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TOWN OF CALEDON  
PLANNING  
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## PLANNING RATIONALE REPORT

12035 DIXIE ROAD, CALEDON, ON  
TRIBAL PARTNERS CANADA INC.



Prepared For:  
TOWN OF CALEDON, REGION OF PEEL  
MARCH 2021

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## SUMMARY

A local official plan amendment, zoning by-law amendment and site plan application are being filed on behalf of Tribal Partners Canada Inc. ('Tribal', 'Applicant') in support of an e-commerce development (warehouse, distribution, technology and innovation, and industrial uses) that is comprised of four (4) industrial buildings, associated road networks, stormwater management facilities, and environmentally protected features. The lands are municipally known as 12035 Dixie Road and are located in the southern end of the Town of Caledon along the border of the City of Brampton. The lands are approximately 59 hectares (145 acres) in size.

The application is being filed alongside an application located at 12892 Dixie Road, which was submitted under separate cover, however, together offer a significant employment opportunity for the Town of Caledon ('Town') and Region of Peel ('Region'). The applications provide over 4,800,000 square feet of employment uses, and are projected to create 4,000 jobs across this business park, with end users ready to begin construction upon receiving approvals. The sites were chosen given the proximity to the existing 400-series highway, and the planned GTA West corridor, and the connections to the Region and Province. The development at 12035 Dixie Road will consist of four industrial buildings that vary in size (185,000 – 1,325,000 sq ft) and total approximately 2,200,000 square feet of employment area.

The subject lands are currently designated Prime Agricultural Area, and are located outside of the Town of Caledon urban boundary. The ongoing Municipal Comprehensive Review ('MCR') being undertaken by the Region has identified the site to become part of the urban boundary and to be redesignated for Employment Uses and Greenbelt Area. Through this application, and in line with preliminary Regional findings, we are proposing that the site be redesignated as Employment and Greenbelt Area through the MCR.

Detailed studies in support of the proposed subdivision were completed including investigations related to engineering (servicing availability, stormwater management), soils (geotechnical, hydrogeological, environmental), environment and ecology (comprehensive environmental impact assessment management plan, geomorphological), traffic and land use compatibility (traffic, noise, vibration and air quality), employment analysis, heritage, and archaeology. These studies in their totality confirm that the proposed development is compatible with, and can be built with minimal impact to, the adjacent existing and planned land uses.

The proposed development represents efficient use of land, expedites planned infrastructure and public service facilities, while protecting and enhancing valuable natural heritage (environmental) resources on site. It is consistent with, and has regard for, provincial planning policies and objectives including those of the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan, as well as the policies of the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority. The proposed development will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections for the area and will enhance the economic visibility of the Region to other key employment users. As such, we recommend their approval in support of Tribal Partners Canada Inc.

## 1.0 INTRODUCTION

The enclosed Planning Rationale Report has been prepared in support of Tribal Partners Canada Inc. for their applications to amend the Town of Caledon Official Plan (2018 Office Consolidation), and Town of Caledon Zoning By-law 2006-50 (2020 Office Consolidation), and Site Plan Application for the lands located in the Town of Caledon ('Town') and Region of Peel ('Region').

The lands are municipally known as 12035 Dixie Road in the Town of Caledon (see **Figure 1**). The site is approximately 59 hectares (145 acres) in size and generally rectangular in shape. There are three key-hole properties located along the western boundary fronting Dixie Road that are privately owned or are owned by the Region of Peel.

The planning applications facilitate a unique opportunity in the Town and Region through the development of approximately 4,800,000 square feet of employment area over four buildings, providing approximately 4,000 jobs and over 2,250 jobs on this site alone. The buildings have been strategically located and massed to provide efficient floor plates for the end-users, while also being sensitive and respectful to adjacent land uses, including the adjacent agricultural operations. The site plan has been designed to locate the proposed fully signalized site accesses in alignment with existing entrances. Tribal intends to sever the lots, as such, each building will have its own service connection. Prior to severance, mutual access and drainage easements will be provided over each of the properties to ensure long term functioning of the lands.

At this time, on behalf of the Applicant, Armstrong Planning & Project Management is coordinating planning applications for the site to amend the Town of Caledon Official Plan and Town of Caledon Zoning By-law 2006-50, and is requesting approval of the Site Plan Application for the site. The enclosed applications are meant to amend schedules of the official plan to include the lands as Employment and within the urban boundary, and to allow flexibility in the current zoning standards to support the proposed site plan.

This report outlines the planning rationale with respect to the applications conformity with the current planning policy framework at both provincial and local levels. A review of the Provincial Policy Statement 2020 ('PPS'), the Growth Plan for the Greater Golden Horseshoe 2020 ('Growth Plan'), the Region of Peel Official Plan ('Peel OP'), the Town of Caledon Official Plan ('Caledon OP') and other relevant policies and guidelines relating to the subject lands has been completed. This report provides an analysis of, and justification for, the proposed development in accordance with good planning principles and as a basis for the advancement of planning applications through the municipal approval process.

### 1.1 Location and Surrounding Uses

The subject site, known municipally as 12035 Dixie Road and the lands immediately north are legally described as follows:

**PIN 143470318**

Legal Description: Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233; S/t Ch21926

**PIN 143470017**

Legal Description: Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253; Caledon

**PIN 143470016**

Legal Description: Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437; Caledon

The property fronts Dixie Road and Mayfield Road and is located in the Town of Caledon, north of the City of Brampton (see **Figure 2**). The site is approximately 59 hectares (145 acres) in size. Exclusive of natural heritage features to be retained and enhanced on site, the land being used for the development and being requested as part of the urban boundary is 46 hectares (113 acres) in size.

The site is uniquely situated in proximity to major transportation routes including the existing 400-series highway, and the planned future GTA West extension of both the north-south Highway 410, and the east-west GTA West corridor. Additionally, the site is located in proximity to both residential and employment uses in the City of Brampton and Town of Caledon. Surrounding land uses are as follows:

**North:** located immediately north is Salisbury Garden Supplies, which is produces and supplies soils, mulches and aggregates; further north are agricultural uses, landscaping services, and Mayfield United Church;

**South:** located immediately south, is Mayfield Road and a built out residential subdivision located in the City of Brampton; southwest is an industrial/employment business park that includes car dealership and gas station/fast food uses;

**East:** to the east are agricultural uses; further east is Mayfield Secondary School and Recreation Complex, and James Grieve Public School;

**West:** located immediately west is Acklands Grainger, an industrial equipment supplier, and UPS, a shipping company; these Employment Uses are located within the Mayfield West Secondary Plan Area.

### 1.2 Site Description

The site is generally flat in nature, and decreases in elevation from the northwest to the southeast, following typical drainage patterns. The site is occupied by a number of farm related, and residential related buildings and structures in the southwest corner of the site. The balance of the site remains vacant and is occupied by natural features. There is a drainage feature ('channel') that runs from the

northwest corner of the site and outlets at the southeast corner to a culvert that runs under Mayfield Road and connects to the subdivision to the south, located in the City of Brampton (See **Figure 12**). This channel has been realigned both upstream and downstream of the subject site. Through this application, the channel will be realigned in consultation with the Toronto and Region Conservation Authority ('TRCA').

### **1.3 Current Status of Land and Ongoing Studies Related to Lands**

The site is currently located outside of the urban boundary and is designated as Prime Agricultural Area and Greenbelt Area in Regional and Local Official Plans. Through this application, it is proposed that the agricultural lands be added to the urban boundary and redesignated for employment uses. In accordance with the ongoing MCR, the Region is intending to redesignate these lands. One of the main challenges and barriers to development in the Town of Caledon and Region of Peel is the ongoing GTA West Transportation Corridor Route Planning and Environmental Assessment Study ('GTA West Study') that is effectively sterilizing and preventing development from occurring on lands within the urban boundary that are already designated and zoned for employment uses. The redesignation will aid both the Town of Caledon and Region of Peel in offering 'ready-land' to be used for employment and ultimately help to meet employment targets set out by the Province. The ongoing MCR and GTA West Study are discussed in detail below.

#### **1.3.1 Region of Peel Municipal Comprehensive Review and Settlement Area Boundary Expansion**

The Region of Peel is undergoing its Municipal Comprehensive Review ('MCR') in accordance with requirements of the Provincial Policy Statement and the Growth Plan with approval of the new Official Plan anticipated in 2022. While the Region was undergoing its MCR, the policies of the Growth Plan were updated to increase the population and employment forecasting from 2041 to 2051. The Region's MCR process is titled "Peel 2041+ Official Plan Review" and includes the ongoing Settlement Area Boundary Expansion Study ('SABE').

Through their work, the Region of Peel has concluded that there is a need for a boundary expansion within the Region as there is not enough lands within the urban boundary to accommodate the growth targets identified by provincial policy. Through the SABE study, the Town of Caledon has been identified as the 'Focus Study Area' which includes areas that are considered priority and likely for boundary expansion. The majority of the land in the Focus Study Area is either Prime Agricultural or part of the Natural Heritage System. Inevitably, Prime Agricultural Land will be converted to other uses to accommodate the required amount of growth. Preliminary findings show that an additional population of 183,000 people and 67,700 jobs are anticipated by 2051, which means the Region of Peel must accommodate 3,100 hectares for Community Areas and 1,200 hectares to support Employment Areas.

The subject site falls within the Focus Study Area (see **Figure 4**) and is therefore within the area proposed for boundary expansion. Notwithstanding the Region's ongoing consideration of the lands to be included in the urban boundary, a formal request was submitted to include the lands in the urban boundary as employment lands. While the SABE has not been approved, it is likely that the subject site will be included in the boundary expansion given its proximity to the built-up boundary of both the

Mayfield West Secondary Plan Area and the City of Brampton, and its proximity to the future planned GTA West corridor. Preliminary studies have identified the site as suitable for employment uses.

In December 2020, results from the latest SABE studies were presented to Regional Council. A number of studies are applicable to the proposed development and are summarized below in the context of both the area and more specifically, in the context of the site.

| STUDY  | APPLICATION TO 12035 DIXIE ROAD   |
|--|---|
| <b>Summary of required Land Needs</b>              | <ul style="list-style-type: none"> <li>- Additional population of 183,000 people and 67,700 jobs by 2051, which translates to 3,100 hectares for Community Areas and 1,200 hectares to support Employment Areas</li> </ul>  |
| <b>Agricultural Impact Assessment, Planscape</b>   | <ul style="list-style-type: none"> <li>- The subject site falls within Area 8 of the Agricultural Impact Assessment</li> <li>- Area 8               <ul style="list-style-type: none"> <li>o The assessment acknowledges the interface with the Mayfield West Secondary Plan Boundary and notes that it meets many criteria for boundary expansion</li> <li>o The existing land use is primarily agricultural in Area 8 and therefore Minimum Distance Separation requirements are to be considered</li> <li>o Natural Heritage System could be a buffer to protect agricultural uses</li> </ul> </li> </ul> <p><b>COMMENTS:</b> Given the proximity of the site to the built-up area of Mayfield West and City of Brampton, the site is not viable for agricultural uses long term. The site is naturally fragmented by the road pattern and the Natural Heritage System in proximity to existing residential and employment uses. Additionally, there has been a lack of recent investment in the agricultural community. Agriculture requires a long-term commitment in order to justify the investment in soil improvement, structures, livestock facilities. There is a minimum area for a Prime Agricultural designation and this area is less than this minimum. See Agricultural Impact Assessment, prepared by Clark Consulting Services Inc. for further information.</p> |
| <b>Transportation Initial Assessment, Paradigm</b> | <ul style="list-style-type: none"> <li>- The subject site falls within Area 6 (Northwest of Tullamore/Northeast of Mayfield West) of the Transportation study</li> <li>- The study assessed transportation potential using the principles from the Region's Long Range Transportation Plan framework including Transportation, Economic, Natural Environment and Cultural Heritage</li> <li>- Area 6 is identified as an area with high potential for goods flow movement</li> <li>- Additionally, from a natural heritage perspective, Area 6 was identified to have minimal constraints that would cause negative impact to natural heritage during construction activities</li> </ul> <p><b>COMMENTS:</b> The site is uniquely situated in an area that has frontage on major arterial roads, access to the existing 400-series highway, and is in proximity to the planned GTA West expansion. This makes the site ideal for future employment uses that rely heavily on an integrated transportation network.</p>  |

| STUDY   | APPLICATION TO 12035 DIXIE ROAD  |
|---|--|
| <b>Employment &amp; Commercial Opportunities,</b><br><i>Cushman &amp; Wakefield</i>   | <ul style="list-style-type: none"> <li>- The subject site falls within Area 4 (Mayfield West) of the Employment study</li> <li>- The employment potential was based off of a number of criteria which are all applicable to the subject lands:               <ul style="list-style-type: none"> <li>o Good access to labour</li> <li>o Proximity to other established employment areas</li> <li>o Complement planned employment uses nearby</li> <li>o Direct and/or proximate access to a GTA West corridor or interchange</li> <li>o Proximity to transportation infrastructure such as 400-series highways, intermodal facilities, and Pearson International Airport</li> <li>o Visibility to the GTA West corridor and on arterial roads</li> <li>o Opportunities to access public transit</li> <li>o Opportunities for significant contiguous blocks of land for employment uses</li> <li>o Accommodate land-extensive users</li> <li>o Existing land uses that can be leveraged for a spin-off economic effect</li> <li>o Avoid physical features that could preclude or inhibit development</li> <li>o Land use conflicts can be managed/avoided</li> </ul> </li> <li>- The Mayfield West area has been identified as an area with strong potential for near and long-term employment uses due to existing connection with Highway 410 and the eventual GTA West corridor connection</li> </ul> <p><b>COMMENTS:</b> As identified by this study, the subject lands are suitable for employment uses in the near and long term and meet all of the criteria noted above. The site makes use of critical land mass that can accommodate land-extensive users, is in proximity to other employment uses, and has access to existing and planned transportation infrastructure.</p> |
| <b>Water &amp; Wastewater Assessment,</b><br><i>Region of Peel</i>  | <ul style="list-style-type: none"> <li>- The subject site falls within Area 5 (Wildfield) of the Water and Wastewater study</li> <li>- The study assessed the ability to service future lands</li> <li>- Area 5 is identified as better positioned for future servicing.</li> </ul> <p><b>COMMENTS:</b> The subject site is located in proximity to existing infrastructure that has been oversized on Dixie Road and Mayfield Road.</p>   |
| <p><b>SUMMARY</b></p> <p>In summary, the subject land falls within the proposed urban boundary expansion area. The lands fall in an area that has been identified as prime for employment uses, based on a number of criteria being met by the area as well as criteria satisfied for the specific site. The lands can make use of existing and planned servicing and transportation infrastructure. Moreover, the lands are within an area that has been identified to have high potential for goods movement. It is expected that the lands will be included in the urban boundary expansion area and we proposed they be designated Employment through this exercise in accordance with the findings contained within this report, and the supporting studies discussed in section 5 of this report.</p> |  |

### 1.3.2 GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Province (Ministry of Transportation of Ontario) is undertaking a study to create a “new corridor [that] will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, and will feature a 400-series highway, a transitway, and potential goods movement priority features”. The Province initiated Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (‘GTA West Study’) in 2014. The GTA West corridor is an important transportation feature for the Region of Peel and the Town of Caledon.

On August 7, 2020 the Province of Ontario confirmed the “Preferred Route” for the GTA West corridor (see **Figure 5**). The Preferred Route consists of the route and interchange locations for the GTA West corridor. Preliminary design is expected to advance, and further consultations will be held as the design is further developed. It is anticipated that the Environmental Assessment for the GTA West corridor will be completed by the end of 2022.

The Route Planning Study Area is comprised of “green areas” and “purple areas” (see **Figure 6**). The green areas are areas where the Ministry of Transportation of Ontario (‘MTO’) has reduced interest in properties, as such, properties within this area can proceed through municipal development processes. MTO will review these applications, but it is unlikely they will be impacted by the GTA West corridor. The purple area is considered the “Focused Analysis Area” (‘FAA’) which is a zone that surrounds the Preferred Route and defines the extent of the area of properties that continue to remain within an area of interest as the study advances. These properties could be directly impacted by the GTA West corridor, and therefore cannot proceed with development until such time that the Environmental Assessment (‘EA’) is approved and the route is locked in. This leaves a large area of land ‘on hold’ and effectively sterilized from future development until such time that the EA is complete.

The subject site falls outside of the Route Planning Study Area as shown on **Figure 5** and **Figure 6**.

### **1.3.3 Status of Employment Lands in the Town of Caledon**

There is approximately 180 gross hectares (444 acres), 200 net hectares (494 net acres), of employment lands designated under the Mayfield West Secondary Plan. Due to the ongoing GTA West Study process outlined above, lands located within the FAA have not been able to proceed with development. As shown by **Figure 7**, specifically, in the Town of Caledon and Mayfield West Secondary Plan Area there is approximately 91.5 net hectares (226 acres) of ‘ready’ (designated and zoned) employment lands that cannot proceed with development today, due to the FAA. Moreover, the Preferred Route, as it currently stands, will take away approximately 28 net hectares (70 acres) of employment land. These lands have been accounted for in previous planning exercises and are required to meet the Growth Plan targets set by the Province for employment. It is a requirement of the Growth Plan (Section 2.2.5) that municipalities ensure the availability of sufficient land for a variety of employment to accommodate the forecasted employment.

In addition to the above, and largely due to the GTA West FAA, there is limited designated/zoned land available to accommodate land-extensive employment and industrial users who need a significant amount of land to accommodate large-scale warehouse facilities (which require a planned network of loading areas, trucking routes, gatehouses, stormwater infrastructure, as well as substantial parking to accommodate the employees on site). The remaining lands that are designated Employment in the Mayfield West Secondary Plan Area that are located outside of the FAA are small in size, and would not meet these basic requirements.

In summary, based on the timing of the MCR and other related studies, the Town could not reasonably expect any substantial employment growth until the year 2025. Thus, in order for the Town and Region

to meet employment targets as well as provide a land base suitable to accommodate large employment users, it is critical to redesignate lands in proximity to existing employment uses and urban areas that are not impacted by the FAA to accommodate employment uses in the municipality, which the subject lands provide.

## 2.0 PROPOSED DEVELOPMENT

### 2.1 Development Proposal

The proposed development is an exciting opportunity for the Town of Caledon and Region of Peel to attract and secure large scale industrial employment users. This development application is being filed alongside an application located at 12035 Dixie Road, which is submitted under separate cover, however, together offer a significant employment opportunity for the Town and Region. The developments, provide over 4,800,000 square feet of employment area, and will create approximately 4,000 jobs across this employment hub. The proposed uses are for e-commerce, technology and innovation, warehouse, and logistic type development. Additionally, this proposal provides a unique opportunity to convert underutilized agricultural land to an employment use that will assist with food security in the Region. End users are ready to begin construction immediately upon receiving planning approvals.

The development at 12035 Dixie Road will consist of four industrial buildings that vary in size (180,000 – 1,350,000 sq ft) and total approximately 2,200,000 square feet of employment area. A copy of the proposed Site Plan is attached as **Figure 3**.

The northeast corner of the site is identified as part of the Greenbelt Area and other natural heritage features identified through site walks with relevant agencies (see **Figure 12**). The development proposes to protect or enhance all environmental features. There is a drainage feature ('channel') that runs from the northwest corner of the site and outlets at the southeast corner to a culvert that runs under Mayfield Road and connects to the subdivision to the south, located in the City of Brampton (See **Figure 12**). This channel has been realigned both upstream and downstream of the subject site. Through this application, the channel will be realigned in consultation with the Toronto and Region Conservation Authority ('TRCA'). The realignment will result in a longer, enhanced channel, and will be vegetated with non-invasive native species. Additionally, the Greenbelt Area together with the realigned channel will be zoned Environmental Policy Area 1 (EPA-1) which is the most restrictive EPA zoning.

It is important to note that Toronto and Region Conservation Authority ('TRCA') and Town of Caledon staff have been consulted on these features, and limits of the natural heritage features were staked on site and agreed to by all parties (TRCA, Town Staff and Owner/Applicant representatives). The limits are provided with this submission, see Feature Staking Survey by R. Avis Surveyors. Since the property is within the TRCA Regulated Area, a TRCA Permit is required prior to development commencing. The TRCA permit application is being submitted at the same time as the enclosed applications, in order to expedite review and approvals.

The balance of the site will accommodate the development at 12035 Dixie Road which will consist of four industrial buildings that vary in size and total approximately 2,200,000 square feet of area. The east half of the site will accommodate Building A. On the west half of the site, fronting Dixie Road, there will be three buildings; Building B; Building C, and Building D. The Buildings are approximately 1,325,000 square feet (Building A), 405,000 square feet (Building B), 190,000 square feet (Building C) and 230,000 square feet (Building D) in size. Access to the site is planned from both Dixie Road and Mayfield Road at fully signalized entrances. Minor accesses (unsignalized) are also proposed on Dixie Road for car traffic.

The sites were chosen given the proximity to the existing 400-series highway, and the planned GTA West corridor. The site plan has three proposed fully signalized site accesses that have been strategically aligned with existing site entrances. The proposed internal driveway network will remain private and will be maintained by the site owner(s).

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

## **2.2 Servicing of Proposed Development**

In accordance with the submission requirements, a Functional Servicing and Stormwater Management Study was undertaken by WSP Group. The servicing study evaluated the existing and future servicing options for the site.

In accordance with provincial and local planning policy, servicing of sites should be undertaken in a comprehensive manner. Servicing of the site is proposed off of Mayfield Road and Dixie Road. The existing infrastructure is appropriately sized to accommodate this new development, as outlined in the Functional Servicing Report prepared by WSP. A large stormwater management pond will service the entire site, as outlined in the Stormwater Management Report, prepared by WSP.

## **2.3 Town of Caledon and Region of Peel as a Competitive Employment Market**

As discussed in previous sections of this report, the two development proposals (12035 Dixie and 12892 Dixie) will create 4,800,000 square feet of industrial/employment area in the Town of Caledon and Region of Peel, that will generate approximately 4,000 jobs. This is an exciting opportunity for both the Town and Region to ensure that both remain competitive in the economic landscape and meet the employment targets set by the Province. Additionally, this proposal provides an opportunity to convert underutilized agricultural land to an employment use with end users ready to begin construction upon obtaining approvals.

The Town, as it currently stands, has only 20 hectares of designated and serviced employment lands. These sites are too small, and therefore the Town currently has no designated vacant lands that are available to accommodate potential large-scale employers. This situation, if unchanged, would result in the Town employment growth remaining stagnant past 2025.

These sites were selected due to their large land mass and resulting ability to accommodate the large building envelopes, the proximity to the existing and planned 400-series highway network, and lastly due to the unavailability of zoned/designated employment land in the Mayfield West Secondary Plan Area.

As identified in the Economic Benefits Study, prepared by urbanMetrics Inc. in support of this application, the Town of Caledon 2020-2030 Economic Development Strategy ('EDS') specifically highlights the importance of the transportation and warehousing industry and makes clear that this is a key strength for the Town of Caledon economy. The EDS further states that the "lack of sufficient inventory of serviced, investment-ready land is a concern". A shortage of employment-ready lands has been identified in the EDS. This is a major problem for the Town and Region, that is further exacerbated by the ongoing GTA West Study, mentioned in section 1.3.2 and 1.3.3 of this report.

The sites are conveniently located within the 'emerging employment corridor' which is developing between Mayfield West, through Tullamore, and into Bolton (where lands have been designated as Provincially Significant Employment Zone). This corridor is emerging for employment and industrial uses that rely on major transportation networks with readily available and planned future freight-supportive infrastructure (such as major arterials or highways). Specifically, in relation to these sites, the location is prime for freight-reliant industry (such as warehousing and distribution). The sites are located along or in proximity to Dixie Road and Mayfield Road which are both identified as a Primary Truck Routes in the Region of Peel Goods Movement Strategic Plan (2017-2021). Additionally, the sites are located only a short distance away from the existing Highway 410/Mayfield interchange, which connects to the 400-series highway. Lastly, the future GTA West east-west corridor, and north-south Highway 410 extension is planned within proximity of the site.

