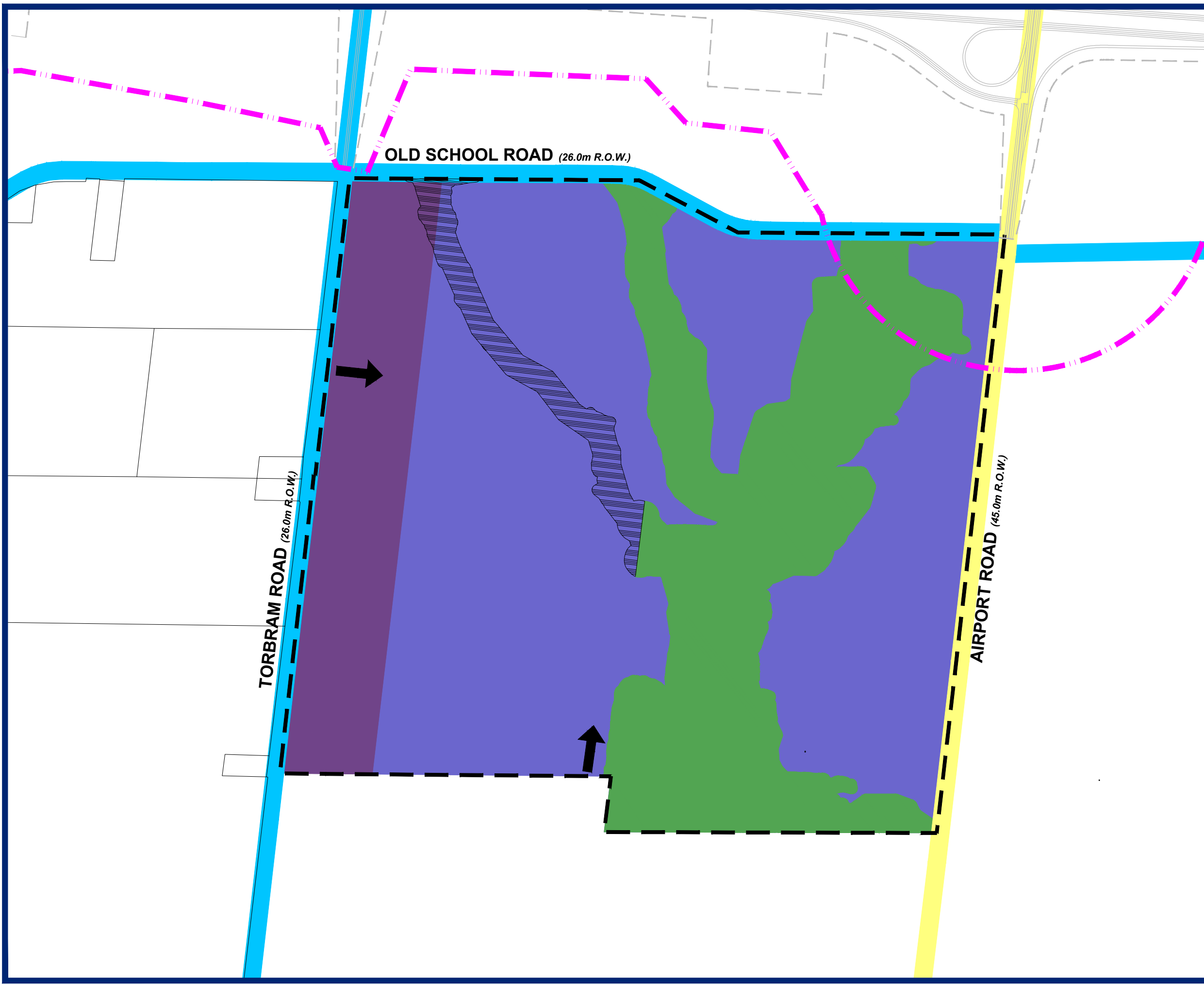
## TULLAMORE NORTH WEST LAND USE PLAN

- Presitge Industrial
- General Industrial
- Open Space Policy Area
- Headwater Drainage Feature - To be identified through Site Specific Environmental Impact Study
- Tullamore Northwest Secondary Plan Area Boundary
- Focused Analysis Area (December, 2024)
- Preliminary Highway Right-of-Way Design
- Regional Arterial
- Town Arterial
- Potential R.O.W. Connection



Base Data Source: Teranet, 2013

APRIL 2025



## APPENDIX III

**Town of Caledon**

**Tullamore North Employment Area**

**Secondary Plan and Site-Specific Development Applications**

**Terms of Reference**

August 2024

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# 1 Introduction and Purpose

Broccolini Airport Road Limited Partnership ('Broccolini') is desirous of advancing a site-specific development application(s) for their property to accommodate prospective industrial user.