This development application highlights an important opportunity for the Town and Region to make land use changes that align with provincial policy, regional and local policy, as well as align with and help to meet strategic initiatives that will ensure the Region and Town remain competitive and attract businesses in the short and long term.

## **2.4 Employment Density**

The proposed development at 12035 Dixie Road provides for 2,250 jobs to be accommodated within 2,200,000 square feet of employment area on site. The employment numbers were provided by end users for the development. Across the two sites, and including 12892 Dixie, over 4,000 jobs are to be accommodated within 4,800,000 square feet of employment area.

The Growth Plan (2.2.2.7) sets the minimum density target for the Region of Peel at not less than 50 residents and jobs combined per hectare. It is important to note that this policy is for areas within the Designated Greenfield Area, as defined by the Growth Plan, which this site falls into. In addition, this is to be achieved over the Region's entire Designated Greenfield Area, and it is not expected this would be achieved on every single site. The Designated Greenfield Area targets were analyzed in **Table 1**, **Table 2**, and **Table 3** below.

**Table 1** outlines the employment density required on site using the Greenfield Growth Plan target of 50 jobs and people per hectare. A total of 2,450 jobs would be required to be accommodated on site (on the site at 12035 Dixie Road alone).

**TABLE 1:** Density Calculations as per Growth Plan – 50 people and jobs/ha

| DENSITY CALCULATION   |       |
|---|-------|
| Total Site Area   | 59 ha |
| Area of Natural Heritage Features and Conveyances (Non-developable) | 10 ha |
| Net Area for Density Calculation                                    | 49 ha |
| Required Total Number of People & Jobs                              | 2,450 |

Employment areas required per employee were analyzed using the rates applied to the Mayfield West Area in the 2019 Town of Caledon Development Charges Background Study. According to this study, each employee requires 1,500 square feet of employment area. **Table 2** outlines the size of building that would be required to accommodate 1,500 square feet per employee and ultimately accommodate the 2,450 jobs on site requested by the Growth Plan. A total gross floor area of 3,675,000 square feet would be required on site to accommodate this number of jobs.

**TABLE 2:** Building Area Required to Accommodate 2,450 Jobs on Site to meet Growth Plan Designated Greenfield Area Targets

| BUILDING AREA REQUIREMENTS TO ACCOMMODATE 4,000 JOBS |                                |
|--|--------------------------------|
| Total Jobs   | 2,450                          |
| Square Feet per Employee                             | 1,500 square feet <sup>1</sup> |
| Required Square Footage                              | 3,675,000 square feet          |

It is important to highlight that the rates used in the Mayfield West Area (1,500 square feet per employee) are general and are representative of a number of employment uses including: office, commercial, and retail (and industrial). When site planning for the first three uses (excluding industrial), there are opportunities to accommodate a multi-level building, therefore increasing the overall gross floor area, and increasing the amount of area that employees may be accommodated on.

The proposed development is warehouse industrial development, which typically spans across a single floor, as is the case here. These types of industrial developments are unique in that they require the following: a significant building envelope to accommodate a large warehouse facility with high floor-to-ceiling heights, expansive and integrated trucking routes to accommodate truck traffic, truck parking, gatehouses and weigh scales, strategically placed perimeter loading bays, significant car parking areas to accommodate the required number of employees, and supporting infrastructure, such as stormwater

<sup>1</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

management ponds. The expansive requirements limit the area available to accommodate the warehouses themselves.

The assumptions noted above are in line with work recently completed by Hemson Consulting and Cushman & Wakefield (Employment and Commercial Opportunities Technical Study, December 2020). Hemson Consulting has developed a benchmark for 'Employment Land Employment' density of 33 Employment Land Employment jobs per net hectare, assuming 80% site utilization factor (net to gross land area), and a 45% site coverage.<sup>2</sup>

**Table 3** below outlines the total building gross floor area provided on site, and applies the total gross floor area required per employee the Mayfield West Area, in order to calculate the total jobs accommodated on site. Approximately 1,438 jobs are created on site, this under the number of jobs reported by end users.

**TABLE 3:** Employment Density Provided on Site based on 1,500 sq. ft. per employee and actual Density <sup>3</sup>

| DENSITY CALCULATION              |                                |
|----------------------------------|--------------------------------|
| Total Building Area              | 2,155,928 square feet          |
| Square Feet per Employee         | 1,500 square feet <sup>4</sup> |
| <b>TOTAL JOBS ON SITE</b>        | <b>1,438</b>                   |
| Developable Area                 | 49 ha                          |
| <b>ACTUAL JOBS ON SITE</b>       | <b>2,250</b>                   |
| <b>ACTUAL EMPLOYMENT DENSITY</b> | <b>46 jobs/ha</b>              |

The above calculations are directly correlated to the number of jobs accommodated within the buildings and are therefore based solely on the gross floor area of the buildings. For this development, the Applicant has received employment data from end users. A total 2,250 jobs will be accommodated on site across the development. The development will therefore provide an employment density of 46 jobs/ha, which exceeds the required density targets set out by the Local and Regional Official Plans (42 jobs/ha).

The proposed development aids the municipality in achieving employment targets set by the Province. While the site does not accommodate 50 jobs per hectare on site, the site will achieve an employment density of 46 jobs per hectare. In summary, the site will accommodate approximately 2,250 jobs on site.

<sup>2</sup> Employment Land Employment (ELE) "refers principally to industrial-type jobs, and covers sectors including manufacturing; research and development; warehousing and distribution; and wholesale trade. A land-extensive form of development, these jobs are overwhelmingly located in single-storey buildings, with a small office component which may be multi-storey" (Employment and Commercial Opportunities Technical Study, December 2020, Cushman & Wakefield)

<sup>3</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

<sup>4</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

## 2.5 Economic Benefits to the Town of Caledon and Region of Peel from Development of Lands

The exposure to the Town and Region from these projects will be substantial and will assist in the economic promotion of the area. Employees will live and shop in the Region. Spin-off benefits from the proposed development have not been quantified but it is logical to assume it will be significant.

Additionally, the proposed development will generate millions of dollars for the Town, Region and School Boards. The economic benefit anticipated to be generated by the proposed development on the North (12892 Dixie Road) and South (12035 Dixie Road) sites was studied by urbanMetrics Inc. and is summarized as follows:

|   | TOTAL                        | 12892 DIXIE (NORTH)         | 12035 DIXIE (SOUTH) |
|---|------------------------------|-----------------------------|---------------------|
| Jobs (Reported by Tribal)                         | 4,000                        | 1,750                       | 2,250               |
| Non-Residential Assessment Base                   | \$445,000,000                | \$246,000,000               | \$190,000,000       |
| Annual Property Tax (Town, Region, School Boards) | \$9,000,000                  | \$5,000,000                 | \$4,000,000         |
| Development Charges (Town)                        | \$25,000,000                 | \$14,000,000                | \$11,000,000        |
| Development Charges (Region)*                     | \$38,800,000 - \$77,000,000* | \$4,800,000 - \$43,000,000* | \$34,000,000        |

For the Regional Development Charges ('DC'), note "\*\*\*", the low amount represents the payable DC where Regional water and sanitary servicing is not available to 12892 Dixie Road, as per Region of Peel Development Charges By-law Number 77-2020. If this is the case, as noted in section 2.2 of the report for 12892 Dixie Road (prepared under separate cover) the Applicant is prepared to work with the Region to enter into agreements allowing the Applicant to service the site in an integrated manner, which would involve extending water and sanitary servicing to the development, and obtain DC rebates. It is important to note that in any case, should the development at 12892 Dixie Road proceed, DC's will be payable for other Regional services including transportation public service highways, public works, growth studies, paramedics, waste diversion and Ontario Provincial Police (as OPP provides policing services to the Town, not Peel Police).

Development Charge Calculations (based on proposed building sizes and rates effective January 22, 2021 for the Region of Peel and February 1, 2021 for the Town of Caledon) are as follows:

| <b>Region of Peel DC's</b> |                  | <b>Effective January 22, 2021</b> |                         |                         |
|----------------------------|------------------|-----------------------------------|-------------------------|-------------------------|
|                            | <b>\$ per sm</b> |                                   | <b>DC CHARGE NORTH</b>  | <b>DC CHARGE SOUTH</b>  |
| WATER SUPPLY               | \$               | 76.16                             | \$ 18,830,026.88        | \$ 15,254,238.72        |
| WASTEWATER                 | \$               | 79.04                             | \$ 19,542,086.72        | \$ 15,831,079.68        |
| PUBLIC SERVICES HWY        | \$               | 16.52                             | \$ 4,084,454.36         | \$ 3,308,823.84         |
| PUBLIC WORKS               | \$               | 1.10                              | \$ 271,967.30           | \$ 220,321.20           |
| OPP                        | \$               | 0.29                              | \$ 71,700.47            | \$ 58,084.68            |
| GROWTH STUDIES             | \$               | 0.72                              | \$ 178,014.96           | \$ 144,210.24           |
| PARAMEDICS                 | \$               | 0.90                              | \$ 222,518.70           | \$ 180,262.80           |
| WASTE DIVERSION            | \$               | 0.19                              | \$ 46,976.17            | \$ 38,055.48            |
|                            |                  | <b>TOTAL</b>                      | <b>\$ 43,247,745.56</b> | <b>\$ 35,035,076.64</b> |

| <b>Town of Caledon DC's</b> |                  | <b>Effective February 1, 2021</b> |                         |                         |
|-----------------------------|------------------|-----------------------------------|-------------------------|-------------------------|
|                             | <b>\$ per sm</b> |                                   | <b>DC CHARGE NORTH</b>  | <b>DC CHARGE SOUTH</b>  |
| Town of Caledon             | \$               | 58.41                             | \$ 14,441,463.63        | \$ 11,699,055.72        |
| Educational                 | \$               | 9.69                              | \$ 2,395,784.67         | \$ 1,940,829.48         |
|                             |                  | <b>TOTAL</b>                      | <b>\$ 16,837,248.30</b> | <b>\$ 13,639,885.20</b> |

## 2.6 Required Planning Approvals

In support of the proposed development as described in section 2.1 above, four applications are required: Region of Peel Official Plan amendment application; Town of Caledon Official Plan amendment application; Zoning By-law amendment application; and Site Plan application. These applications, combined with the timing to complete the current Official Plan review studies would result in employment lands not being readily available until approximately 2025. At the present time, a Regional Official Plan Amendment is not being pursued, as it is intended the lands be brought into the urban boundary through the MCR. The remaining applications are being submitted concurrently to expedite the planning approvals needed to support development of the site, given the readiness of the end users, as well as to make best use of staff and public resources.

At the present time, a private Regional Official Plan Amendment is not being requested, as the Region is undergoing its MCR. It is proposed that the lands be included within the urban boundary and redesignated from Prime Agricultural Area to Employment Area. This request reflects the Region's most recent plans to bring the site into the urban boundary as outlined in their draft studies, as presented to the public in December 2020.

The application to amend the Town of Caledon Official Plan ('Caledon OP') will be to include the lands within the urban boundary and re-designate the subject site from Prime Agricultural Area to Employment and update the associated mapping. A copy of the proposed Town of Caledon Official Plan Amendment is attached as **Appendix B**.

A zoning by-law amendment proposes to rezone the staked environmental lands and the associated buffers as Environmental Policy Area 1 (EPA-1), and rezone lands for employment uses under the MP

zone (Prestige Industrial), with site-specific standards that are required to support the proposed industrial development. It is anticipated that the lot will eventually be severed and this has been considered through the proposed site-specific zoning by-law to avoid the need for future minor variances. The site-specific standards help to achieve the form of industrial development required to create a large scale and integrated business park development. A copy of the proposed Town of Caledon Site-Specific Zoning By-law Amendment is attached as **Appendix C**.

Finally, a Site Plan Application is required to facilitate the proposed development, as the entire Town of Caledon is subject to Site Plan Control. The proposed site plan has been strategically developed to protect and enhance the existing natural heritage features on site including that of the Greenbelt Area, while accommodating a significant number of jobs on site. A copy of the proposed Site Plan is included as **Figure 3**, and has been submitted separately, full size, with this application.

### **3.0 PLANNING FRAMEWORK**

#### **3.1 Provincial Policy Statement (2020)**

The Provincial Policy Statement (PPS) is a document that guides overall development within Ontario. The planning policies of the PPS are divided into three categories: Building Strong Healthy Communities, Wise Use and Management of Resources, and Protecting Public Health and Safety. The PPS outlines policies that facilitate the development of complete, strong, liveable and resilient communities that balance competing needs including facilitating economic growth, while protecting the environment, public health, and safety.

***Section 1, Building Healthy Communities**, ensures that new communities are created in a healthy, liveable and safe manner and are sustainable. Section 1.1.2 directs municipalities to ensure that sufficient land is available to accommodate a range and mix of land uses for a projected time horizon or 25 years.*

The proposed development meets the policies above by providing a range of employment uses that will help to meet both short-term and long-term economic needs of both the Town and Region. The site is located adjacent to other employment uses, as well as a large housing stock, offering residents employment opportunities close to home. The boundary expansion is in proximity to the built-up boundary of the City of Brampton and Mayfield West Secondary Plan Area, and therefore is an efficient and sensible expansion. The parcel of land is conveniently located in an area that is well serviced and will minimize land consumption. Lastly, the development respects the ecological constraints on site and does not adversely impact the natural environment, and represents sustainable development.

***Section 1.1.3 Settlement Areas**, this section directs growth to settlement areas.*

While the subject site is not currently part of a settlement area, it is proposed through this application that it become part of the urban boundary, and therefore part of the settlement area.

The development of the site will efficiently use land and resources including existing roads, planned roadways and servicing infrastructure. Additionally, through this development there is a proposed transit expansion to service this development, providing sustainable modes of transportation to the area. Lastly, with the GTA West north-south expansion of Highway 410, and east-west corridor, development of this site for employment uses is logical in order to take advantage of trucking connections to the existing and future highway system.

**Section 1.1.3.8** is related to expansions of settlement areas, and states that:

*A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:*

- a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*
- b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;*
- c) in prime agricultural areas:*
  - 1. the lands do not comprise specialty crop areas;*
  - 2. alternative locations have been evaluated, and*
    - i. there are no reasonable alternatives which avoid prime agricultural areas; and*
    - ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and*
- e) impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.*

**1.1.3.9** Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of settlement area boundaries outside a comprehensive review provided:

- a) there would be no net increase in land within the settlement areas;*
- b) the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality;*
- c) prime agricultural areas are addressed in accordance with 1.1.3.8 (c), (d) and (e); and*
- d) the settlement area to which lands would be added is appropriately serviced and there is sufficient reserve infrastructure capacity to service the lands.*

In accordance with the above, adjustments to settlement area boundaries outside of a municipal comprehensive review are permitted, so long as there is no net increase of land within the settlement area. In accordance with section 1.1.3.8.a) there is not viable opportunities to accommodate this scale of job creation within the Town of Caledon. This is due to the ongoing GTA West Study. The GTA West Study is resulting in approximately 226 acres (the bulk) of available employment lands within the Mayfield West Secondary Plan Area are 'frozen' and cannot be developed until such time that the Environmental Assessment is complete and the route is locked in. It is fair to say that these lands have been sterilized, and should not be counted towards 'available' employment lands.

Even at the time that the GTA West Study is complete, it is likely that the lands within the Mayfield West Secondary Plan area will continue to be fragmented and will be unable to provide a critical land mass to attract large scale employers that will provide this scale of jobs (i.e., 4,000 jobs). As such, the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality in the year 2021/2022, rather than waiting to grant development approvals when the GTA West study is complete in 2023. As well, to wait risks losing out on the opportunity should the users seek other sites. Additionally, with the appropriate plans in place, the lands can be serviced in an efficient manner (i.e., via Dixie Road and Mayfield Road). Lastly, in accordance with the Agricultural Impact Assessment ('AIA') completed by Clark Consulting Services Ltd., these lands are in transition to urban area, and the conversion of this site will have minimal impact.

***Section 1.1.4 Rural Areas in Municipalities*** outline policies that ensure Rural Areas are protected.

The proposed development is consistent with the Rural Area policies in that it makes efficient use of the proximity to the urban area and existing services available. As noted above, these lands are in transition to urban area, and the conversion of this site will have minimal impact as per the AIA conducted by Clark Consulting Services Inc. The AIA also notes that while the conversion of these lands will result in a reduction in the agricultural land supply, this reduction will not be significant. We understand that the Region is currently considering Employment Uses on this site long term. We support this, as it is important to plan to accommodate economic activities in more urban forms that will generate employment, while conserving biodiversity and considering the ecological benefits and constraints on site, which this proposal does.

***Section 1.2 Coordination*** directs municipalities to use a coordinated, integrated and comprehensive approach when dealing with planning matters to ensure growth is planned and integrated across lower and upper-tier municipalities, natural and cultural heritage resources are managed, population and employment targets are met, infrastructure is planned and integrated, and risk to natural and human-made hazards is minimized.

The proposed development will help the Region of Peel and Town of Caledon ensure that development advances in a logistical and comprehensive manner that is integrated with infrastructure planning. Given the built-out area of Brampton to the south and the Mayfield West Secondary Plan Area to the west, logical sequencing of development includes the subject site next. The development (together with 12892 Dixie Road) will provide approximately 4,000 jobs to help the Region and Town meet employment and economic development targets in the near future. Through the various studies required for the planning applications, it has been shown that the development adequately manages natural heritage, water, agricultural, cultural heritage and archaeological resources. Additionally, the overall development will help the Region and Town to achieve projected employment forecasts and contribute to the overall economic sustainability of the Region.

**Section 1.3 Employment** requires that planning authorities promote economic development and competitiveness by providing sufficient land area for employment uses, and infrastructure to support such uses.

As it currently stands, the Region of Peel and more specifically, the Town of Caledon is not competitive for providing market ready employment land. This is due to the ongoing GTA West Study, as previously explained, which has essentially sterilized the employment land stock in the Mayfield West Secondary Plan Area. The proposed development will help the municipalities to achieve a mix and range of employment uses to meet the long-term employment needs of the Region, through the creation of approximately 4,000 jobs across 325 acres of land. It is also the municipalities job to ensure that there is sufficient infrastructure to support growth, and the site can adequately be serviced from Dixie Road and Mayfield Road.

**Section 1.6 Infrastructure and Public Facilities** requires that infrastructure and public service facilities be provided in an efficient and cost-effective manner that mitigate impacts of climate change, and requires long range planning by municipalities to provide sewage and water services in a sustainable manner in order to support growth and minimize financial risk.

The site can be serviced by existing infrastructure on Dixie Road and Mayfield Road, with no need for upgrades to accommodate this development.

**Section 1.7 Long-Term Economic Prosperity** guides development that is supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.

The proposed development supports long-term economic prosperity in the Region and Town by promoting opportunities for economic development and by providing accessibility to land available for development of employment uses that will ultimately stimulate the economy. This site is located in a prime location to support the movement of goods within the GTA, given the connections to existing and planned infrastructure.

**Section 1.8, Energy Conservation, Air Quality and Climate Change**, requires that land use development patterns act to prepare for and, where possible, mitigate the impacts of climate change.

Development of the subject site promotes the use of active transportation by locating employment uses in close proximity to other employment uses and large residential subdivisions, which may shorten commute journeys and decrease congestion. It is understood that expansion of transit north, up Dixie Road, is planned in the near future to service these sites. This development will help to facilitate the establishment of said transit, ultimately ensuring that this large-scale employment

use is well served by transit. This development is freight-intensive and is well suited to be served by both existing and future transportation network including Highway 410, Highway 407, and the GTA West corridor. The sites are also in close proximity to major rail facilities and Pearson Airport. The Site Plan has also been strategically designed to mitigate the effects on existing vegetation, providing appropriate buffering, as well as realigning a channel to provide an overall net-benefit to the ecology of the site.

***Section 2.1 Natural Heritage*** states that natural features shall be protected for the long term and that development and site alteration is not permitted everywhere unless it can be demonstrated that development or alteration will not cause any negative impacts on the natural features or their ecological functions.

As outlined by the Comprehensive Environmental Impact Study Management Plan, the proposed development has regard for and has been planned to protect natural features and ecological function on site including wetlands, woodlots, and watercourses. Buffering from these Natural Heritage Features have been accommodated into the development plan. TRCA has been engaged and a TRCA Permit will be obtained prior to construction. The Ministry of Environment, Conservation, and Parks have identified the watercourse in the northeast corner of the site to have potential to be occupied Redside Dace habitat. Redside Dace is a minnow that lives in small streams, and given declines to the population the species has been listed as endangered under Ontario's *Endangered Species Act*. Out of an abundance of caution and in order to protect any Redside Dace, a 30 metre buffer has been applied to this area of the plan, and this is supported by our ecologist, WSP Canada Inc.

***Section 2.3 Agriculture*** guides municipalities in protecting prime agricultural areas long-term for agricultural uses.

The site is in an area of transition and is suitable for Employment uses long term as identified by our AIA consultant, Clark Consulting Services Inc. The AIA also notes that while the conversion of these lands will result in a reduction in the agricultural land supply, this reduction will not be significant. This conversion is consistent with what is currently being proposed by the Region through their SABE study.

***Section 3.0 Protecting Public Health and Safety*** guides municipalities to reduce risks associated with natural or human-made hazards.

The proposed development has regard for, and has mitigated risk of public health and safety through various studies including a meander belt width assessment of the wetland, and slope stability assessments in and adjacent to the Greenbelt Area.

To summarize, the proposed development is located in close proximity to the already built-up areas of Brampton and Mayfield West, and represents a logical boundary expansion. Development of the subject site will make efficient use of land, and resources, including existing and planned infrastructure, while

having regard for climate change and natural heritage features on site. The development helps to contribute to the employment stock and economic viability of the Region and Town and is therefore consistent with the PPS.

### **3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is a provincial plan that guides growth in a way that “supports economic prosperity, protects the environment, and helps communities achieve a high quality of life”. All decisions made after May 16, 2019 must conform to the 2019 Growth Plan. The Growth Plan is divided into three sections outlined below, Section 2 – Where and How to Grow (which includes appropriate locations for growth), Section 3 – Infrastructure to Support Growth (which includes the movement of goods and people), and Section 4 – Protecting What is Valuable (which includes the natural heritage and agricultural systems).

In accordance with Schedule 2 of the Growth Plan, the subject site is identified as part of the Conceptual Designated Greenfield Area (see **Figure 8**). The site is also located in proximity to the transportation network that services the Growth Plan area (see **Figure 8**).

***Section 2 Where and How to Grow** sets out the framework for where and how to grow within the Greater Golden Horseshoe. Section 2.1.2.2 outlines where the majority of growth will take place, including within the settlement area and areas that have existing and planned infrastructure, and notes where growth will be limited, including in rural settlements, Greenbelt Area, hazardous lands, and where services are not planned.*

Through the Growth Plan, development is directed to settlement areas, delineated built-up areas, and strategic growth areas, as defined within the Growth Plan. Growth is limited in areas that are not well serviced, are rural settlements, hazardous lands and lands that are in the Greenbelt Area. Through the ongoing MCR and proposed Official Plan Amendment, the site will become part of the settlement area of Caledon. Additionally, the Greenbelt Area will be excluded from this application and will remain Greenbelt. Notwithstanding the above, the site is located within the designated greenfield area of the Growth Plan, and has access to existing and planned services and transportation networks, ultimately making it suitable for growth.

***Section 2.2.5 Employment** provides policy direction to ensure economic competitiveness and adequate supply of employment land to serve economic development.*

In accordance with the above it is the municipalities responsibility to designate adequate employment lands to meet targets of the Growth Plan. Employment lands were designated in the Mayfield West Secondary Plan. The Mayfield West Secondary Plan accounts for approximately 180 net hectares (444 acres) of employment land, to serve the Town of Caledon. As discussed previously, due to the ongoing GTA West Study, approximately 226 acres (the bulk) of available employment lands within the Mayfield West Secondary Plan Area are ‘frozen’ and cannot be developed until such time that the Environmental Assessment is complete and the route is locked in. It is fair to say that

these lands have been sterilized, and should not be counted towards 'available' employment lands. Even at the time that the GTA West Study is complete, it is likely that the lands within the Mayfield West Secondary Plan Area will be fragmented and will be unable to provide a critical land mass to attract large scale employers that will provide this scale of jobs (i.e., 4,000 jobs). As such, the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality in the year 2021/2022, rather than waiting for the GTA West study to be complete in 2023.

**Section 2.2.7 Designated Greenfield Area** provides policy direction for density within the Designated Greenfield Area. The subject site falls outside of this conceptual boundary, however is proposed to become part of the urban boundary and therefore we are assessing these targets. In accordance with 2.2.2.7, the minimum density target for the Region of Peel is not less than 50 residents and jobs combined per hectare (across the entire Designated Greenfield Area in the Region of Peel).

The proposed development aids the municipality in achieving complete communities. The site is located in proximity to employment and residential uses. There is a need for 'ready' employment land, and there is a significant residential stock that may benefit from employment close to home. As outlined in section 2.3 of this report, employment is anticipated as follows:

| DENSITY CALCULATION              |                                |
|----------------------------------|--------------------------------|
| Total Building Area              | 2,155,928 square feet          |
| Square Feet per Employee         | 1,500 square feet <sup>5</sup> |
| <b>TOTAL JOBS ON SITE</b>        | <b>1,438</b>                   |
| Developable Area                 | 49 ha                          |
| <b>ACTUAL JOBS ON SITE</b>       | <b>2,250</b>                   |
| <b>ACTUAL EMPLOYMENT DENSITY</b> | <b>46 jobs/ha</b>              |

The lands to be added through this application contribute to meeting the required minimum density target within the Greenfield Area by providing approximately 46 jobs per hectare.

**Section 2.2.8 Settlement Area Boundary Expansions** outlines the policies for Settlement Area Boundary Expansions including criteria required to consider the most appropriate location for expansion (2.2.8.3), criteria for municipalities to make a boundary adjustment outside of a MCR (2.2.8.4), and criteria for a boundary expansion to occur outside of a MCR, if privately initiated (2.2.8.5), and may not exceed 40 hectares in size (2.2.8.6), as is the case with this application. The policies of 2.2.8.5 are outlined in detail below.

2.2.8.5. Notwithstanding policies 2.2.8.2 and 5.2.4.3, a settlement area boundary expansion may occur in advance of a municipal comprehensive review, provided:

- the lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 or 2.2.5.13, as appropriate;
- the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;

<sup>5</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

- c) *the affected settlement area is not a rural settlement or in the Greenbelt Area;*
- d) *the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and*
- e) *the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.*

In accordance with the above, adjustments to settlement area boundaries outside of a municipal comprehensive review are permitted, so long as the policies of 2.2.8.5 are met. The lands to be added through this application contribute to meeting the required minimum density target within the Greenfield Area by providing approximately 46 jobs per hectare. Additionally, the lands meet the criteria outlined in policy 2.2.8.3 including the following:

- as per the Functional Servicing Report completed on behalf of the applicant for this development, the site can be serviced using existing infrastructure;
- the Natural Heritage System and Greenbelt Area is being avoided and enhanced through this boundary expansion;
- although the land is considered prime agricultural, the entire area is going through transition to urban. In addition, the site meets the requirements and is in compliance with the minimum distance separation formulae, and does not have adverse impacts on the agri-food network, as outlined by the AIA Report by Clark Consulting Services Inc.

***Section 3 Infrastructure to Support Growth*** outlines policies ensuring integrated planning across all levels of government, transportation system planning, moving people, moving goods, creation and expansion of infrastructure corridors, municipal water and wastewater systems, stormwater management and public service facilities.

The proposed development is proceeding in an integrated manner. Development of this site represents logical boundary expansion given the extent of development to the south in the Mayfield West Secondary Plan Area and the complete development to the south in the City of Brampton. Servicing infrastructure is readily available, as outlined in the Functional Servicing Report prepared by WSP Group, and there are planned expansions to the transportation corridors up Dixie Road to service this site with transit and help to move people. Additionally, the site is a prime location for goods movement and is freight-supportive as the site fronts two major arterials, is in proximity to employment areas, and the site has access to the existing Highway 410 and 400-series highway, as well as the planned GTA West corridor expansions (both east-west and north-south).

***Section 4 Protecting What is Valuable*** outlines the policies for protecting valuable resources including the natural and cultural heritage resources, hydrologic features, public open space, the agricultural system, and protecting for climate change.

The proposed development converts agricultural land to employment uses which is supported by our agricultural consultant, Clark Consulting Services Inc. The area is in a state of transition and as

such, in the long term the land is not viable for agricultural uses. The proposed development is sensitive to the natural heritage resources on site and protects them from future development.

To summarize, the proposed development has regard for and is consistent with the Growth Plan in its entirety, as the proposed boundary expansion represents a logical expansion that makes use of existing servicing infrastructure, as well as planned infrastructure, aids in economic prosperity for the Town and Region, and is sensitive to the natural heritage resources that exist on site.

### 3.3 Greenbelt Plan (2017)

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

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

Under Schedule 1 of the Greenbelt, a portion (northeast corner) of the subject site is identified as “Greenbelt Area” and “Protected Countryside” (see **Figure 9**) and is part of the Natural Heritage System (see **Figure 10**). The area does not make up a large conglomerate of Greenbelt Area as seen further north in the Town of Caledon, rather it is a ‘finger’ of the Greenbelt.

On October 27 2020, a site visit was conducted with Toronto and Region Conservation Authority Staff (planning, ecology, engineering), Town of Caledon Staff (planning and engineering), WSP Group Inc. (ecologist), and Armstrong Planning & Project Management (planning). During this site visit, the limits of wetlands, woodlands and top of bank were confirmed on site by all parties. The summary of the site visit is attached as **Appendix A**.

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

As noted previously, there is a channel that runs from the northwest corner of the site and outlets at the southeast corner to a culvert that runs under Mayfield Road and connects to the subdivision to the south, located in the City of Brampton (See **Figure 12**). This channel has been realigned both upstream and downstream of the subject site. Through this application, the channel will be realigned in consultation with the Toronto and Region Conservation Authority (‘TRCA’). The realignment will result in

a longer, enhanced channel, and will be vegetated with non-invasive native species. Additionally, the Greenbelt Area together with the realigned channel will be zoned Environmental Policy Area 1 (EPA-1) which is the most restrictive EPA zoning.

Since the property is within the TRCA Regulated Area, a TRCA Permit is required prior to development commencing. The TRCA permit application is being submitted at the same time as the enclosed applications, in order to expedite review and approvals.

A Fluvial Geomorphological Assessment and Erosion Hazard Delineation was completed, by Geomorphix Inc., for the wetland in the Greenbelt Area to ensure that development is appropriately set back from the environmental feature in order to manage risk to life and property from erosion and flooding. A 30 metre buffer has been applied from the wetland and the toe of slope, as well as a 10 metre setback from the top of bank (in any case, the worse of the three has been applied as the ultimate constraint). A stable-slope assessment was also completed by MTE. The wetland feature and associated buffering will be protected long term as Environmental Protection Area and as Greenbelt Area. In accordance with recommendations from WSP, appropriate buffering from these features have been established.

Through the proposed applications for Official Plan Amendment and Rezoning, and further through the ongoing MCR, the Greenbelt Area will continue to be protected through its designation. In addition, through this specific application, the features staked on site (as well as associated buffering) will become Environmentally Protection Area in the Local Official Plan Amendment and Environmental Policy Area in the rezoning (EPA-1), and development will not be permitted within this area.

Even though the subject sites are proposed to become part of the urban area, there will still be interface with non-urban operations, such as agricultural uses. Given this, the site has been assessed in accordance with 3.1.3.3 and 3.1.3.4, and an agricultural impact assessment inclusive of the minimum distance separation ('MDS') formulae has been completed. The AIA, completed by Clark Consulting Services Inc. concludes that the site is within an area of transition, is in proximity to other employment uses, is suitable for employment uses, and meets the MDS formulae.

The proposed development has respect and regard for the Key Natural Heritage Features and overall Greenbelt Area on site. In addition, the development meets the policies related to the completion of an agricultural impact assessment and MDS formulae. In conclusion, policies within the Greenbelt Plan are met through this application.

### **3.4 Peel Region Official Plan (Consolidated 2018)**

The Peel Region Official Plan ('Peel OP' or 'ROP') outlines strategies to growth and development for the period of 2005 – 2031. As discussed in section 1.3.1 of this report, the Region is undergoing its Municipal Comprehensive Review ('MCR') in accordance with requirements of the Provincial Policy Statement and the Growth Plan with approval of the new Official Plan anticipated in 2022. While the Region was undergoing its MCR, the policies of the Growth Plan were updated to increase the population and

employment forecasting from 2041 to 2051. The Region's MCR process is deemed "Peel 2041+ Official Plan Review" and includes the ongoing Settlement Area Boundary Expansion Study ('SABE').

Draft documentation of the ongoing study was released in December 2020, this information was analyzed in context of the application as outlined in section 1.3.1 of this report. It is important to note that based on the current drafts, the subject site is proposed to be brought into the urban boundary through the SABE. Through discussions with the Region, we are proposing the lands be designated employment in accordance with this planning report and supporting studies. Policies of the new Peel OP are not yet available, so the policies of the existing and in-force Regional Official Plan (2018 Consolidation) were reviewed.

The site is currently designated Agricultural and Rural Area and Greenbelt under Schedule D4 of the ROP (see **Figure 13**). In addition, the site is identified as Core Area (Schedule A), Greenbelt Plan Area (Figure 2), Natural Heritage System (Schedule D3), Rural System (Schedule D) and Prime Agricultural Area (Schedule B) under the ROP Mapping. It is proposed that through the MCR, the site will be designated as part of the Designated Greenfield Area (ROP Schedule D4). The Key Natural Heritage Features of the site will continue to be designated Core Area (ROP Schedule A), Greenbelt Plan Area (ROP Figure 2), and Natural Heritage System (ROP Schedule D3).

**Chapter 2** of the Peel OP outlines the natural heritage resources that are present in the Region of Peel. In Chapter 2, a number of natural heritage resources are identified to be present in the Region, however, specific to this site are areas that are part of the Greenbelt Plan. In accordance with Schedule A of the ROP (see **Figure 14**), the site is designated as part of the Core Areas of the Greenlands System, as Greenbelt Plan Area (see **Figure 15**), and part of the Natural Heritage System (see **Figure 16**).

The Core Areas of the Greenlands System are shown generally in the ROP mapping and are generally in line with the features identified on site. The Core Areas for the property are also combined with the Special Policies of the Greenbelt Plan. The Core Areas contain ecological features that help to maximize biodiversity. The site has wetlands and woodlands that form part of the Core Areas of the Greenlands System. As discussed previously, these features are being appropriately protected and buffered.

The Greenbelt Plan is discussed in detail in section 3.3 of this report including strategies for long term protection of Key Natural Heritage Features and associated buffers, and mitigation of agricultural impact including meeting the required minimum distance separation formulae.

**Chapter 3** provides direction for identified resources, including promotion and preservation of the natural and cultural heritage within the Region including resources in Prime Agricultural Areas. As the property currently is located outside of the urban boundary, the site is designated Prime Agricultural Area (see **Figure 17**) and part of the Rural System (see **Figure 18**). As discussed throughout this report, the area is going through transition from agricultural to urban, and the site is being considered as a site that would be suitable to be included in the SABE. While the conversion of these lands will result in a reduction in the agricultural land supply, this reduction will not be significant as outlined by the AIA prepared by Clark Consulting Services Inc.

In accordance with the policies contained in **Section 3.6** (Cultural Heritage) of the ROP, the Region intends to “collect, preserve, house, catalogue, research display, interpret and promote object of archaeological significance, cultural and artistic heritage, and encourage arts education”.

*Heritage:* The subject site is identified on the Town of Caledon’s heritage registrar, as such a Cultural Heritage Impact Assessment (‘CHIA’) was completed for the property given the proposed change in land use development proposal. The CHIS completed by Stantec determined that direct and indirect impacts are not anticipated to the identified heritage attributes of 12035 Dixie Road. No direct impacts were identified as the heritage attributes of 12035 Dixie Road will not be destroyed or altered by the proposed undertaking. No indirect impacts are anticipated, including shadows, isolation, obstruction, a change in land use, or land disturbance. New construction will take place more than 100 metres from the heritage attributes.

*Archaeology:* A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc., and the study indicated that the site retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Test Pit Survey and 5 m Visual Survey was conducted over the area within the planned development. The Stage 2 concluded that the site did not have any further Archaeological potential.

**Chapter 4** outlines the population and employment forecasts which aid in determining regional servicing and establishing the land requirements to accommodate growth to the year 2031. Table 3 outlines the Population, Household and Employment Forecasts for Peel

| Table 3: Population, Household and Employment Forecasts for Peel <sup>1</sup> |                         |            |            |                         |            |            |
|---|-------------------------|------------|------------|-------------------------|------------|------------|
| Municipality  | 2021                    |            |            | 2031                    |            |            |
|   | Population <sup>2</sup> | Households | Employment | Population <sup>2</sup> | Households | Employment |
| Brampton  | 635,000                 | 184,000    | 280,000    | 727,000                 | 214,500    | 314,000    |
| Caledon   | 87,000                  | 28,000     | 40,000     | 108,000                 | 33,500     | 46,000     |
| Mississauga   | 768,000                 | 253,000    | 500,000    | 805,000                 | 270,000    | 510,000    |
| Peel  | 1,490,000               | 465,000    | 820,000    | 1,640,000               | 518,000    | 870,000    |

Source: Region of Peel Official Plan (2018 Consolidation)

This chart shows that for the Town of Caledon, it is expected that in 2021, there will be 40,000 jobs and in 2031, there will be 46,000 jobs. These numbers are currently being updated through the Region’s MCR process, and the Town of Caledon is currently undertaking its Land Needs Study. Preliminary results are available from the Employment and Commercial Opportunities Technical Study (Cushman & Wakefield) undertaken as part of the Region’s MCR. The study identifies that the Region requires +/- 1,200 hectares of new Employment land to meet Growth Plan targets to 2051. All of this is to be accommodated in the Town of Caledon, as the other municipalities are fully built up. In addition, it is anticipated that the Town of Caledon is falling short of meeting the ROP targets, given the findings released in the Town of Caledon 2020-2030 Economic Development Strategy (‘EDS’) which specifically highlighted the “lack of sufficient inventory of serviced, investment-ready land is a concern” in the Town. Without lands for employment, it is unlikely the Town will meet these targets.

**Chapter 5** acknowledges that the Region is part of a larger economic region of the Greater Toronto Area and Hamilton and the Greater Golden Horseshoe. This chapter outlines the key role that the Region has to play within this larger region. The Region is to manage growth and provide complete and healthy communities for people who live and work in Peel, and offer a range and mix of housing, employment and recreational and cultural activities. The site is currently outside of the urban boundary and therefore forms part of the Rural System. It is proposed through this development application that the lands become part of the urban boundary, and this represents timely, orderly and logical sequencing of a boundary expansion.

The site currently falls just outside of the Mayfield West Secondary Plan Area. Given the sites proximity to both the Mayfield West Secondary Plan Area, and the City of Brampton, this site is the 'next logical' area to expand within the Town of Caledon. It makes sense to continue employment uses up Dixie Road and along the Mayfield Road corridor given the proximity to other employment uses, residential housing stock in Brampton, and proximity to the planned future major transportation network (GTA West corridor).

Policy 5.4.3.2.7 requires that any settlement boundary expansion for Mayfield West be designated on the basis of a MCR, and will require an amendment to the ROP. It is proposed through the MCR and amendment to the ROP that the lands be used for Employment in order to aid the Region and Town in meeting employment targets established by this plan.

Policy 5.4.3.2.8.1 requires that development applications do not preclude the GTA West Preliminary Route Planning Study. Most recently, in August 2020, the Focused Analysis Area was refined and the Preferred Route was selected. The site falls outside of the Study Area.

As addressed by previous sections of this report, the MDS is required to be met. The application conforms to policy 5.4.3.2.8.2 by completing the MDS formulae and complying with any minimum distance separation required by ongoing agricultural operations, as identified in the AIA by Clark Consulting Services.

The development meets the requirements of section 5.5 Growth Management by promoting compact forms of urban development in proximity to existing and planned infrastructure (discussed further in relation to Chapter 6 below). The subject site is underutilized, and this represents intensification of an area that is suitable for employment given the proximity to existing employment uses, as well as existing and planned transportation infrastructure that is required for warehouse and truck-dependent employment uses. More specifically, this development achieves policy 5.5.3.1.8, which directs the Region to achieve a diverse and compatible mix of land uses including residential and employment. This site is located in proximity to the built-up boundary of the City of Brampton and Mayfield West Area which contain both employment and residential uses.

Section 5.5.4 outlines the policies related to Greenfield Density. Through the proposed redesignation of these lands, the land will become part of the Designated Greenfield Area. Policy 5.5.4.2.2 requires that within Designated Greenfield Areas a minimum density of 42 residents and jobs per hectare is required

to be met. Employment densities achievable on site are discussed in section 2.3 of this report. To summarize, approximately 46 jobs/ha can be achieved on-site by this development, exceeding the minimum targets.

| <b>DENSITY CALCULATION</b>       |                                |
|----------------------------------|--------------------------------|
| Total Building Area              | 2,155,928 square feet          |
| Square Feet per Employee         | 1,500 square feet <sup>6</sup> |
| <b>TOTAL JOBS ON SITE</b>        | <b>1,438</b>                   |
| Developable Area                 | 49 ha                          |
| <b>ACTUAL JOBS ON SITE</b>       | <b>2,250</b>                   |
| <b>ACTUAL EMPLOYMENT DENSITY</b> | <b>46 jobs/ha</b>              |

Section 5.6 Employment Areas directs the region to provide sufficient lands in employment areas (which are areas with clusters of business and economic activities – as identified by local official plans), to support a vibrant and sustainable economy. As discussed in section 1.1.3 of this report, there is a lack of ‘development ready’ employment land specifically in the Town of Caledon. This development application provides a unique opportunity for the Region and Town to provide employment land that is desirable and suitable for warehouse development, given its size and prime location.

Section 5.9 outlines policies related to the transportation system in Peel, which includes freeways, major roads, local roads, public transit, airports, rail lines, intermodal terminals and sidewalks, bikeways and trails. This section is intended to provide policies that create a transportation system that serves the needs of people who live, work, and travel through, the Region of Peel.

The Region of Peel is well connected by all modes of transportation, as the Region is home to Lester B. Pearson International Airport, is connected to the 400-series highway, has well established and interconnected transit regionally in both the City of Brampton and City of Mississauga, and has established an active transportation network. Of particular relevance to this development application is the existing and planned highway network (GTA West corridor) discussed in section 1.3.2 of this report. In addition, the site fronts onto Dixie Road, a Major Road with a planned right-of-way width of 36 metres, and Mayfield Road, a Major Road with a planned right-of-way width of 50 metres (see **Figure 19** and **Figure 20**). Through this private application, land dedications will be provided to the Region in order to achieve the desired right-of-way widths, as requested. Given all of the above, the site is in a prime location to support efficient movement of goods (5.9.7). Additionally, through this application and the application at 12892 Dixie Road, there will be a significant demand for bus transit to be extended to service these sites. Providing this level of employment (4,000 jobs on site) will ensure that extension of the bus service is feasible.

<sup>6</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

**Chapter 6** Regional Services outlines the policies related to the services provided by the Region including Public Works. The site can be adequately serviced by existing infrastructure on Mayfield Road and Dixie Road.

Redesignation of the lands through the MCR would include the lands as part of the Designated Greenfield Area (ROP Schedule D4). The Key Natural Heritage Features of the site will continue to be designated Core Area (ROP Schedule A), Greenbelt Plan Area (ROP Figure 2), and Natural Heritage System (ROP Schedule D3). The redesignation has regard for the policies of the ROP and therefore, we recommend its approval.

### **3.5 Caledon Official Plan (Consolidated 2018)**

The Town of Caledon Official Plan (Caledon OP) applies to all urban and rural lands within the Town of Caledon. The Caledon OP sets out direction and policy on where and how to grow through to the year 2031. The Town is completing its Municipal Comprehensive Review (MCR) in tandem with the Region of Peel, however, studies are not yet available, as the Town largely depends on the findings of the Region.

**Section 2.0** Strategic Direction of the Town OP acknowledges that the Town is located on the periphery of the Greater Toronto Area and faces both internal and external pressures to transition from a rural to an urban area. Through this section, the Town has established goals which provide the basis for the policies of the Town OP. The following are relevant to this proposal:

#### **2.2.3 Goals**

- *To establish a growth pattern for the Town, including rates and location of population and employment growth that maximized the overall quality of life for Caledon's residents.*
- *To protect and steward ecosystems in the Town.*
- *To conserve and promote cultural heritage resources in recognition of the non-replaceable nature of cultural heritage, as well as the contribution it makes to the character, civic pride, tourism potential, economic benefits and historical appreciation of the community.*
- *To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.*
- *To provide residents with a quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities.*
- *To preserve, expand and diversify the Town's employment base.*
- *To strengthen the local economy and tax base.*
- *To plan and support a transport system that provides for both inter and intra-Town traffic movements, balances demand with capacity, protects and stewards ecosystems, and protects heritage sites and sensitive human environments.*

- *To allow development in a manner that provides the best opportunity to optimize municipal service provision.*

The proposed development assists the Town in Caledon achieving the goals set out by Section 2.2.3 noted above. The location of the site represents orderly development that will support the optimization of servicing (water and sanitary) and transportation (inter and intra-municipal bussing) infrastructure. The site is conveniently located in proximity to employment uses and a significant housing stock; providing residents with the opportunity to work close to home and live close to work, reducing commute times. The development has been strategically designed to be sensitive to and enhance the natural heritage features on site, and through the proposed zoning will protect the natural areas from development pressure. Cultural heritage resources will be re-integrated into the future development, where feasible, in order to celebrate the cultural heritage of the site. Lastly, the development will generate a significant tax base for the municipality.

**Section 4.0** Town Structure and Growth Management outlines the hierarchy of settlements in order to implement the Town's growth management strategy, by defining the role and function of various settlements and allocating growth accordingly. The subject site is designated "Prime Agricultural Area" and "Environmental Policy Area" and "Boundary of Greenbelt Area" under Schedule A of the Town OP (see **Figure 21**, **Figure 22**, **Figure 23**, **Figure 25**, and **Figure 26**). Lands designated Greenbelt Area will continue to be designated as so, in accordance with the limits staked on site and associated buffers. Through the proposed official plan amendment, the remainder of the site will be designated "Prestige Industrial" under Schedule A. This also means that the lands would ultimately become part of the "Settlement Area" under Schedule F, Schedule J, Schedule K, Schedule L, Schedule O, Schedule S, Appendix I, Appendix II and Appendix III; and "Designated Greenfield Area" under Figure 1.

Conversion of the lands from agricultural to employment uses has been discussed throughout this report, and to reiterate, the AIA, completed by Clark Consulting Services Inc. concludes that the site is within an area of transition away from agricultural uses, as the agricultural uses are not seeing significant investment in recent years, is in proximity to other employment uses, and meets the MDS formulae. The site is therefore suitable for employment uses long term.