The Broccolini property is within the 2051 urban area but there is no Secondary Plan in place. Broccolini wishes to undertake a secondary plan coincident with the advancement of their site-specific development application(s) for the Tullamore North Employment Study Area (herein referred to as the Subject Lands). The Subject Lands are located between Torbram Road and Airport Road south of Old School Road to the existing Tullamore Secondary Plan to the south.

In support of the site-specific development application(s), Broccolini is proposing to advance an amendment to the Town's Official Plan (OPA) to provide a secondary plan policy framework as follows:

1. Consider and apply the Region of Peel's Subwatershed Study (SWS) that was undertaken for the Region's Municipal Comprehensive Official Plan Review to determine the 2051 urban expansion for the Subject Lands by preparing an environmental and servicing study (EIR) for the Broccolini property to ground-truth the recommendations from the SWS;
2. Prepare a municipal water, sanitary sewer and stormwater management study for the Subject Lands that would be part of the EIR;
3. Prepare a transportation/traffic study for the Subject Lands;
4. Prepare a land use plan for the Subject Lands in order to demonstrate how both the Broccolini property and the broader surrounding context can be developed;
5. Apply the land use plan in #4 above as the general land use schedule for the secondary plan OPA; and,
6. Prepare broad employment land use policies that correspond to the land use plan for the secondary plan OPA.

The Tullamore North Employment Study Area work program, including all required background studies, will be completed by Broccolini for its lands in cooperation with the Town of Caledon.

## 1.1 Study Area

The Tullamore North Employment Study Area encompasses approximately 165.7 hectares (409.53 acres) in the Town of Caledon. They are bounded by Torbram Road to the west, Old School Road to the north, Airport Road to the east, and the Rice Commercial Group Minister Zoning Order (MZO) Lands to the south, which encompasses the lands north of the existing Tullamore Secondary Plan.

# 2 Background

The Region of Peel Official Plan was approved in November 2022. It establishes population and employment targets for the Region and its area municipalities to 2051 and identifies New Urban Areas to assist in accommodating forecasted growth.

The Town of Caledon is forecast to grow to 300,000 people, 90,000 households and 125,000 jobs by 2051. Much of that growth is to be accommodated in New Urban Areas in southern Caledon in accordance with the Regional Official Plan.

To align the Town's Official Plan with the Regional Official Plan and ensure timely comprehensive planning of the Town's new urban areas. It is recognized that the Town's new Official Plan, Future Caledon, which was adopted at the Council Meeting on March 26, 2024 and is being reviewed for approval by the Province, is the Local Official Plan Amendment to recognize the Subject Lands for urban employment uses.

### **3 Policy Context**

#### **3.1 Region of Peel Official Plan, November 2022**

Section 5.6.20.14.9 of the Regional Official Plan directs local municipalities to include the following in their Official Plans when delineating the 2051 New Urban Area:

- a) establish an overall community structure for the 2051 New Urban Area including identification of Employment Areas;
- b) provide direction to establish the identified land area, population and employment targets to be planned and density for each secondary plan area within their jurisdiction, in conformity with provincial plans and this Plan;
- c) establish staging and sequencing to guide secondary plan area and block planning, to the satisfaction of the Region, and in accordance with Regional requirements including the feasibility of public infrastructure required for the development of the urban expansion area lands;
- d) require development of compact, mixed-use, sustainable, transit-supportive communities including requirements for the provision of transportation, transit and servicing networks; and,
- e) plan for the adequate provision of school sites and public service facilities.

Section 5.6.20.14.16 further requires that local municipal secondary plans be prioritized, advanced, sequenced and approved based on a staging and sequencing plan in accordance with planning criteria including:

- 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 centers 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

### **3.2 Town of Caledon Official Plan, 2018 Office Consolidation**

Sections 6.2.4.1 and 6.2.4.2 of the Town's Official Plan identify that secondary plans may be prepared for specific areas of the Town where it is considered necessary to provide more detailed planning objectives and policies for development. These areas may include established, partially developed or undeveloped areas within existing settlement areas within the Town to conform to an overall community development concept and approved planning policies. Secondary plans may be incorporated into the Town's Official Plan through an Official Plan Amendment.