The proposed amendment will include the subject lands as part of the Designated Greenfield Area. The Town OP acknowledges the Growth Plan density target of 50 residents and jobs combined per hectare (4.2.2.1), however notes that in Caledon, employment densities are typically much lower. As such Policy 4.2.2.3.1 directs development within the Designated Greenfield Area to achieve a minimum density of 42 residents and jobs per hectare, in line with Regional requirements. In any case, these densities are not intended to be met on a site-by-site basis, rather across the entire Designated Greenfield Area, and as identified within the Town OP, certain sites will achieve more (or less) than others, with the intent of meeting the targets on a Town-wise basis.

Employment densities achievable on site are discussed in section 2.3 of this report. To summarize, approximately 46 jobs/ha can be achieved on-site by this development, due to the land extensive uses (warehouses) proposed on site, exceeding the employment density.

| <b>DENSITY CALCULATION</b>       |                                |
|----------------------------------|--------------------------------|
| Total Building Area              | 2,155,928 square feet          |
| Square Feet per Employee         | 1,500 square feet <sup>7</sup> |
| <b>TOTAL JOBS ON SITE</b>        | <b>1,438</b>                   |
| Developable Area                 | 49 ha                          |
| <b>ACTUAL JOBS ON SITE</b>       | <b>2,250</b>                   |
| <b>ACTUAL EMPLOYMENT DENSITY</b> | <b>46 jobs/ha</b>              |

Section 4.2.3 outlines policies for settlement expansions. An official plan amendment and a municipal comprehensive review are required to expand the boundary of any settlement area. This application is proposing a settlement boundary expansion to make up for employment lands that are currently designated within the settlement boundary of Mayfield West, however, are ultimately frozen by the GTA West Study. A local official plan amendment is being requested, while the municipal comprehensive review is underway. The policies related to the settlement boundary have been met and are outlined under section 3.1 (PPS) and 3.2 (Growth Plan) of this report. It should be highlighted that the Applicant was pursuing a development application on an alternate site within the Mayfield West Secondary Plan area, however, the GTA West Preferred Route (as of August 2020) impedes the development site. Every effort has been made to consider sites that are not outside of the urban boundary in accordance with the policies of the Town OP (4.2.3.3.1).

Section 4.2.4 Population and Employment Forecasts and Allocations outlines the anticipated population and employment forecasts in the Town of Caledon. In accordance with the policies of this section, forecasts will be updates as the result of a Provincial review. This process is underway right now, through the Region and Town MCR, however, the current forecasts (2018) are as follows:

| <b>Year</b> | <b>Population</b> | <b>Employment</b> |
|-------------|-------------------|-------------------|
| 2021        | 87,000            | 40,000            |
| 2031        | 108,000           | 46,000            |

Source: Town of Caledon Official Plan (2018 Consolidation), Table 4.1

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

<sup>7</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

Table 4.1 above (5.5.3.2). It is the municipalities responsibility to monitor, in collaboration with the Region of Peel, the supply of employment lands on an annual basis.

Through the Town of Caledon 2020-2030 Economic Development Strategy ('EDS') the Town acknowledges the importance of the transportation and warehousing industry and makes clear that this is a key strength for the Town's economy. The EDS further states that the "lack of sufficient inventory of serviced, investment-ready land is a concern". A shortage of employment-ready lands has been identified in the EDS. This is a major problem for the Town and Region, that is further exacerbated by the ongoing GTA West Study, mentioned in section 1.3.2 and 1.3.3 of this report. The proposed development offers a unique opportunity for the Town to redesignate lands for employment uses, with end users ready to begin building on the site.

The subject site is proposed to be designated "Prestige Industrial", and will be developed in accordance with the policies of 5.5.4 of the Town OP. Additionally, the development has been developed in accordance with the General Design Policies (5.5.7) and has been thoughtfully designed to ensure quality treatment of features, forms, massing, scale, site layout, orientation, landscaping, and ingress and egress to and from the site. Where possible, enhanced elevations and landscaping has been provided. Please refer to the Urban Design Brief prepared by Baldassarra Architects, and the Landscaping plans prepared by Alexander Budrevics and Associates Ltd.

**Section 5.7 Environmental Policy Area (EPA)** outlines the policies related to Environmental Protection Areas. The site includes areas that are proposed to be environmentally protected (see **Figure 12**) including wetlands, woodlands, and a realigned drainage channel.

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

The proposed development offers an opportunity to extend the Brampton Transit system north, up Dixie, to service the site at 12892 Dixie Road, and the subject site at 12035 Dixie Road. Two bus stops have been included on the site plan. It is anticipated that given the significant number of jobs (4,000 overall and 2,250 on this site alone), there will be a demand for transit to these developments, ensuring extension of the bus service is feasible.

The site fronts onto Dixie Road, which has a planned right-of way width of 36 metres, and Mayfield Road, which has a planned right-of-way width of 50 metres (see **Figure 24**). The site is uniquely located in proximity to the existing and planned highway network (GTA West corridor) discussed in section 1.3.2 of this report. Given all of the above, the site is in a prime location to support efficient movement of goods and people.

**Section 5.10 Settlements** outlines the policies related to settlements within the Town. Development of settlements will take place in an orderly manner that makes use of services and discourages scattered or fragmented land development. Including these lands within the settlement boundary represents a logical expansion of the existing Mayfield West boundary and the City of Brampton boundary to the south. Development of this site represents the next logical expansion for employment lands given its visibility on Dixie and Mayfield Road, the existing employment uses along Dixie Road, and proximity to a critical transportation network that is required for freight-heavy users.

Comprehensive servicing of developments is encouraged (5.10.3.8, 5.10.3.9), the site can be adequately serviced by existing infrastructure from Dixie Road and Mayfield Road.

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

*a) Protection of environmental and cultural resources;*

The proposed development has regard for, protects, and provides adequate buffering to the natural heritage features on site. Where possible, the proposed development will integrate the cultural heritage resources.

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

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

The expansion will have a negligible impact on the character of the community, in fact, it contributes by providing additional employment land. The expansion represents a logical expansion of the Mayfield West and City of Brampton settlement areas, and will be developed adjacent to other employment uses. The area as a whole is being considered for boundary expansion and it is anticipated that the surrounding lands will be considered for urban uses, in order to meet provincial growth targets.

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

Services are available on Dixie Road and Mayfield Road, and there is adequate capacity to service this development.

*e) The need and demand for development;*

There is a lack of available 'ready' (zoned and designated) employment land within the Mayfield West Secondary Plan Area, due to the ongoing GTA West Study. The Town of Caledon 2020-2030 Economic Development Strategy has identified that a "lack of sufficient inventory of serviced, investment-ready land is a concern". Our findings show that a total area of 91 hectares is impacted by the GTA West FAA, which is ultimately sterilizing the employment lands in the Mayfield West Secondary Plan Area.

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

Alternative locations were considered, however, were impacted by the GTA West Study.

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

See Comprehensive Environmental Impact Study Management Plan prepared by WSP.

*h) Compliance with minimum distance separation formulae;*

See Agricultural Impact Assessment prepared by Clark Consulting Services Inc., the MDS formulae is met by the development.

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

Not applicable.

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

The objectives and policies of the Region OP and the principles, strategic direction goals, objectives and policies of this Town OP are met.

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

A copy of the Amendment to the Town of Caledon Official Plan is attached as **Appendix C**.

### **3.6 Regulatory – Toronto and Region Conservation Authority**

The Toronto and Region Conservation Authority (‘TRCA’) has a mandate to ensure the conservation, restoration and responsible management of water, land and natural habitats through programs that balance human, environmental and economic needs. Key services and programs developed and delivered by TRCA include flood and erosion risk management, stormwater and watershed management, greenspace management and regulation of planning and development (review and permit approvals) on lands within its jurisdiction. The site has features within the TRCA Regulated Area, including the land within the Greenbelt Area (see **Figure 27**). TRCA Permits are required to be obtained for development within the regulated area, and therefore a TRCA Permit is required for the channel realignment and is submitted under separate cover.

Through consultation with the TRCA, an agreed upon Terms of Reference was established for the Comprehensive Environmental Impact Study Management Plan (‘CEISMP’). The Terms of Reference are attached as **Appendix D**. The CEISMP, completed by WSP Group and enclosed with this submission, includes a review of the natural heritage features on site including wetlands, woodlots, and channels. Specifically, this report includes a review and identification of the existing biophysical conditions of the site, a review of features and species on site, and an in-depth review of applicable policies (including provincial, municipal and agency (TRCA) policies). Finally, the report also reviews the proposed development plan and develops a conceptual mitigation and enhancement plan to ensure no net

impact, and rather, proposed a program to facilitate a net-benefit to the natural heritage features of the area.

#### **4.0 ZONING BY-LAW**

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

The proposed development requires a zoning by-law amendment to rezone the lands to allow for employment (industrial uses) with site-specific standards that are required to support the proposed industrial development. It is proposed that the natural heritage features staked on site as well as their buffers be zoned Environmental Policy Areas be zoned EPA-1, which is the most restrictive environmental zone. No lands within the greenbelt area are proposed to be zoned for uses outside of those permitted by the Greenbelt Plan. For the intent and purpose of the site-specific zoning by-law, the standards apply to the entirety of the lot (12035 Dixie Road), as the lot exists on the date of passing the by-law. This will avoid the need for future minor variances, when the property is eventually severed.

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

A draft zoning by-law amendment is attached as **Appendix C** and supports the proposed change in zoning from A1 and EPA-2 to MP-XX, and EPA-1.

#### **5.0 SUPPORTING DOCUMENTATION AND STUDIES**

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

##### **Agricultural Impact Assessment, Clark Consulting Services Inc.**

The Agricultural Impact Assessment concludes that the change in land use from agricultural to industrial and employment uses will have a minimal impact due to the location of natural heritage features and existing and future transportation infrastructure. The immediate area is made up of other non-farm uses and the lands are in transition to the urban area.

##### **Arborist Report, Canopy Consulting**

The Arborist Report inventoried two-hundred and fifty-eight (258) trees, thirty (30) of which are Town owned. All 30 Town owned trees conflict with proposed construction and are to be removed. Additionally, 27 trees located on the subject site conflict with proposed construction and are to be removed. Authorization from the Town of Caledon is required prior to the removal of these 57 trees.

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

A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc., and the study indicated that the site retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Test Pit Survey and 5 m Visual Survey was conducted over the area within the planned development. The Stage 2 concluded that the site did not have any further Archaeological potential.

**Comprehensive Environmental Impact Study Management Plan, WSP Canada Inc.**

The Comprehensive Environmental Impact Study Management Plan (CEISMP) concludes that the proposed development can be undertaken while protecting key environmental features, with the implementation of the recommended development setbacks, construction protocol, and other mitigation measures. This will continue to be updated as the proposal moves through its detailed design stages.

**Cultural Heritage Impact Assessment, Stantec Consulting**

The subject site is identified on the Town of Caledon's heritage registrar, as such a Cultural Heritage Impact Assessment ('CHIA') was completed for the property given the proposed change in land use development proposal. The CHIS completed by Stantec determined that direct and indirect impacts are not anticipated to the identified heritage attributes of 12035 Dixie Road. No direct impacts were identified as the heritage attributes of 12035 Dixie Road will not be destroyed or altered by the proposed undertaking. No indirect impacts are anticipated, including shadows, isolation, obstruction, a change in land use, or land disturbance. New construction will take place more than 100 metres from the heritage attributes.

**Economic Benefits Study, urbanMetrics Inc.**

An Economic Benefits Study was commissioned by the applicant, although not required as part of the complete application requirements. The Economic Benefits Study assessed the impacts of the development at 12035 Dixie Road (this development) and the development at 12892 Dixie Road. The study highlighted the importance of the site location, and that it is located in a strategic economic development corridor. The study concluded that the developments (separately, but even more so, together) provide a significant positive impact on the Town and Region including substantial job creation (4,000 jobs), increased assessment base (\$444 million), property tax generation (\$9 million), development charges for the Town (\$26 million), and development charges for the Region (\$78 million).

**Environmental Site Assessment (Phase 1 & 2), MTE Consultants Inc.**

Phase I ESA was completed and identified potential environmental concerns at the Site. As such, a Phase II ESA was developed based on the results of the previous Phase I ESA. The studies concluded there were some exceedances in both soil and groundwater. Additional sampling is required to determine soil relocation alternatives.

**Fluvial Geomorphological Assessment, Erosion Hazard Delineation and Channel Realignment,**  
*Geomorphix Inc.*

A Fluvial Geomorphological Assessment and Erosion Hazard Delineation was completed in order to understand the function and controlling factors related to the fluvial geomorphological conditions on site. A watercourse reach delineation exercise was completed for the site in order to inform the rest of the analysis. Additionally, rapid assessments were completed to document channel conditions including any areas of significant erosion, instream measurements of bankfull channel dimensions, and characterization of bed and bank material. Additionally, the limits of the erosion hazard were completed on a reach basis. Based on the conclusions of this study, appropriate setbacks were applied to identified features to ensure that development is appropriately set back appropriately in order to manage risk to life and property from erosion and flooding. Lastly, the channel realignment design exercise was completed in order to provide details for the channel design including planform, cross sections, bioengineering details, hydraulic sizing of channel materials, and recommendations for design implementation. Channel Realignment Plans prepared by Geomorphix Inc. together with the Landscape Plans prepared by Alexander Budrevics and Associates Landscape Architects implement the naturalized channel design.

**Functional Servicing Report,** *WSP Canada Inc.*

The Functional Servicing Report concluded that the site can be serviced by water, sanitary and storm servicing from both Dixie Road and Mayfield Road.

**Geotechnical Study,** *MTE Consultants Inc.*

The Geotechnical Study found that the site is suitable for the type of industrial development proposed. The report analyzed the soil and groundwater conditions in the area and provides geotechnical engineering recommendations for site grading, site servicing, foundations, floor slabs, pavement design, and subdrainage requirements.

**Hydrogeological Impact Assessment,** *MTE Consultants Inc.*

A Hydrogeological Impact Assessment was completed for the site in order to: summarize local hydrogeological conditions; provide hydrogeological input into the site design; provide a qualitative assessment of any dewatering or permitting requirements during construction and long term; identify groundwater receptors and assess any impact from the proposed development; and provide recommendations for additional work, groundwater monitoring and/or mitigation. The study found that the site is suitable for the proposed development. The study recommends additional work including but not limited to the following: ongoing groundwater monitoring; well surveys; best management practices be followed during construction; LID strategies be developed and implemented; and wells be abandoned when monitoring is complete.

**Naturalized Channel Design Report, WSP Canada Inc.**

This design report presents the rationale and technical support for the proposed natural channel design for the Tributary H2 of the Humber River within the limits of the proposed 12035 Dixie Road Site. In this report, the morphological basis of the design is explained, and the supporting hydraulic analysis is provided.

**Noise & Vibration Study, SLR Consultants Inc.**

An Environmental Noise and Vibration study was completed for the proposed development in order to examine the potential for noise and vibration impacts on the surroundings. The study concluded that adverse noise and vibration impacts are not anticipated, with the inclusion of noise mitigation measures described in detail within the report. The requirements of both MECP Guideline D-6 and MECP NPC-300 guideline limits are met based on the design of the development.

**Stormwater Management Report, WSP Canada Inc.**

The Stormwater Management Report concluded that the site can be adequately serviced and the stormwater can be managed to Regional levels as required. The proposed stormwater management plan includes controls for water quality, erosion, water quantity (for both the 2 to 100-year events, and the Regional 2 to 100-year discharge requirements).

**Transportation Impact Study, LEA Group**

The Transportation Impact Study analyzed the proposed development in the context of the local and regional transportation network. The study found that there was limited opportunity for active transportation including cycling and walking infrastructure, however, the proposed bus stops integrated into the site will reduce the dependence on auto-based travel. With the addition of the proposed development, the intersections operate acceptably. Signal optimization at Dixie and Mayfield may be required in the future and should continue to be assessed as the development progresses and is occupied. The proposed site plan supplies sufficient parking and loading spaces to meet the Town of Caledon Zoning By-law requirements.

**Urban Design Brief, Baldassarra Architects**

The Urban Design Brief was prepared to ensure that the proposed development has regard for the Town urban design guidelines. The Urban Design Brief concludes that the development will provide an appropriate street presence by screening loading and parking from street views. The proposed development is considered to be appropriate and desirable, and meets the built form intended for Prestige Industrial areas.

**CONCLUSION**

The proposed development at 12035 Dixie Road offers a unique employment opportunity for the Town and Region that will provide a significant number of jobs in the immediate future on an underutilized parcel of land in proximity to the built-up boundary of Mayfield West and the City of Brampton.

Recent information released in support of the Region's Municipal Comprehensive Review outlines the Region's intent to include the site within the Settlement Boundary Area Expansion and future urban area. Through this application, we are requesting that the Region consider the lands to be included in the urban boundary as Employment Area, with no changes proposed to the Greenbelt Area.

The local official plan amendment (Town of Caledon) is proposed to allow the planned employment uses through the Prestige Industrial designation. In the official plan amendment, the environmental features that form part of the Greenbelt Plan are proposed to remain unchanged and protected on site.

The zoning by-law amendment will protect environmental features identified on site through the Environmental Policy Area 1 zoning. In addition, the zoning by-law amendment will modify existing zoning standards to reflect the form and scale of the proposed industrial development reflected in the site plan application, which accommodates up to four (4) warehouse buildings, associated trailer and car parking, loading bays, infrastructure, stormwater management ponds, proposed bus stops, and landscaping.

Detailed studies in support of the proposed subdivision were completed including investigations related to engineering (servicing availability, stormwater management), soils (geotechnical, hydrogeological, environmental), environment and ecology (comprehensive environmental impact assessment management plan, geomorphological), traffic and land use compatibility (traffic, noise, vibration and air quality), employment analysis, heritage, and archaeology. These studies in their totality conclude that the proposed development is compatible with and can be built with no adverse impact to the adjacent existing and planned land uses.

The proposed development represents efficient use of land, existing and planned infrastructure and public service facilities, while protecting and enhancing valuable natural heritage (environmental) resources on site. It is consistent with, and has regard for, provincial planning policies and objectives including those of the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan, as well as the policies of the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority. The proposed development will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections of the area and will enhance the economic viability of the Region. The applications represent good planning and are in the public interest. As such, we recommend their approval in support of Tribal Partners Canada Inc.

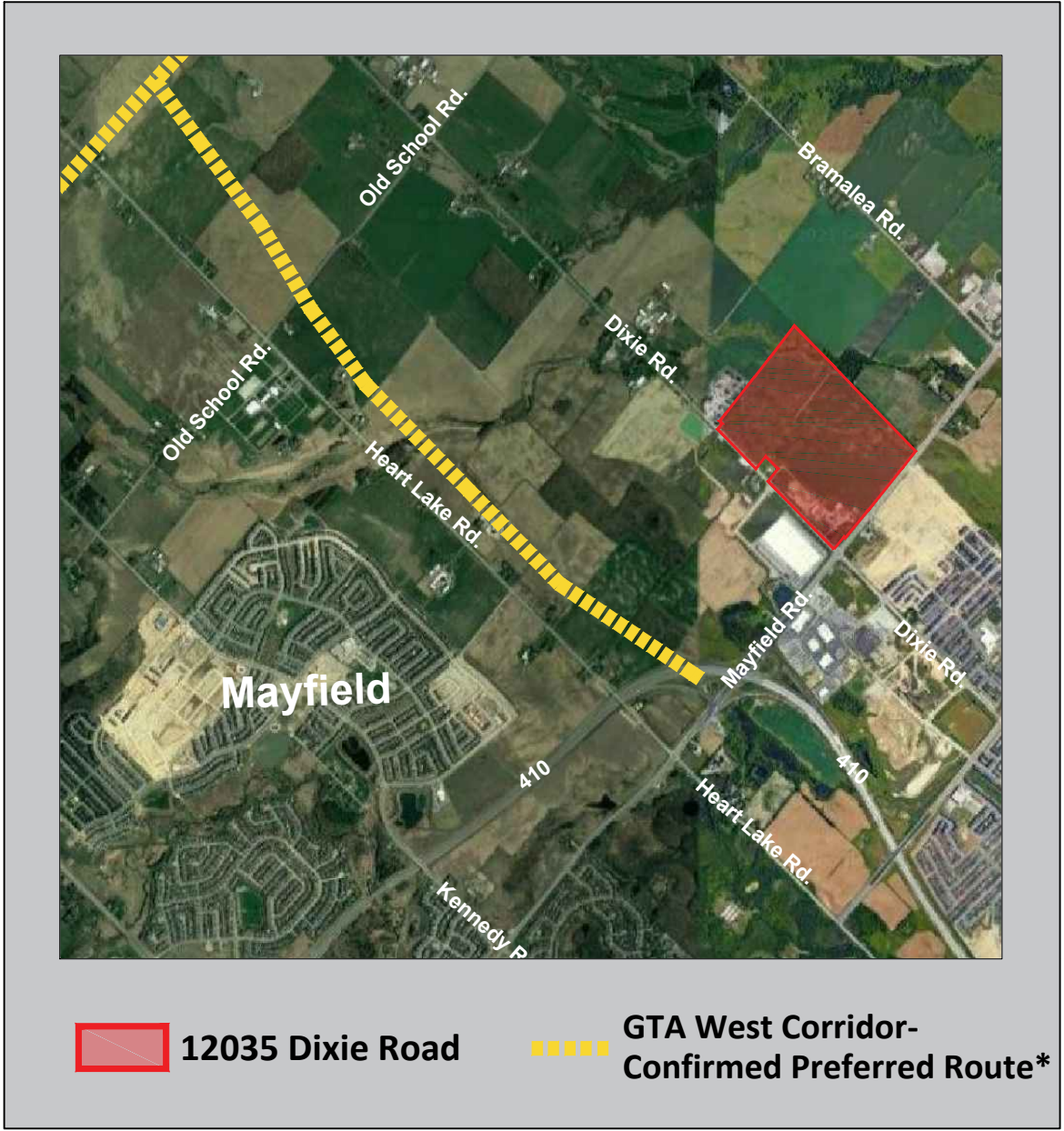
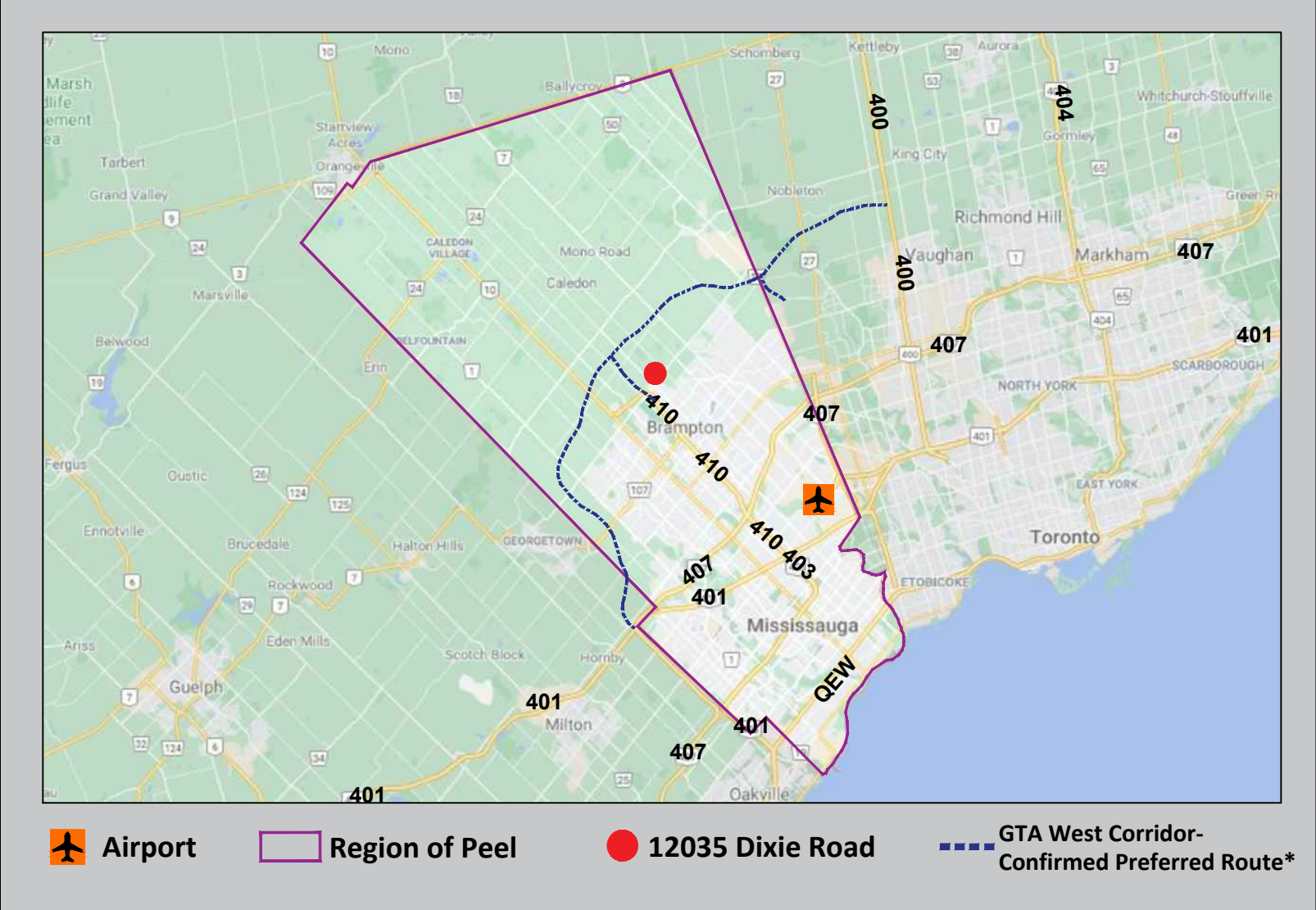


**Stephen Armstrong, RPP**  
Principal



**Carleigh Oude-Reimerink, RPP**  
Senior Planner, Project Manager

## **FIGURES**



\*Location is Approximate

# Figure 1: Context and Location

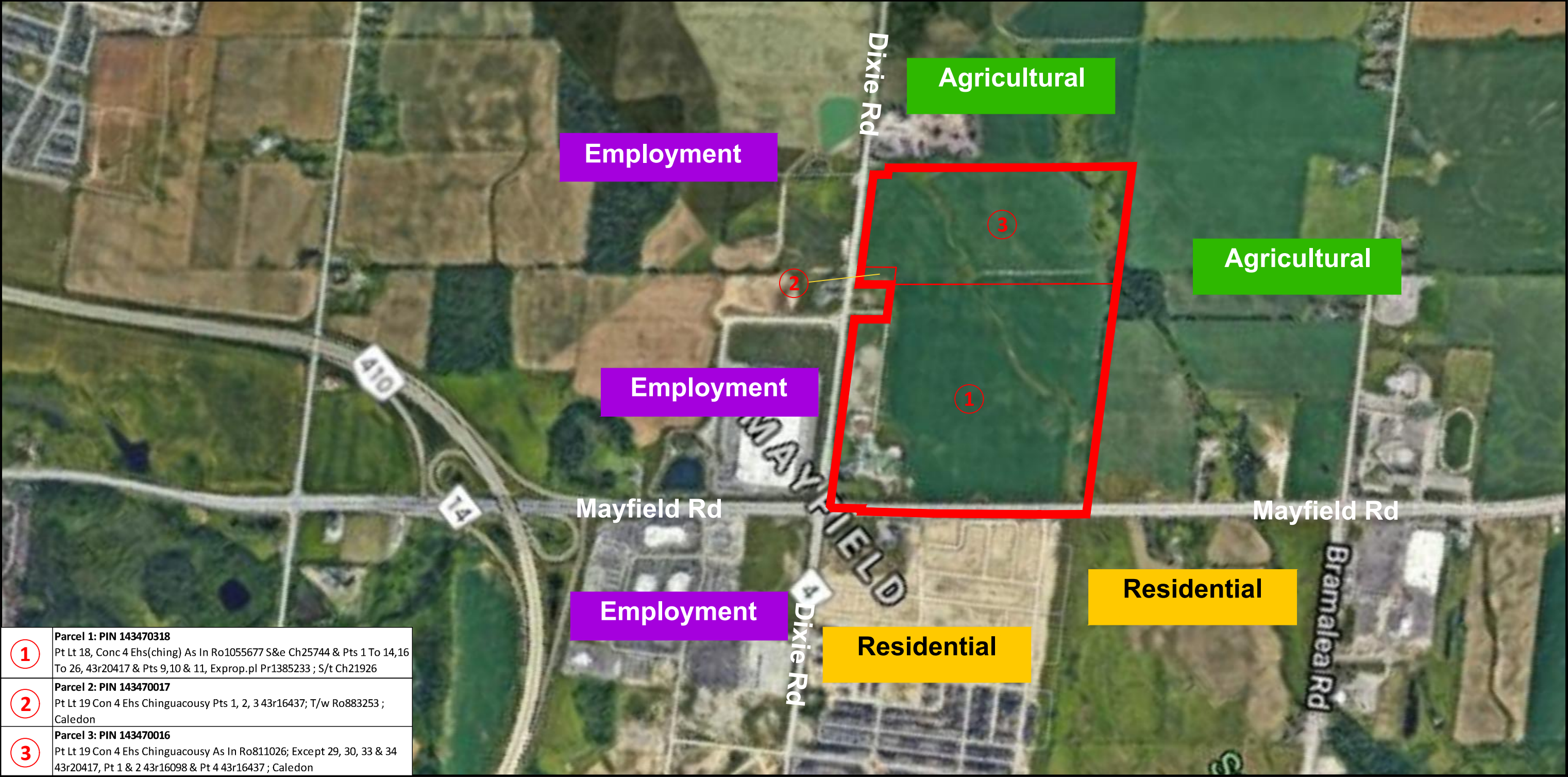
12035 Dixie Road, Caledon ON

Source: GoogleMaps, Armstrong Planning & Project Management

DATE  
MAR 2021



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**Figure 2: Site Location**

12035 Dixie Road, Caledon ON

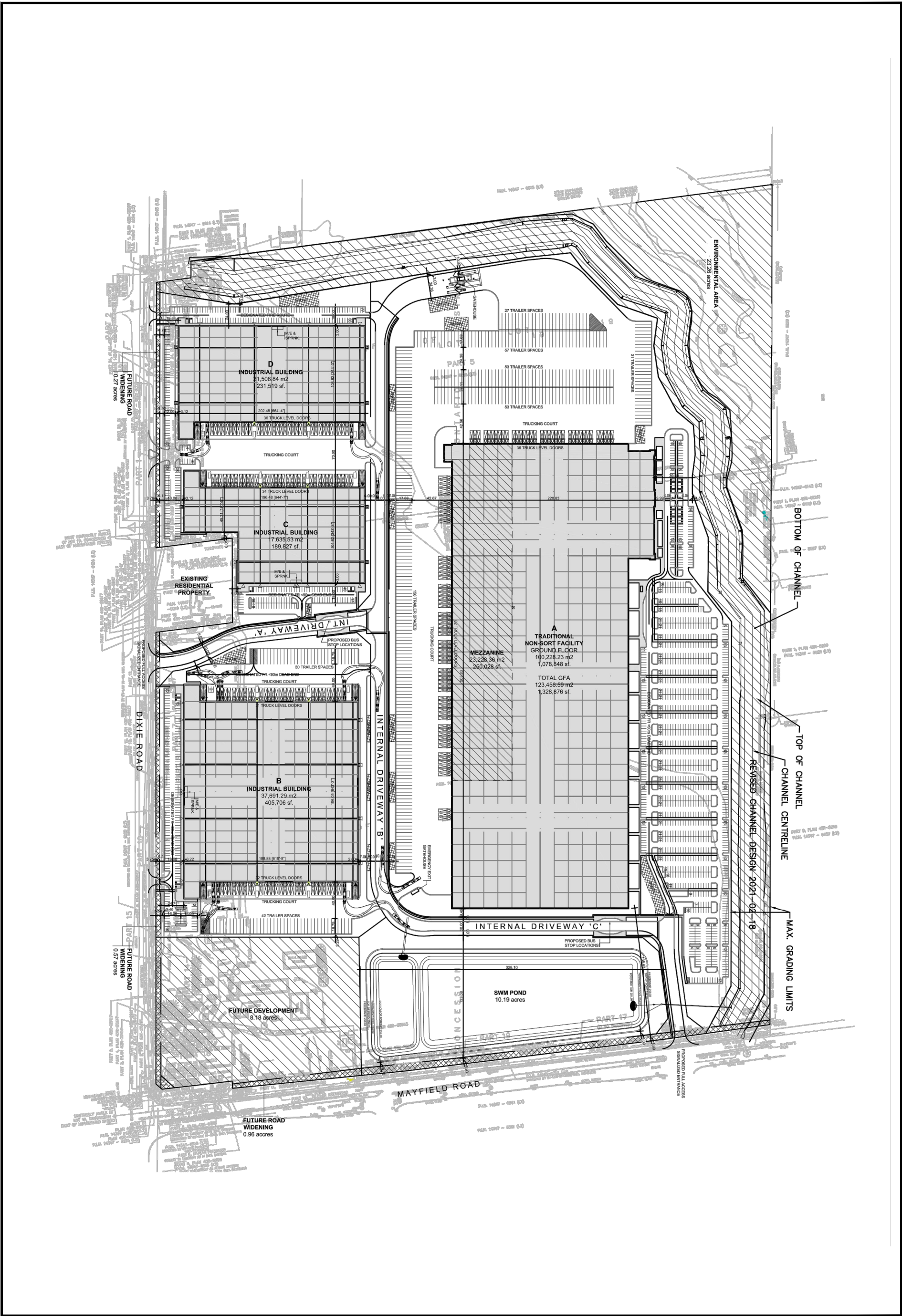
 12035 Dixie Road

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MAR 2021



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Source: GoogleMaps, Armstrong Planning & Project Management



**Figure 3: Proposed Developemnt**  
12035 Dixie Road, Caledon ON

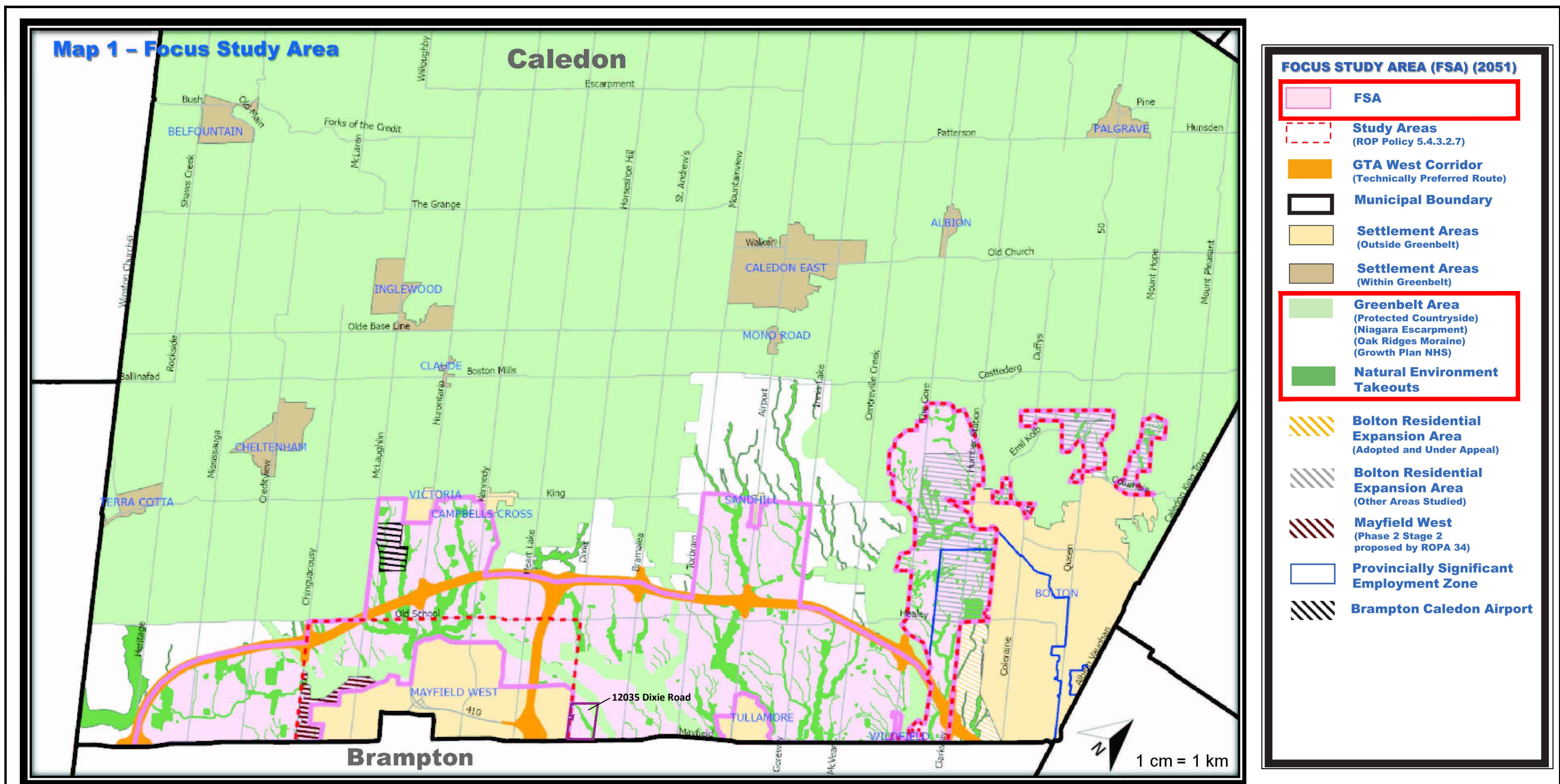
\*Refer to Site Plan Drawings  
Submitted with Application

DATE  
MAR 2021



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Source: Baldassarra Architects Inc., Site Plan, Armstrong Planning & Project Management



**Figure 4: Settlement Area Boundary Expansion Focus Study Area**

12035 Dixie Road, Caledon ON

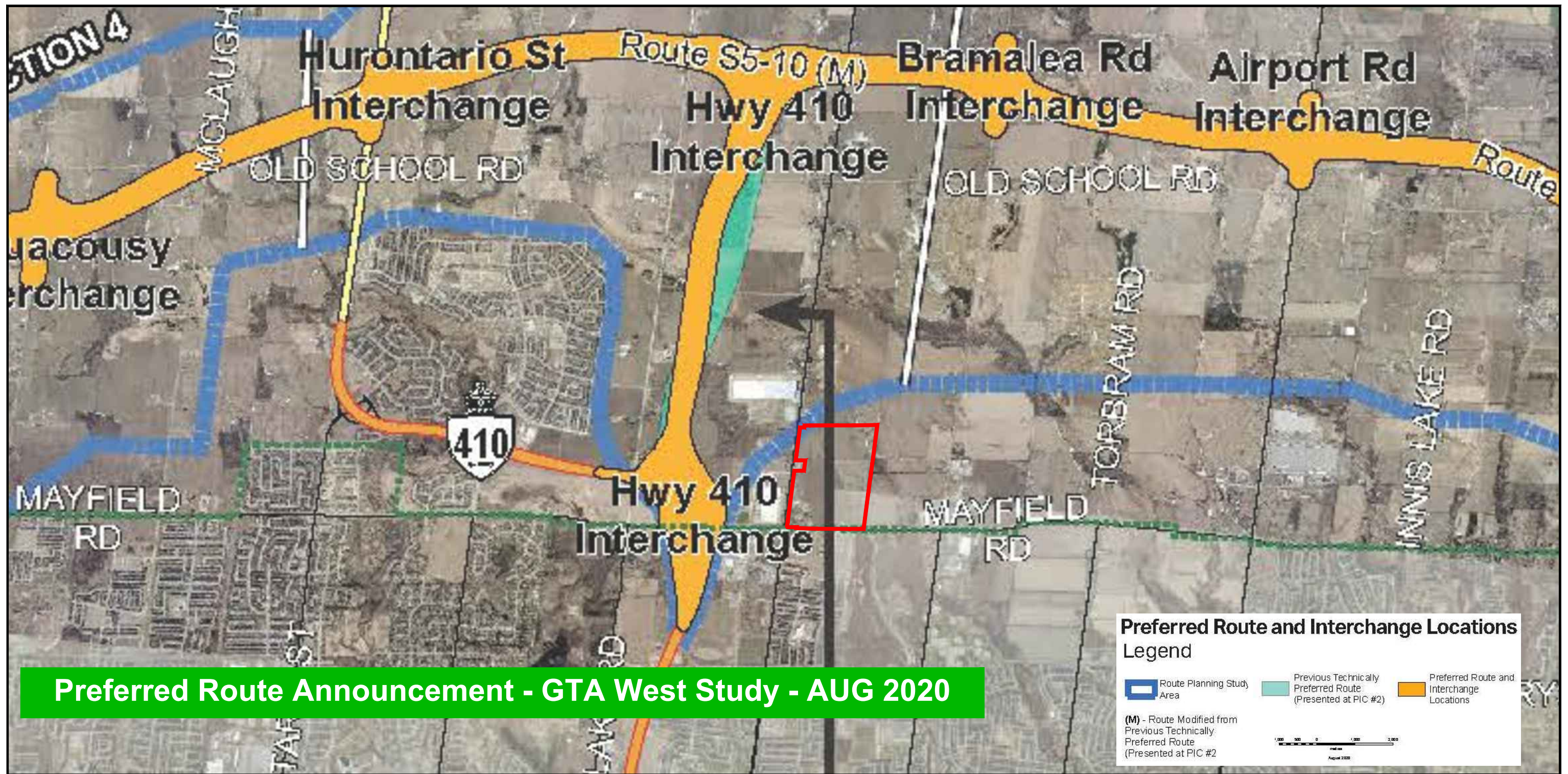
**12035 Dixie Road**

Source: Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings, Map 1 - Focus Study Area, Hemson (Dec 10, 2021), Armstrong Planning & Project Management

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**Preferred Route Announcement - GTA West Study - AUG 2020**

**Figure 5: Preferred Route Mapping for GTA West Corridor**

12035 Dixie Road, Caledon ON

12035 Dixie Road

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MAR 20201



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Source: GTA West Study - Preferred Route Announcement (August 2020), Armstrong Planning & Project Management

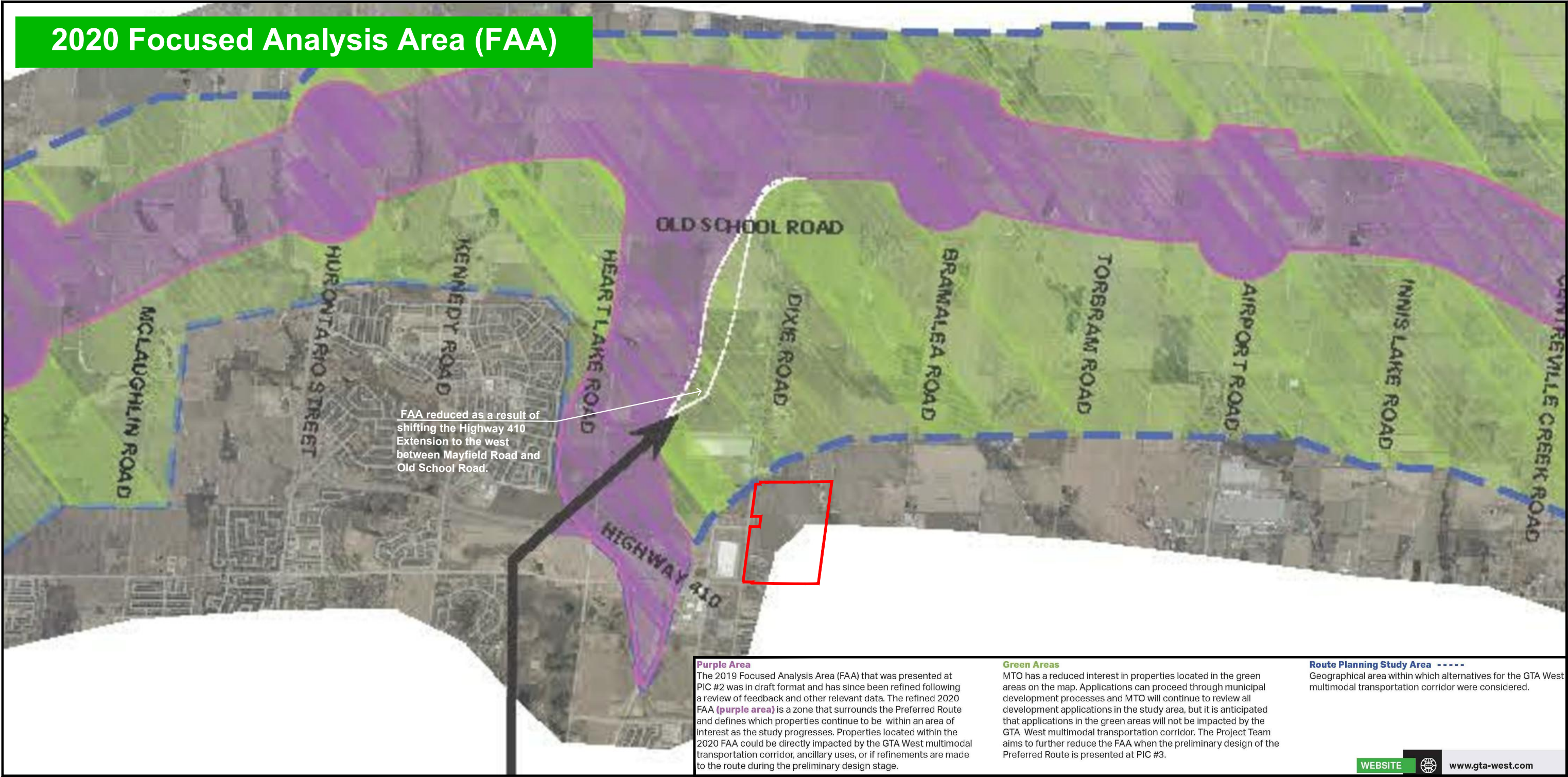


Figure 6: GTA West Study- Focused Analysis Area (FAA) - August 2020

12035 Dixie Road, Caledon ON

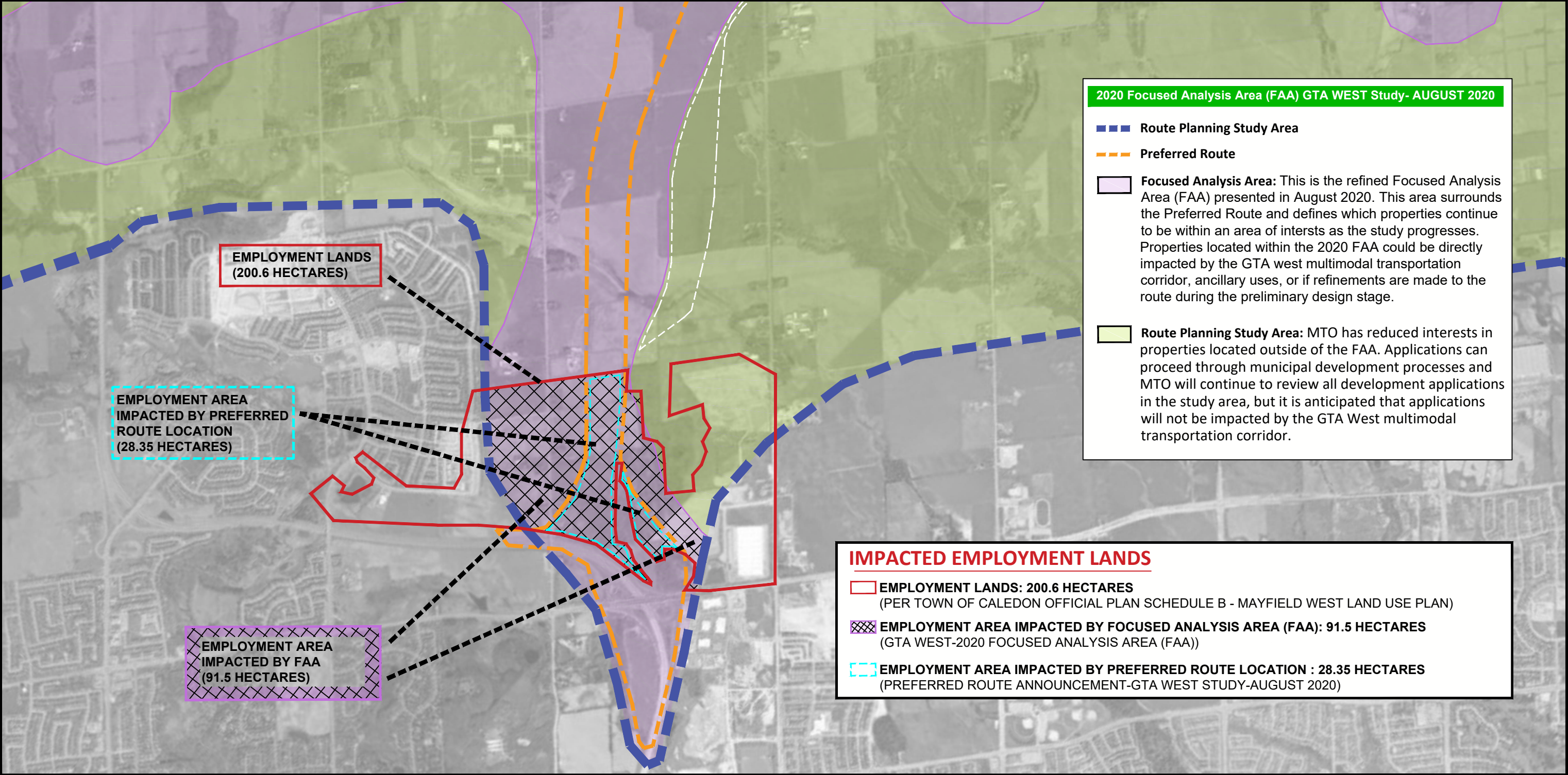
 12035 Dixie Road

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Source: GTA West Study - Preferred Route Announcement (August 2020), Armstrong Planning & Project Management