Section 6.2.4.4 requires that secondary plans also include the following:

- a) Land use and distribution, density, and community design;
- b) Transportation;
- c) Environmental protection, enhancement and management;
- d) Heritage/archaeological potential;
- e) Stormwater management;
- f) Phasing requirements;
- g) A servicing strategy;
- h) Integration and compatibility of the Secondary Plan with adjacent lands;
- i) Existing and future land uses; and,
- j) Other relevant matters as deemed appropriate.

A Secondary Plan process is proposed to align the Tullamore North Employment Study Area with the Town's Official Plan. It is important to note, the Secondary Plan process will establish a broad planning framework related to the natural heritage system, future public road network,

employment land use designations, conceptual location of stormwater management ponds that will provide a framework for site-specific Planning Act applications.

## **4 Scope of Work**

To advance the Broccolini Application, the following work program is proposed:

### **4.1 Phase 1: Develop a Work Plan for an Official Plan Amendment and Zoning By-law Amendment**

The application for an OPA and Zoning By-law Amendment (ZBLA) will be submitted concurrently. In support of the ZBLA, Broccolini will submit:

1. Draft Terms of Reference for the EIR for the Broccolini property;
2. Draft Terms of Reference for the Transportation Study for the Tullamore North Employment Study Area;
3. Planning Justification Report for the Tullamore North Employment Study Area; and,
4. Secondary plan land use policies and land use schedule, including general development phasing.

ZBLA will also include the following for the Broccolini property:

- Property and topographic survey;
- Stages 1 and 2 archaeological assessment;
- Phases 1 and 2 ESA;
- Conceptual design brief for the proposed site-specific development; and,
- Noise impact study.

#### **4.1.1 Submission of PARC Request and Checklist**

Broccolini will submit a request for a Pre-Application Review Committee (PARC) meeting with the Town. At this meeting, the Town will provide constructive feedback and confirm the planning approvals required for the development of the site. This meeting will identify the drawings, supporting studies and reports, as well as engagement and consultation that are required for a complete application for an OPA and ZBLA process to facilitate an industrial development.

#### **4.1.2 Prepare Background Studies**

Broccolini and their consulting team will prepare the required studies and analyses to respond to the PARC comments from the relevant Town, Regional and/or circulation agency staff. Town staff will circulate the required studies for review and comment as appropriate and provide a coordinated response to the applicant and its consulting team. The studies will be finalized based on the input provided and completed to the satisfaction of the Town.



#### 4.1.2.1 Planning Justification Report

This report provides the overall planning framework and policy recommendations for the Broccolini property as well as the broader Tullamore North Employment Study Area.

The key sub-deliverables of the report will include:

1. Description of the development (land uses, density and design);
2. An analysis of how the OPA and ZBLA represents good planning;
3. An analysis on how the Broccolini proposal and the Tullamore North Employment land use plan meet the vision and development objectives of the Province, the Region and the Town.

#### 4.1.2.2 Transportation Study

This analysis will be completed for the Tullamore North Employment Study Area to inform the secondary plan land use plan.

This analysis is required to assess the adequacy of existing and planned local and regional transportation and transit infrastructure (including active transportation facilities), as well as evaluate and identify infrastructure requirements (i.e., new or upgraded local and Regional infrastructure) that will be necessary to service the Tullamore North Employment Study Area. This analysis will build off background traffic data sourced from traffic reports for adjacent lands, Caledon's Transportation Master Plan, as well as the Town and Region Official Plan policies.

The key sub-deliverables of the report will include:

1. a preliminary transportation opinion on an integrated transportation/transit strategy (e.g., road network, public transit, active transportation, complete streets) that will support a well-connected network of corridors and complete streets (e.g., roads, rails, sidewalks, trails and bikeways);
2. the existing traffic conditions for the Tullamore North Employment Study Area and anticipated future background operating conditions for a future planning horizon to 2038;
3. estimations of the site trips generated by the proposed development and distribution of the traffic to the adjacent road network; and,
4. future operating traffic conditions during the weekday peak periods through intersection capacity analysis.

#### 4.1.2.3 Servicing and Stormwater Management Analysis for the EIR

This analysis will be completed for the Tullamore North Employment Study Area.

The servicing analysis is required to examine and identify the adequacy of existing local and Regional water and wastewater infrastructure, as well as major infrastructure requirements (i.e., new or upgraded local and Regional infrastructure) necessary to service the future employment lands. Information from the Region's Water and Wastewater Master Plan Study Review (currently

underway), as well as Town and Regional Official Plan policies, should be used to inform this analysis.