ALL NUMBERS ARE APPROXIMATE

Figure 7: Employment Area Impacted by GTA West

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Source: GTA West Study-Preferred Route Announcement (August 2020), Town of Caledon Official Plan, Armstrong Planning & Project Management



Location of the site is approximate

**Figure 8: A Place to Grow - Growth Plan for the Greater Golden Horseshoe**  
**Schedule 2: A Place to Grow Concept**

12035 Dixie Road, Caledon ON

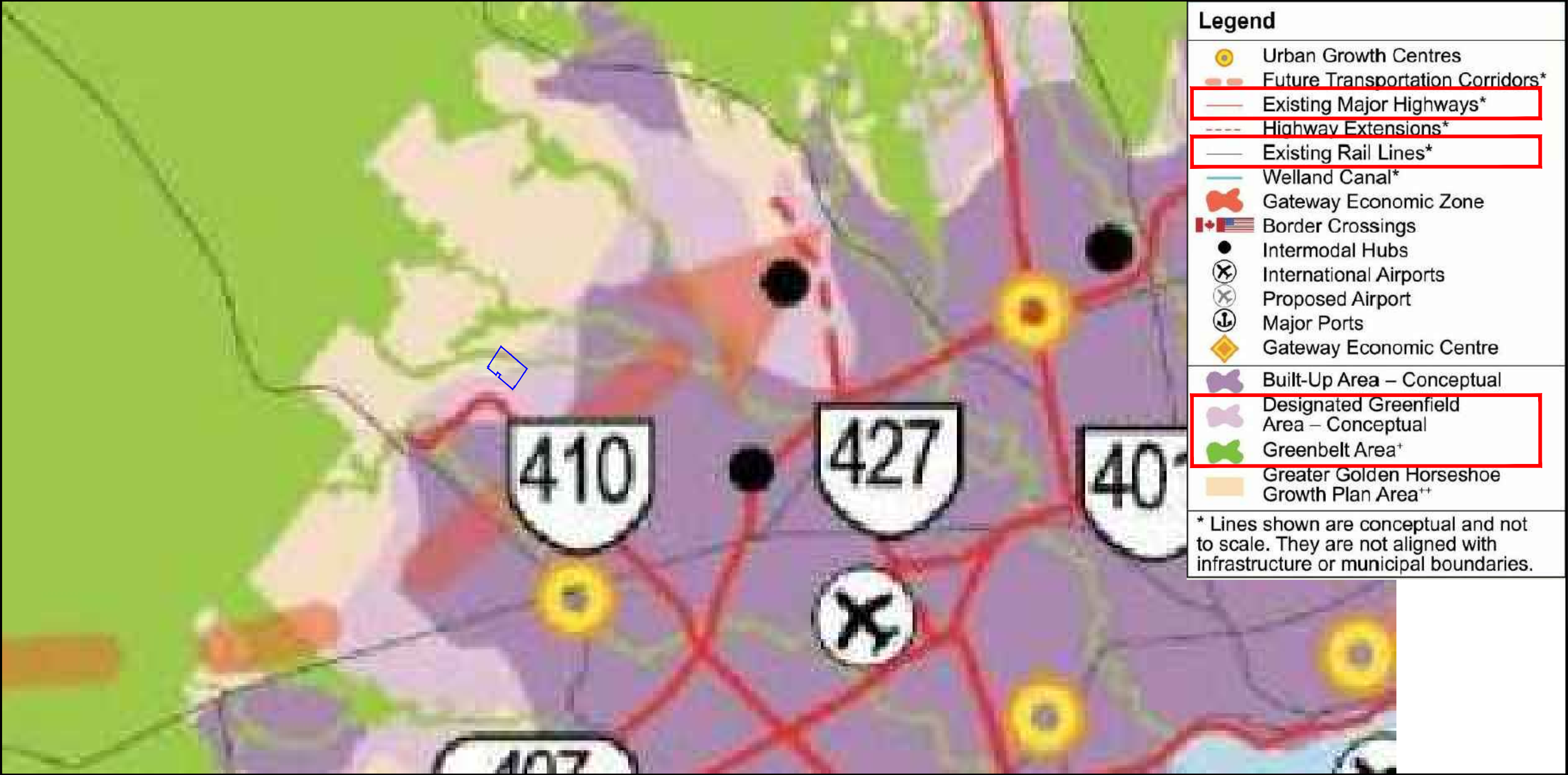
 12035 Dixie Road

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Source: A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2019), Armstrong Planning & Project Management



Location of the site is approximate

**Figure 9: A Place to Grow - Growth Plan for the Greater Golden Horseshoe**  
**Schedule 6-Moving Goods**

12035 Dixie Road, Caledon ON

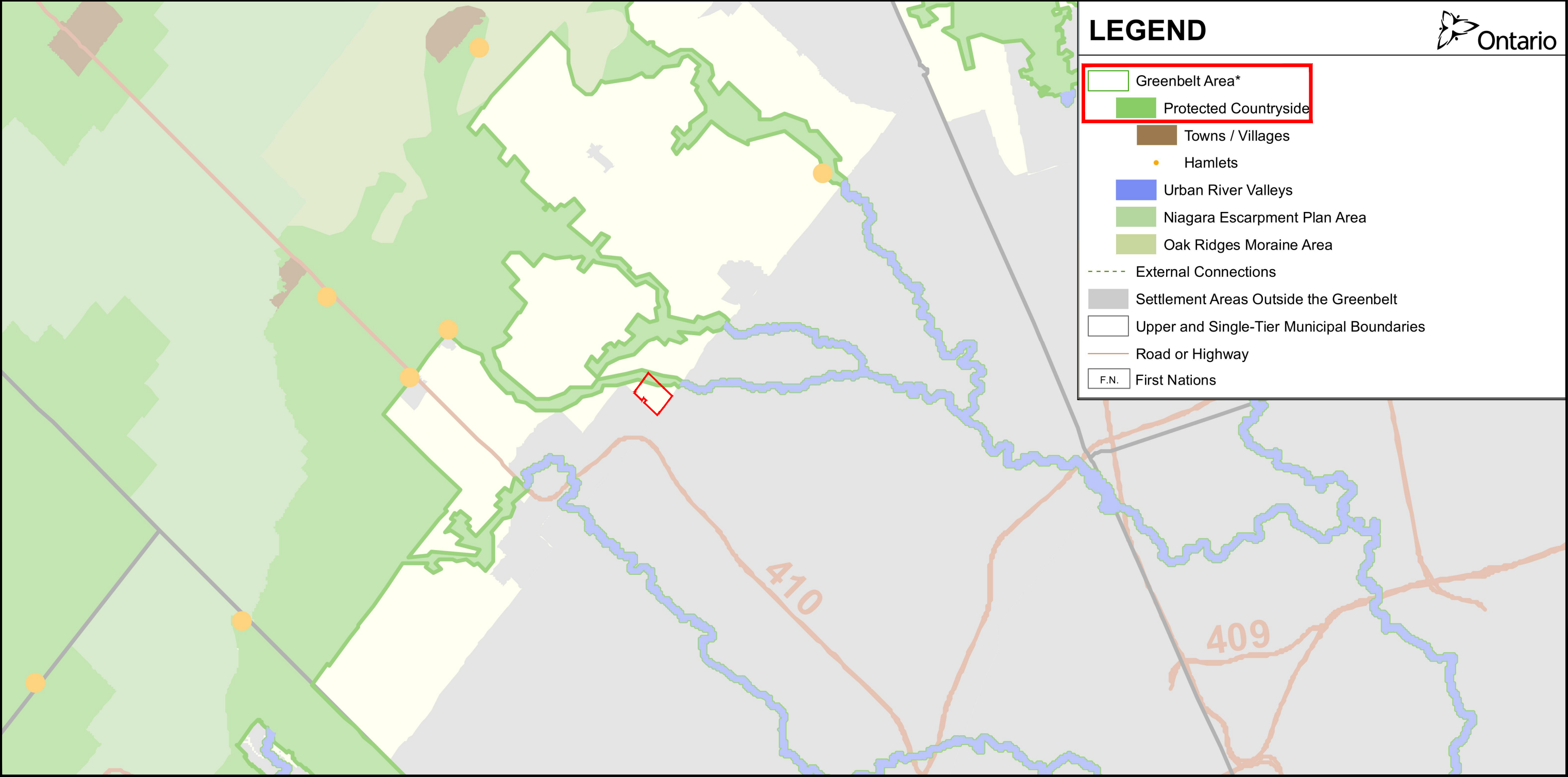
 12035 Dixie Road

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Source: A Place to Grow A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2019), Armstrong Planning & Project Management



**Figure 10: Greenbelt Plan - Schedule 1: Greenbelt Area**

12035 Dixie Road, Caledon ON

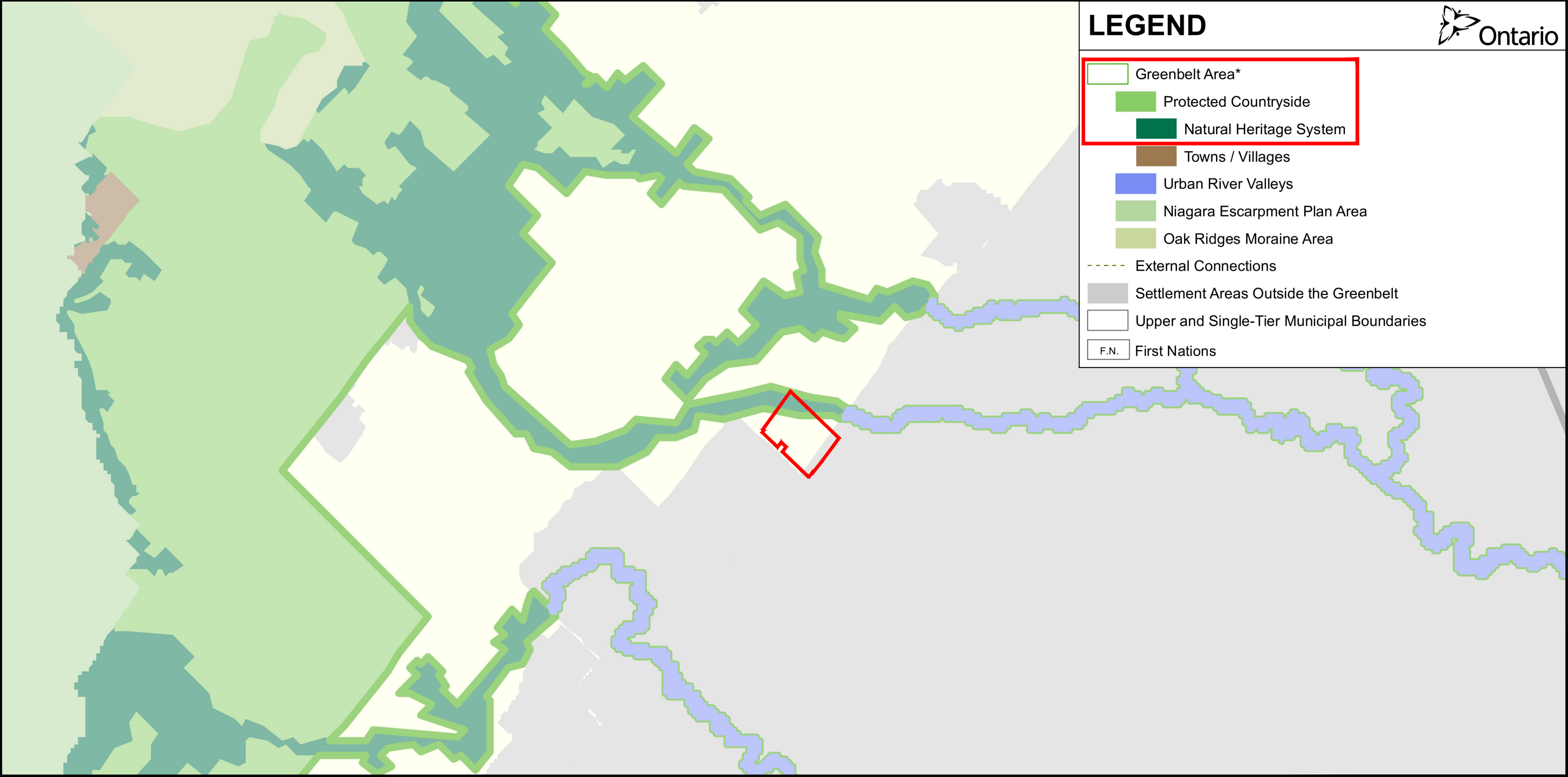
 12035 Dixie Road

Source: Greenbelt Plan (2017), Armstrong Planning & Project Management

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**Figure 11: Greenbelt Plan - Schedule 4: Natural Heritage System**

12035 Dixie Road, Caledon ON

 12035 Dixie Road

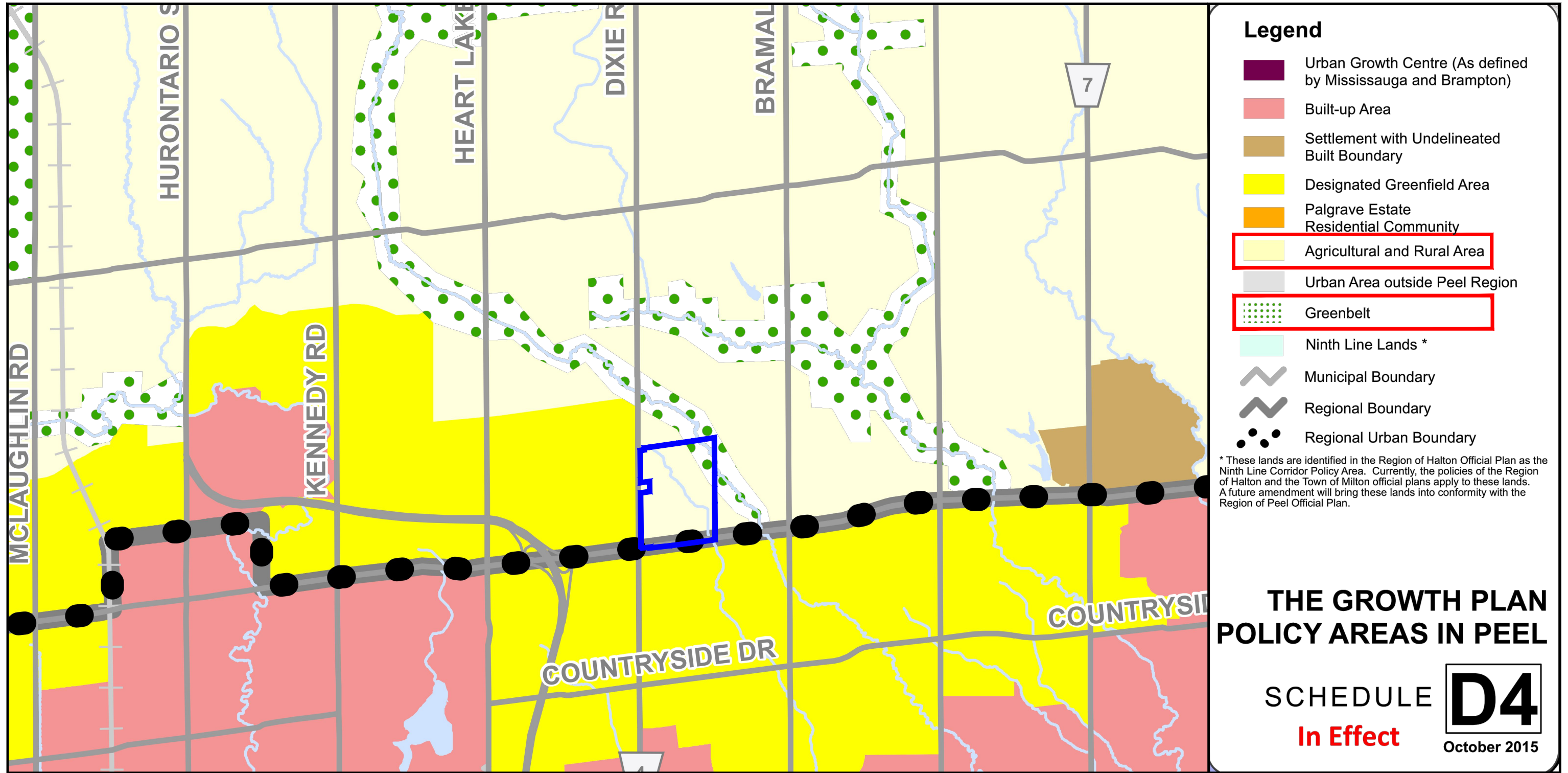
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Source: Greenbelt Plan (2017) , Armstrong Planning & Project Management





**Figure 13: Region of Peel Official Plan - Schedule D4: The Growth Plan Policy Area in Peel**

12035 Dixie Road, Caledon ON

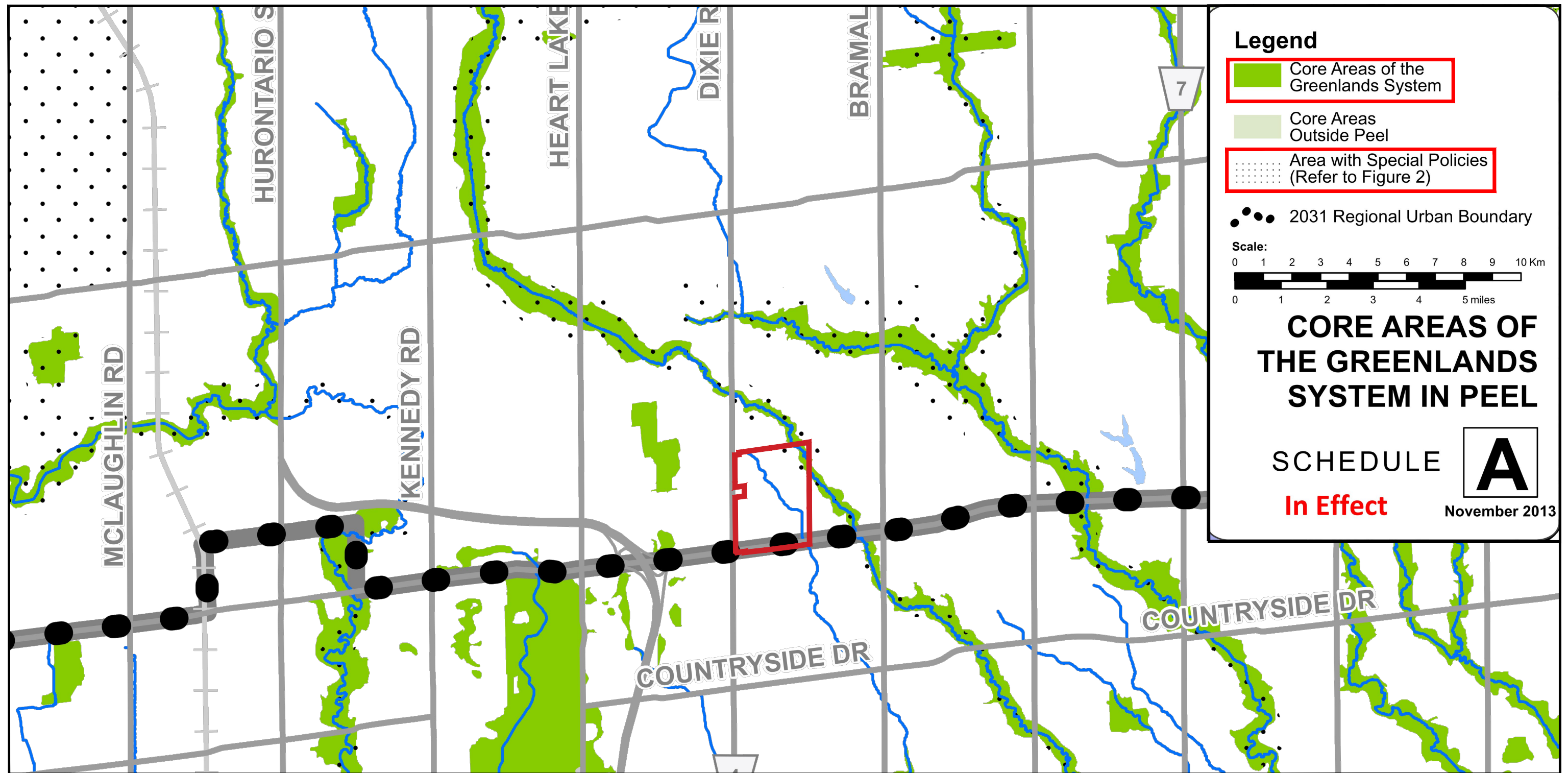
12035 Dixie Road

Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management

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**Figure 14: Region of Peel Official Plan - Schedule A: Core Areas of The Greenlands System in Peel**

12035 Dixie Road, Caledon ON

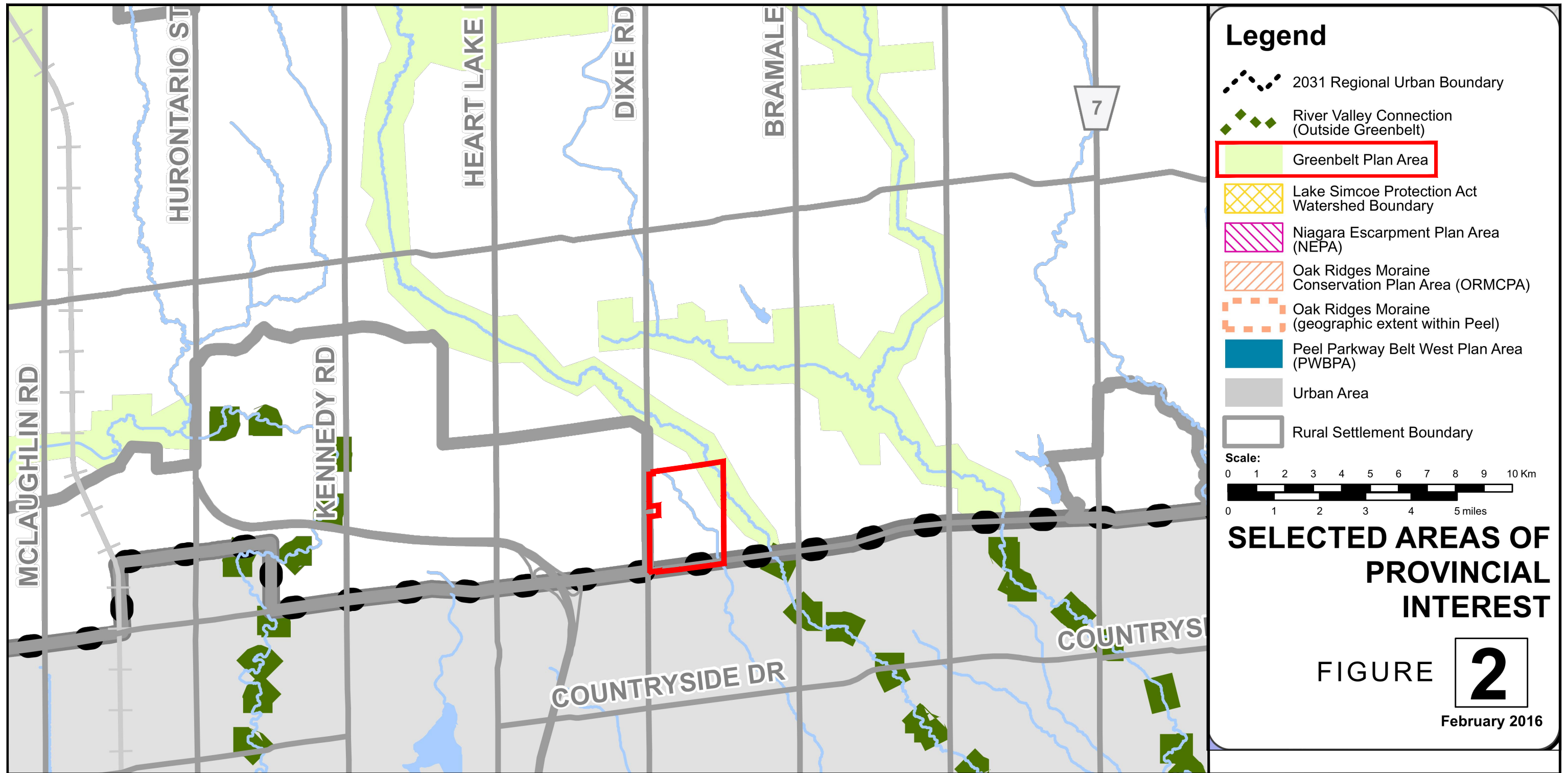
12035 Dixie Road

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Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management



**Figure 15: Region of Peel Official Plan - Figure 2: Selected Area of Provincial Interest**

12035 Dixie Road, Caledon ON

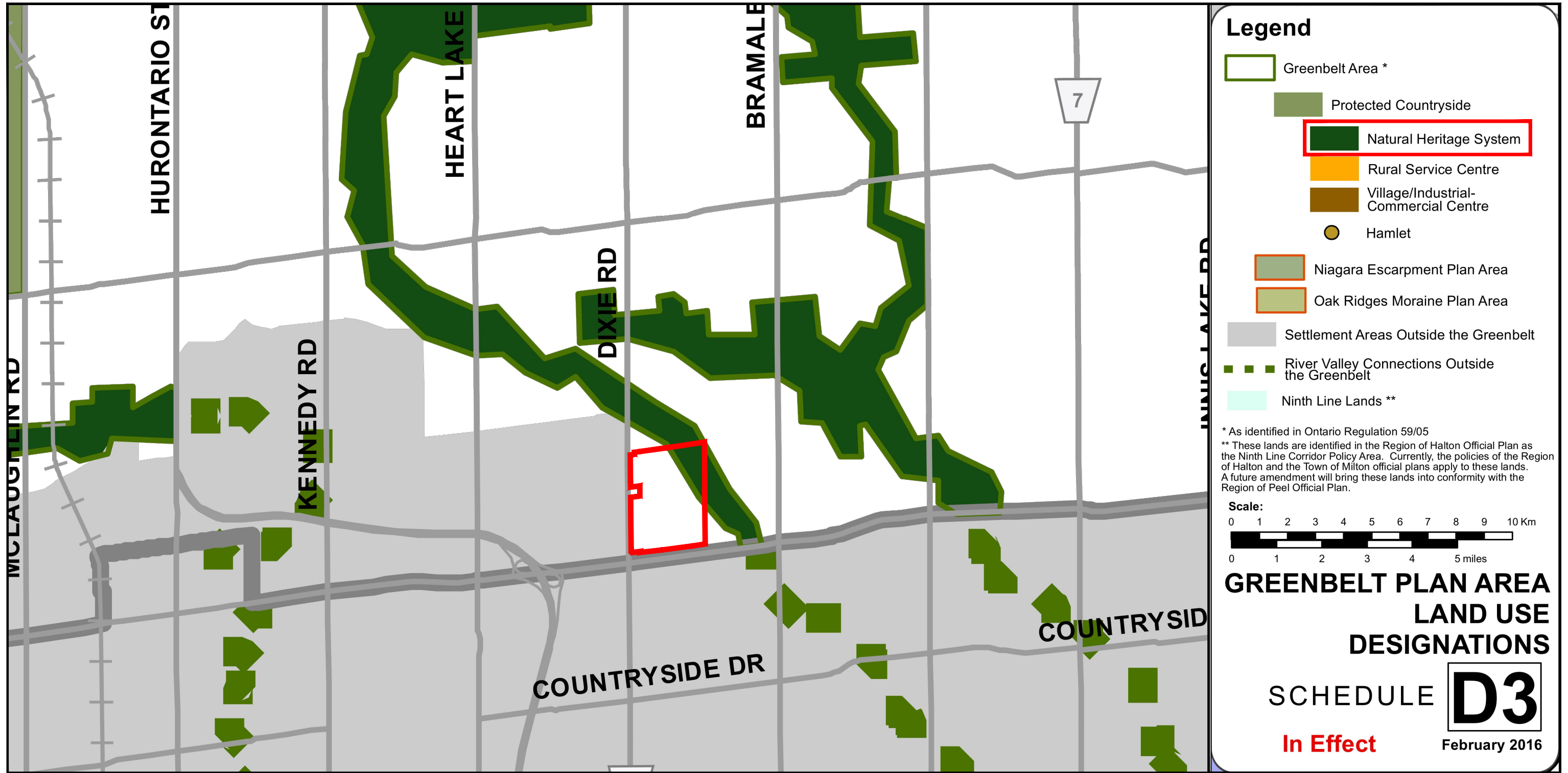
12035 Dixie Road

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Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management



**Figure 16: Region of Peel Official Plan - Schedule D3: Greenbelt Plan Area Land Use Designations**

12035 Dixie Road, Caledon ON

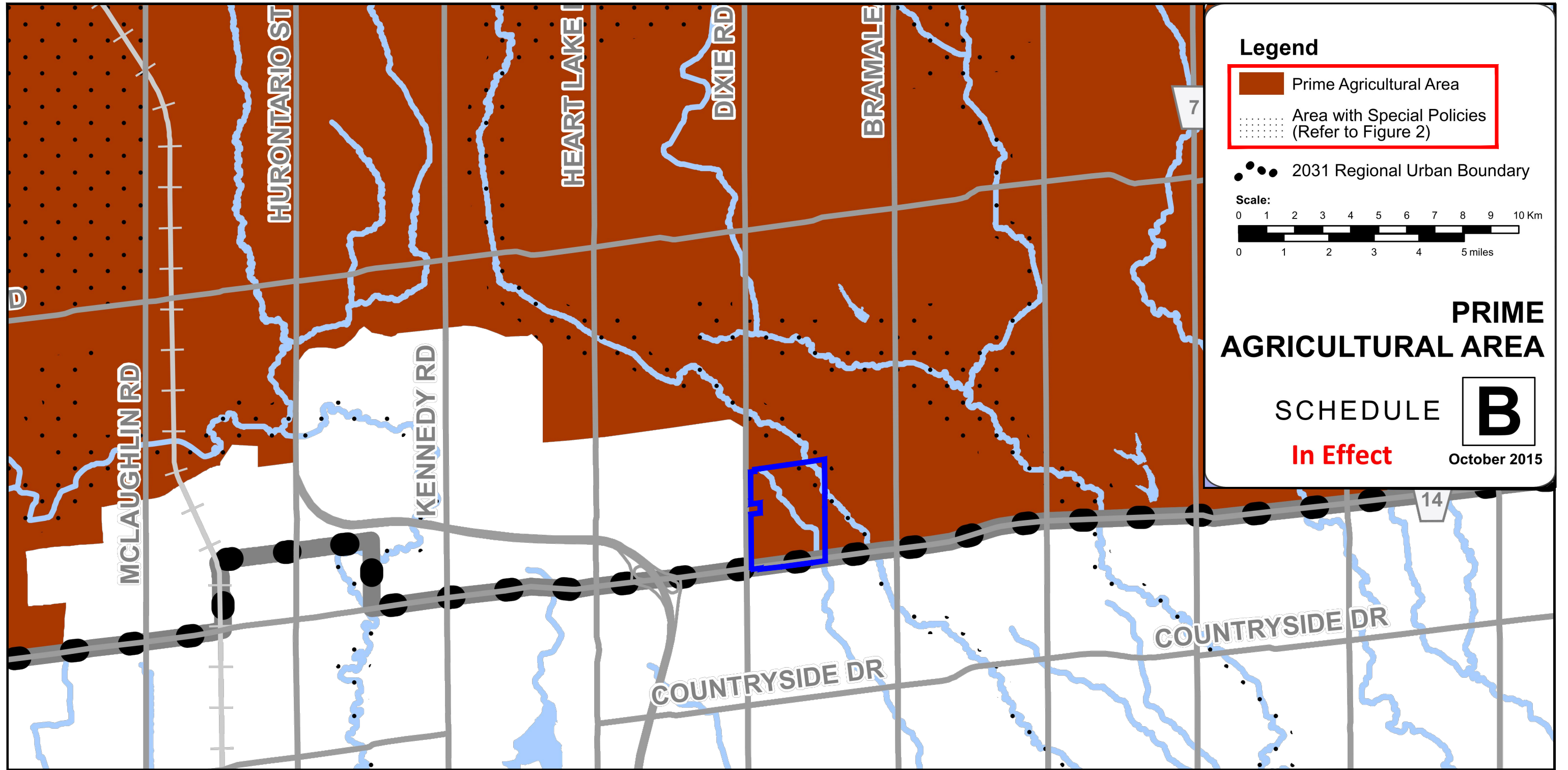
12035 Dixie Road

Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management

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**Figure 17: Region of Peel Official Plan - Schedule B: Prime Agricultural Area**

12035 Dixie Road, Caledon ON

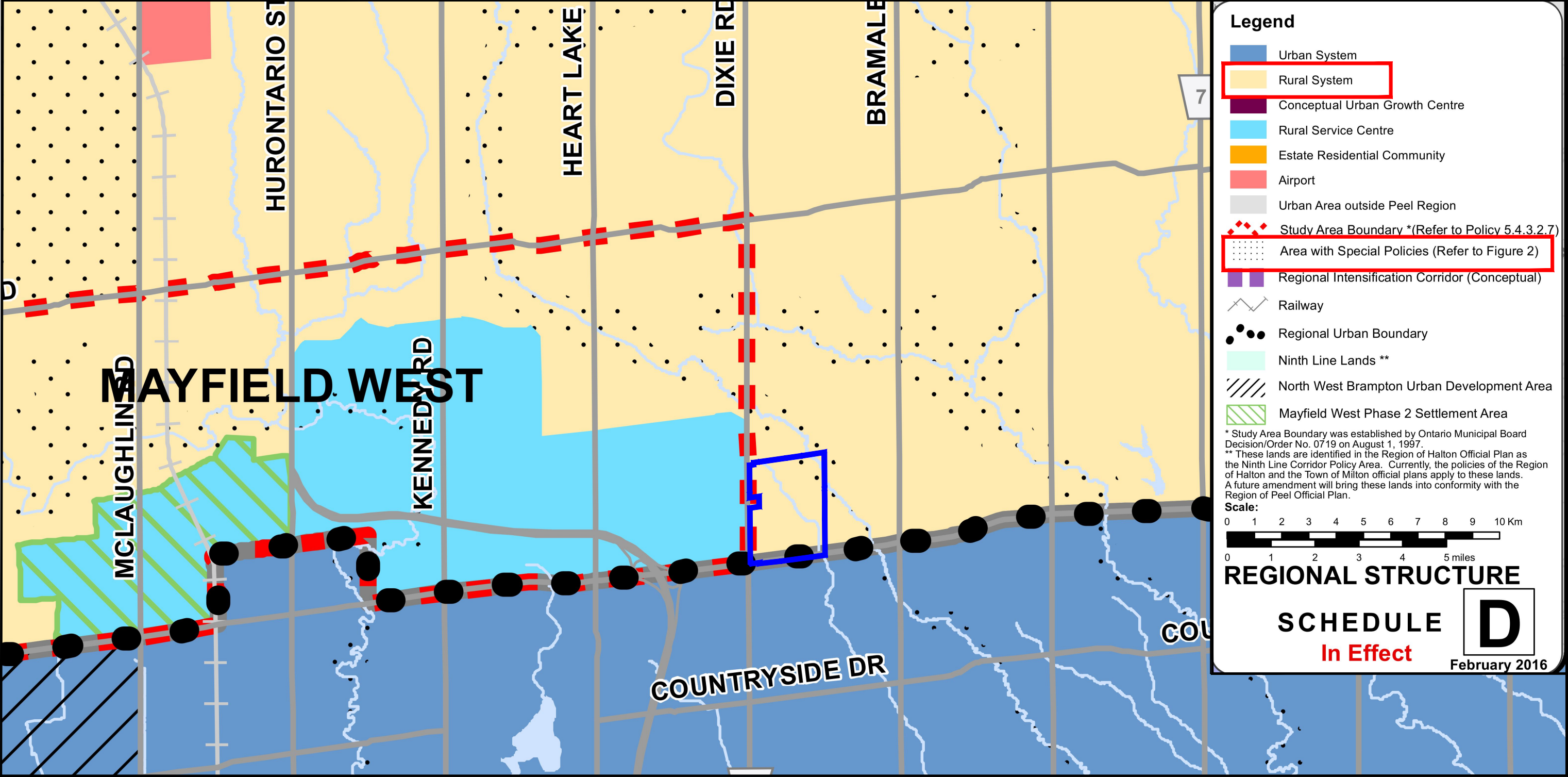
 12035 Dixie Road

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Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management



**Figure 18: Region of Peel Official Plan - Schedule D: Regional Structure**

12035 Dixie Road, Caledon ON

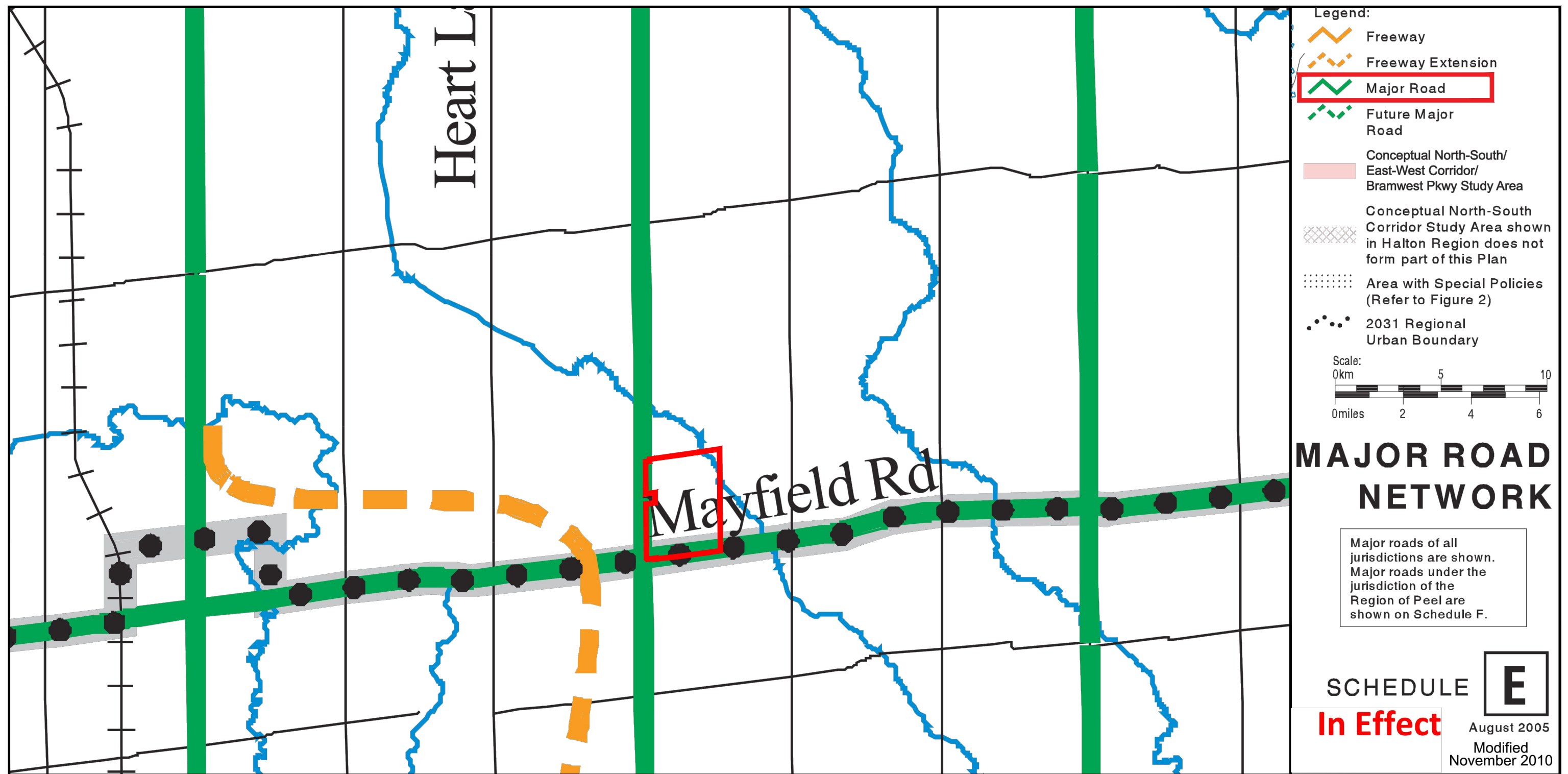
 12035 Dixie Road

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Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management



**Figure 19: Region of Peel Official Plan - Schedule E: Major Road Network**

12035 Dixie Road, Caledon ON

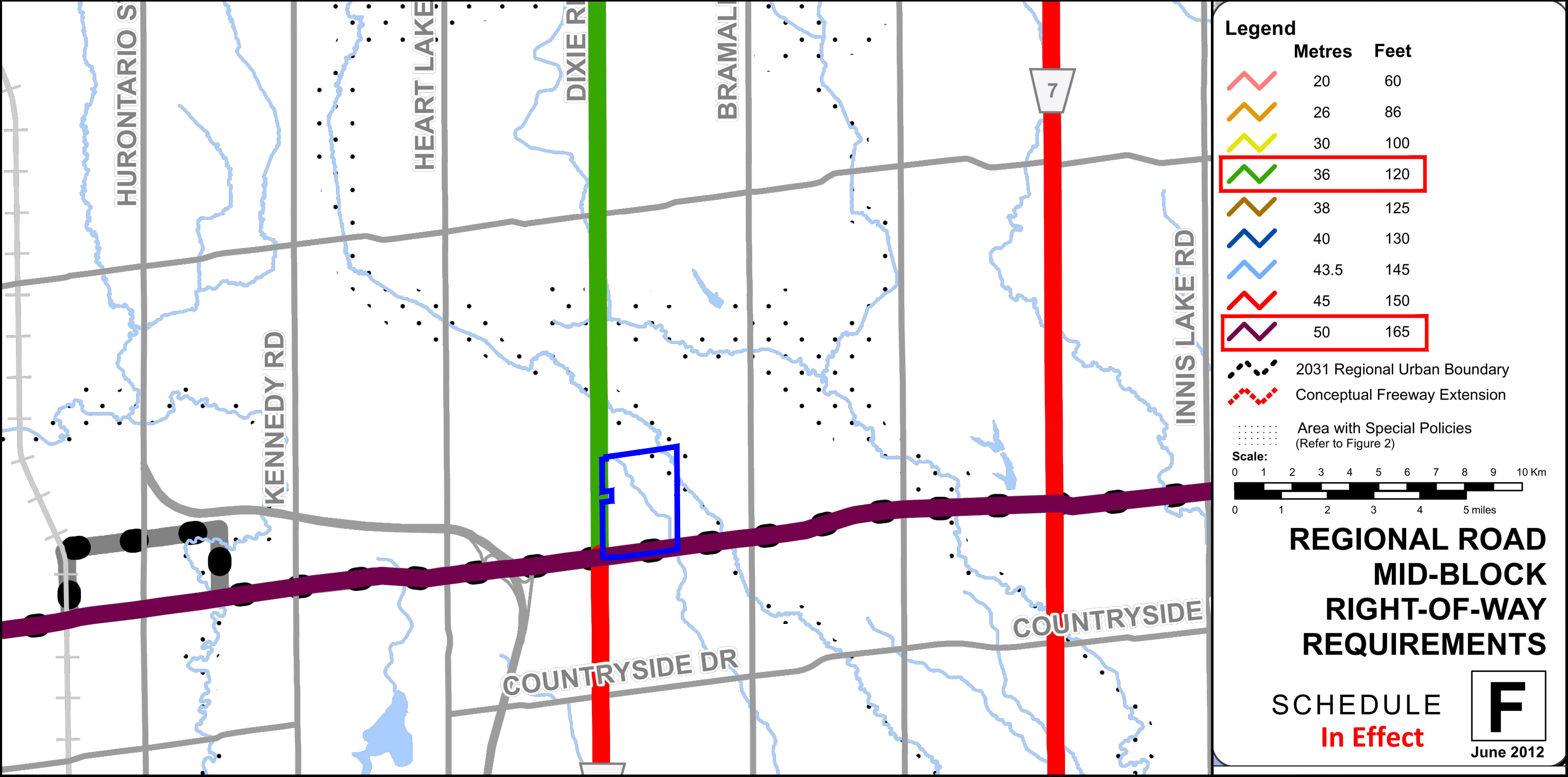
12035 Dixie Road

Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management

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**Figure 20: Region of Peel Official Plan - Schedule F: Regional Road Mid-Block Right-of-Way Requirements**