The key sub-deliverables of this study will include:

1. an evaluation and identification of the sanitary, water and linear storm conveyance servicing infrastructure that will be required to accommodate the urban development of the Tullamore North Employment Study Area;
2. identification of the preferred means of servicing for the Broccolini property;
3. recommendations to the Region and the Town on required infrastructure improvements in their respective capital works planning;
4. confirm stormwater management (SWM) criteria, including requirements for Regional quantity controls;
5. confirm erosion control criteria via erosion threshold analysis;
6. identify existing floodplain constraints, future crossing locations, and crossing design criteria; and
7. provide justification of revisions to regulatory floodplain extents.

The OPA will provide a policy that will require a servicing and stormwater management analysis be prepared for site-specific development applications within the Tullamore North Employment Study Area.

#### 4.1.2.4 Natural Heritage and Hazard Background Analysis for the EIR

This analysis will be completed on a site-specific basis for the Broccolini property taking into consideration of a desk-top analysis of the remaining Tullamore North Employment Study Area.

This analysis will inventory, characterize and assess natural hazard, natural heritage and water resource features and functions within the Broccolini property. The analysis will provide recommendations for the protection, conservation and management of natural hazard, natural heritage, and water resource features. The Natural Heritage and Hazard Background Analysis will draw on the Town and Regional Official Plan policies as well as Toronto and Region Conservation Authority (TRCA) guidelines.

The key sub-deliverables of this study will include:

1. a desktop assessment of existing conditions of natural heritage features, and recommendations for the protection and enhancement of a natural heritage system, including mapping and proposed policies;
2. provide justification of revisions to regulatory feature extents;
3. identify natural features that may require feature-based water balance assessments based on future development impacts;
4. an analysis of the surface and sub-surface geological and hydrogeological conditions; and,

5. provide recommendations for a management strategy, implementation, and monitoring plan to be implemented through the Development Proposal.

The OPA will provide a policy that will require the extent of the applicable natural heritage system be prepared for site-specific development applications within the Tullamore North Employment Study Area.

#### **4.1.2.5 Archaeological Assessment**

This analysis will be completed on a site-specific basis for only the Broccolini property.

The archaeological assessment will identify, assess, and inventory significant archaeological resources found within the Subject Lands and develop a strategy to conserve those archaeological resources in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. The assessment will also need to draw upon policies of the Town and Regional Official Plans.

This study will include Stage 1 and Stage 2 assessments including:

1. background study;
2. property inspection;
3. property assessment; and,
4. identification of lands requiring further study.

#### **4.1.2.6 Urban Design Brief**

An Urban Design Brief will provide urban design recommendations that assist in the interpretation of the Town's Official Plan policies. The guidelines will detail and illustrate how the Official Plan's urban design goals and objectives for the built and natural environment will be achieved for the Broccolini site-specific proposal.

#### **4.1.2.7 Noise Impact Study**

This analysis will be completed on a site-specific basis for only the Broccolini property.

This study will provide an assessment on the existing noise conditions and identify potential noise impacts, along with recommendations with respect to mitigation measures. This study should consider projected transportation noise sources (i.e., roads and aircraft) and stationary noise sources.

### **4.1.3 Prepare and Submit Secondary Plan OPA and Zoning By-law Amendment Application**

Broccolini and consultants will prepare and submit the Secondary Plan OPA and ZBLA for the Town review. The ZBLA application will incorporate and address preliminary feedback and details that have evolved through the concurrent secondary plan process.



Town staff will circulate the Secondary Plan OPA and ZBLA to the relevant departments, agencies and stakeholders for comments. The Town will review the background studies in support of the Broccolini ZBLA application in conjunction with the Secondary Plan OPA process.

#### **4.1.4 Prepare and Resubmit Applications**

Broccolini will review the collected feedback from the Town, circulation comments and community meetings to revise the technical studies and resubmit the OPA and ZBLA applications as necessary. The revised materials will form part of the DART resubmission.

This task includes one statutory public meeting hosted by the Town's Planning and Development Committee. Notice of the meeting will be provided by the Town in accordance with the *Planning Act*. Town staff will prepare a statutory public meeting report as it relates to the OPA and ZBLA.

#### **4.1.5 Final Submission**

Broccolini and their consultants will prepare and submit a final submission of the Secondary Plan OPA and ZBLA applications to conclude the review process.

The applications will be circulated to relevant departments, agencies and stakeholders for review and comment to finalize them in preparation for a recommendation report.

#### **4.1.6 Recommendation Report to Committee and Council Approval**

Broccolini will refine the Secondary Plan OPA and ZBLA in response to the final agency and stakeholder comments in consultation with the Town staff. Town staff will prepare a recommendation report for the OPA and ZBLA, as well as the by-law to approve the Broccolini proposal for consideration by the Town's Planning and Development Committee and Council for approval.