12035 Dixie Road, Caledon ON

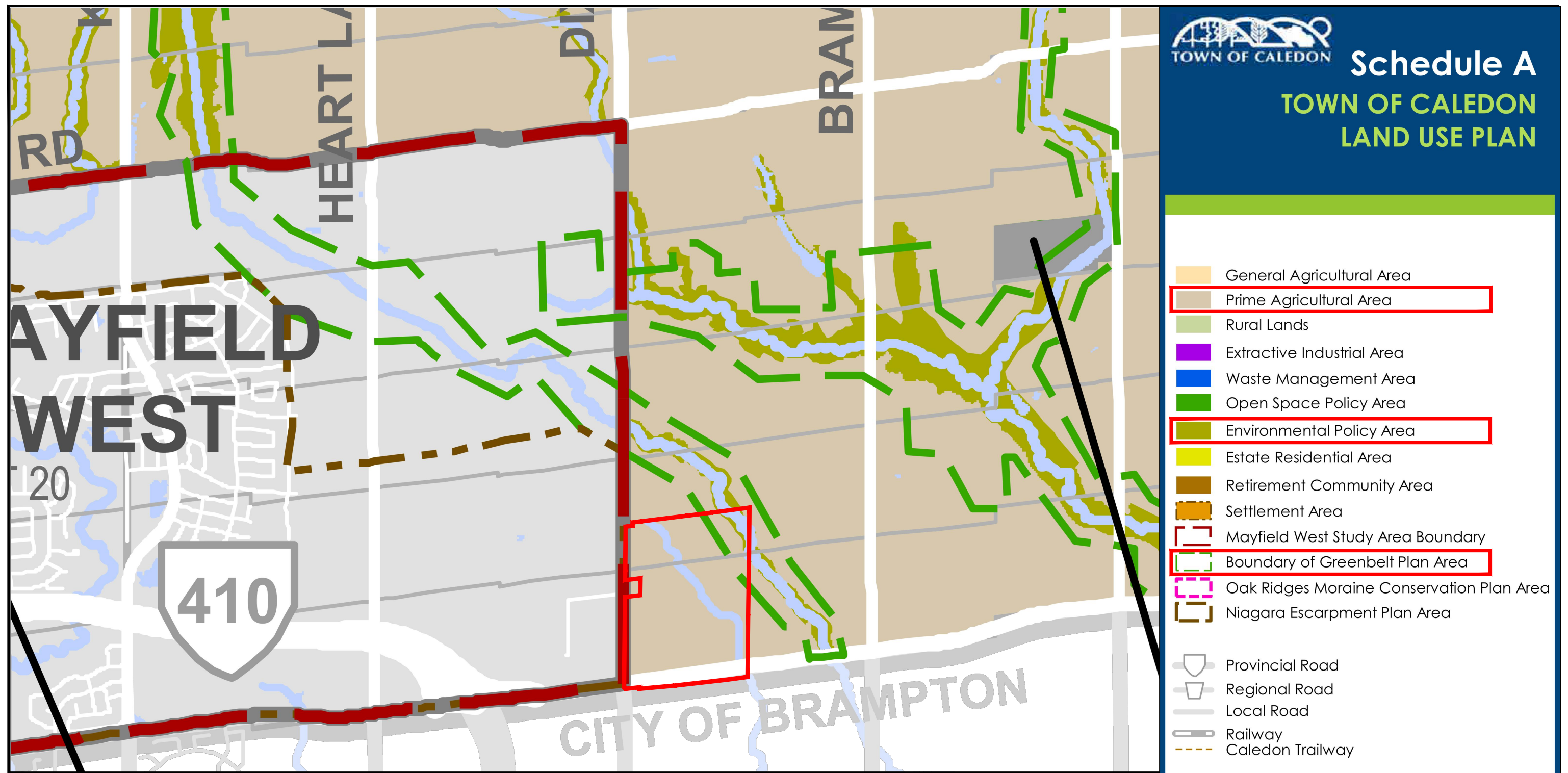
12035 Dixie Road

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Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management



**Figure 21: Town of Caledon Official Plan - Schedule A: Land Use Plan**

12035 Dixie Road, Caledon ON

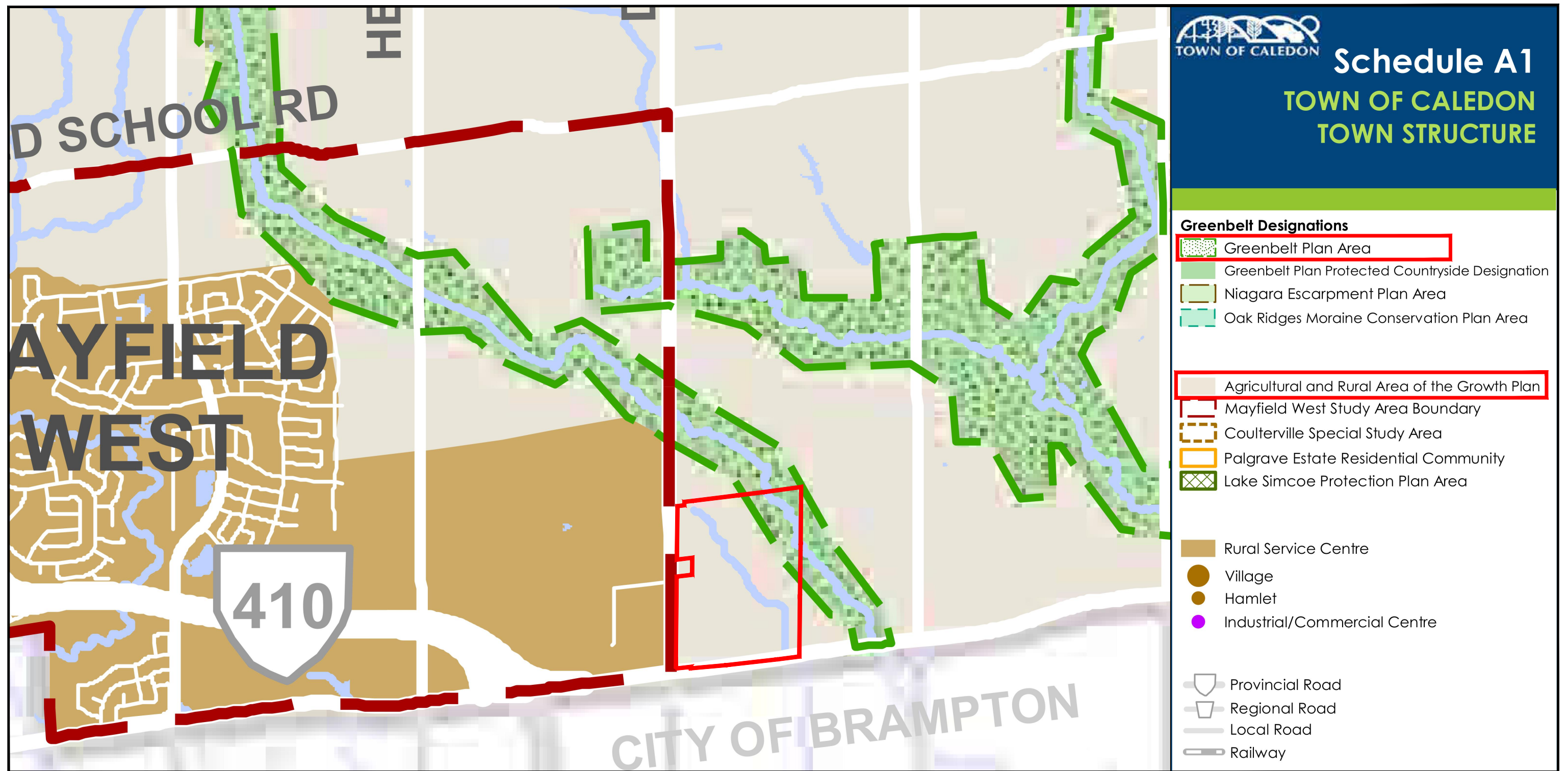
12035 Dixie Road

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Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management



**Figure 22: Town of Caledon Official Plan - Schedule A1: Town Structure**

12035 Dixie Road, Caledon ON

12035 Dixie Road

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Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

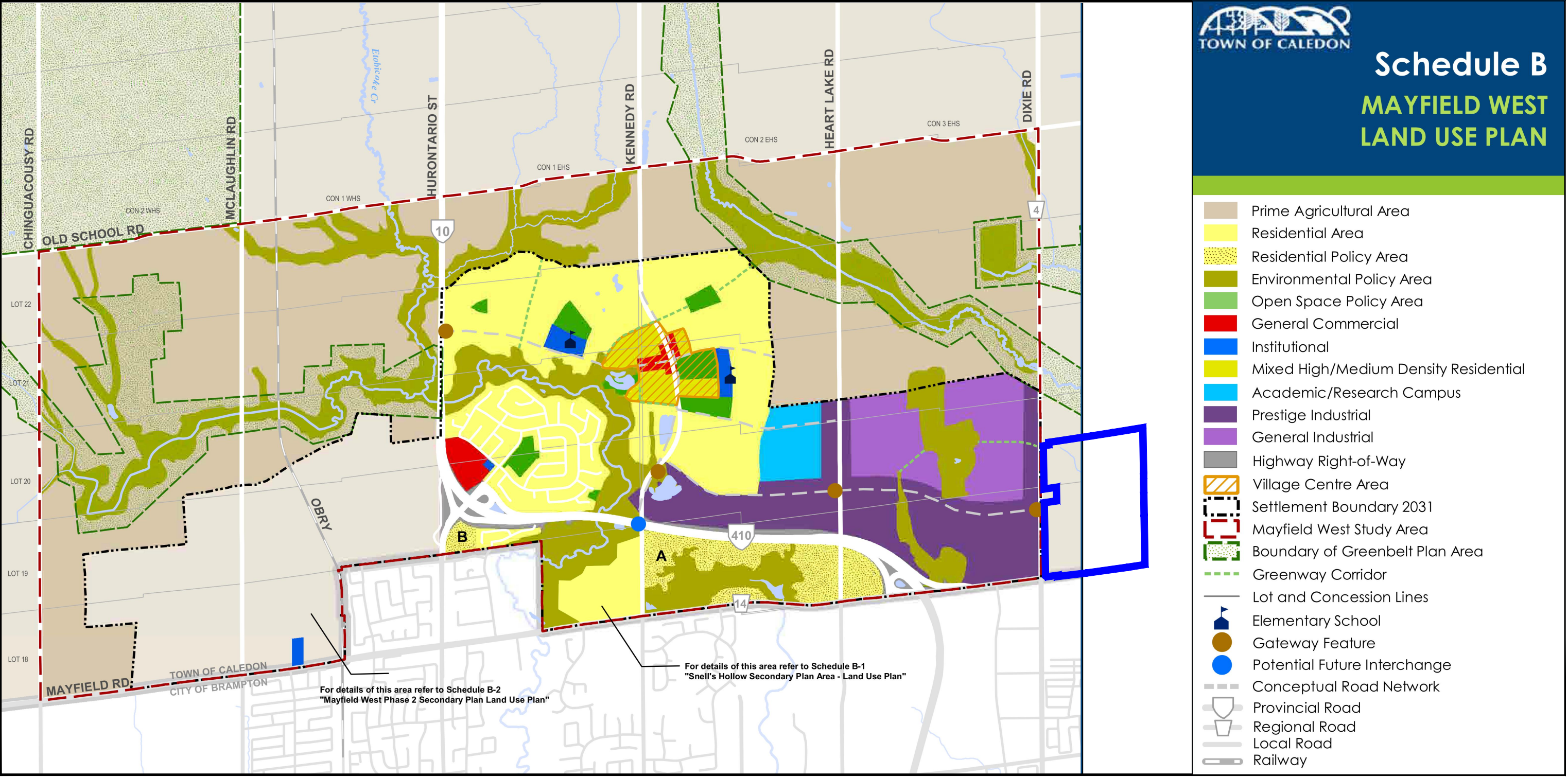


Figure 23: Town of Caledon Official Plan - Schedule B: Mayfield West Land Use Plan

12035 Dixie Road, Caledon ON

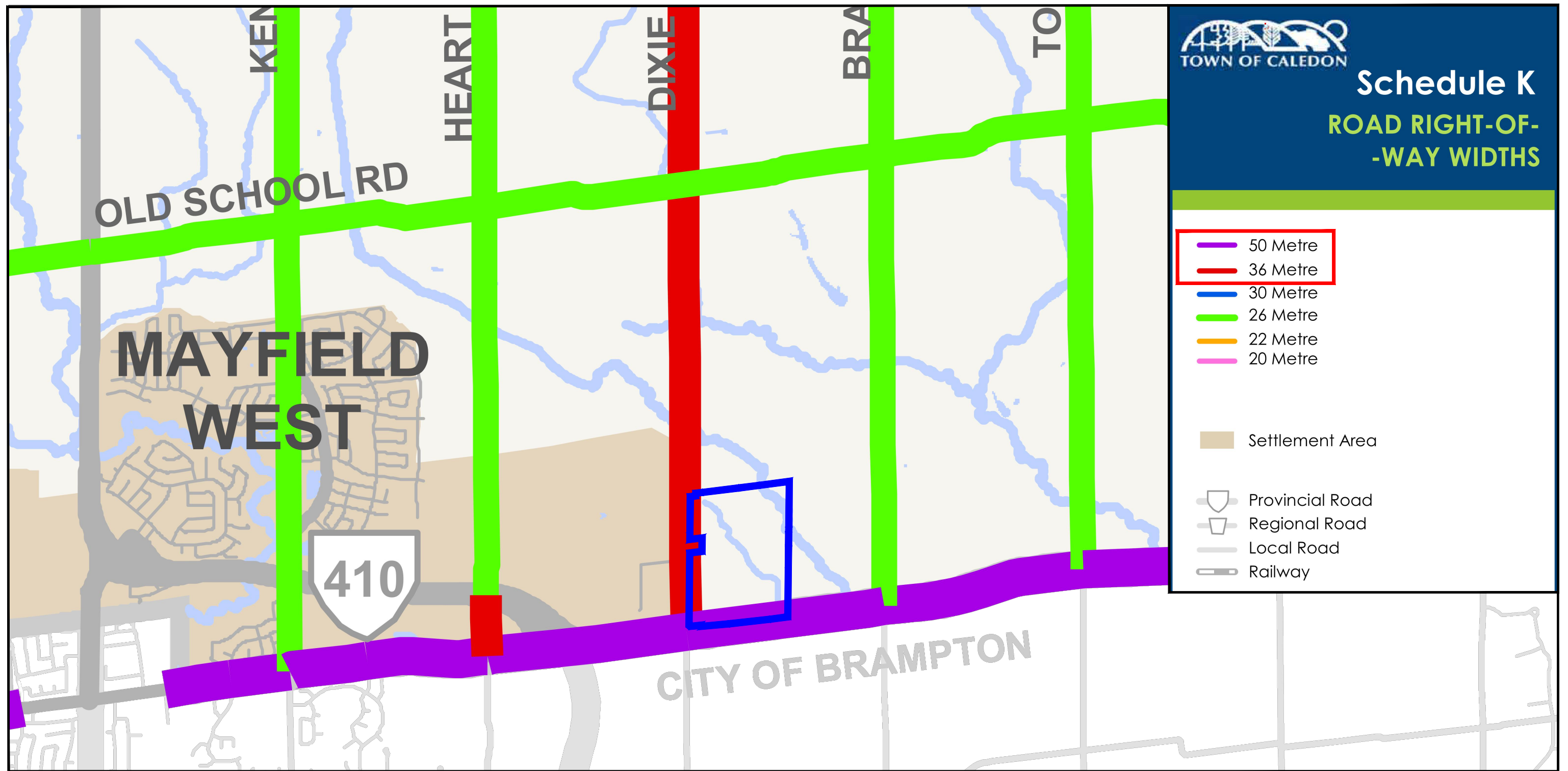
 12035 Dixie Road

Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

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**Figure 24: Town of Caledon Official Plan - Schedule K: Road Right-Of-Way Width**

12035 Dixie Road, Caledon ON

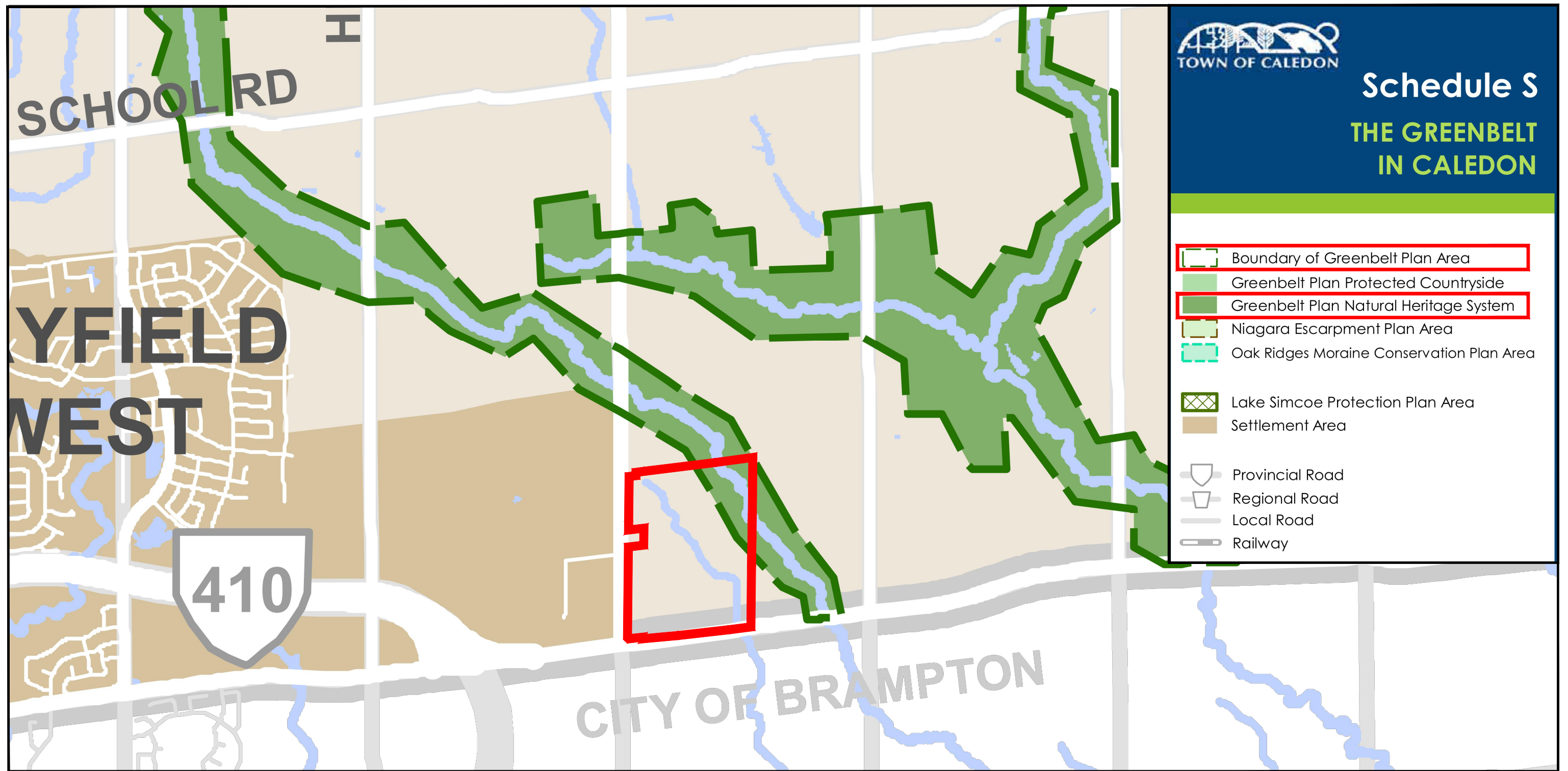
12035 Dixie Road

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Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management



**Figure 25: Town of Caledon Official Plan - Schedule S: The Greenbelt in Caledon**

12035 Dixie Road, Caledon ON

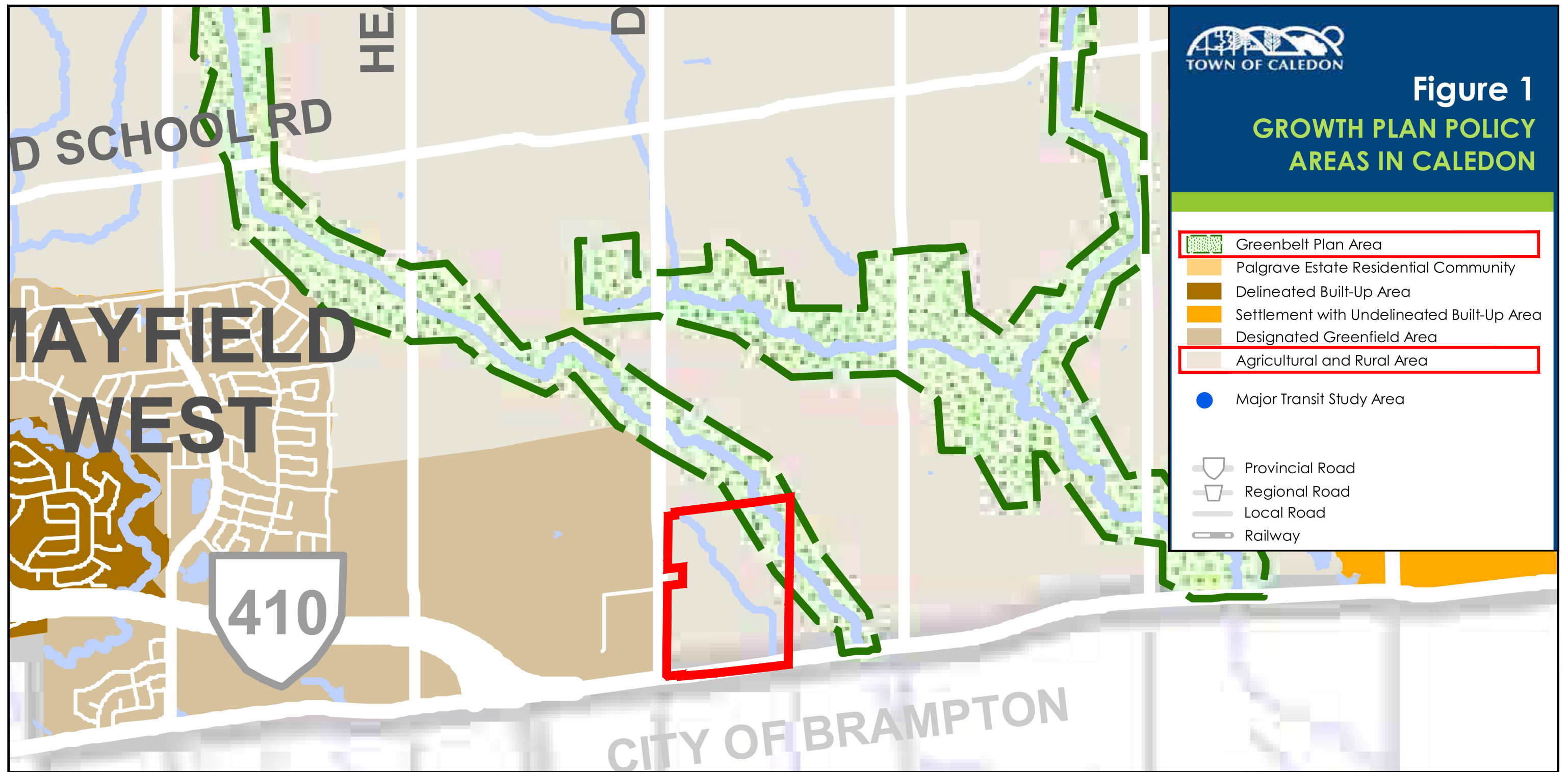
  12035 Dixie Road

Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

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**Figure 26: Town of Caledon Official Plan - Figure 1: Growth Plan Policy Areas in Caledon**

12035 Dixie Road, Caledon ON

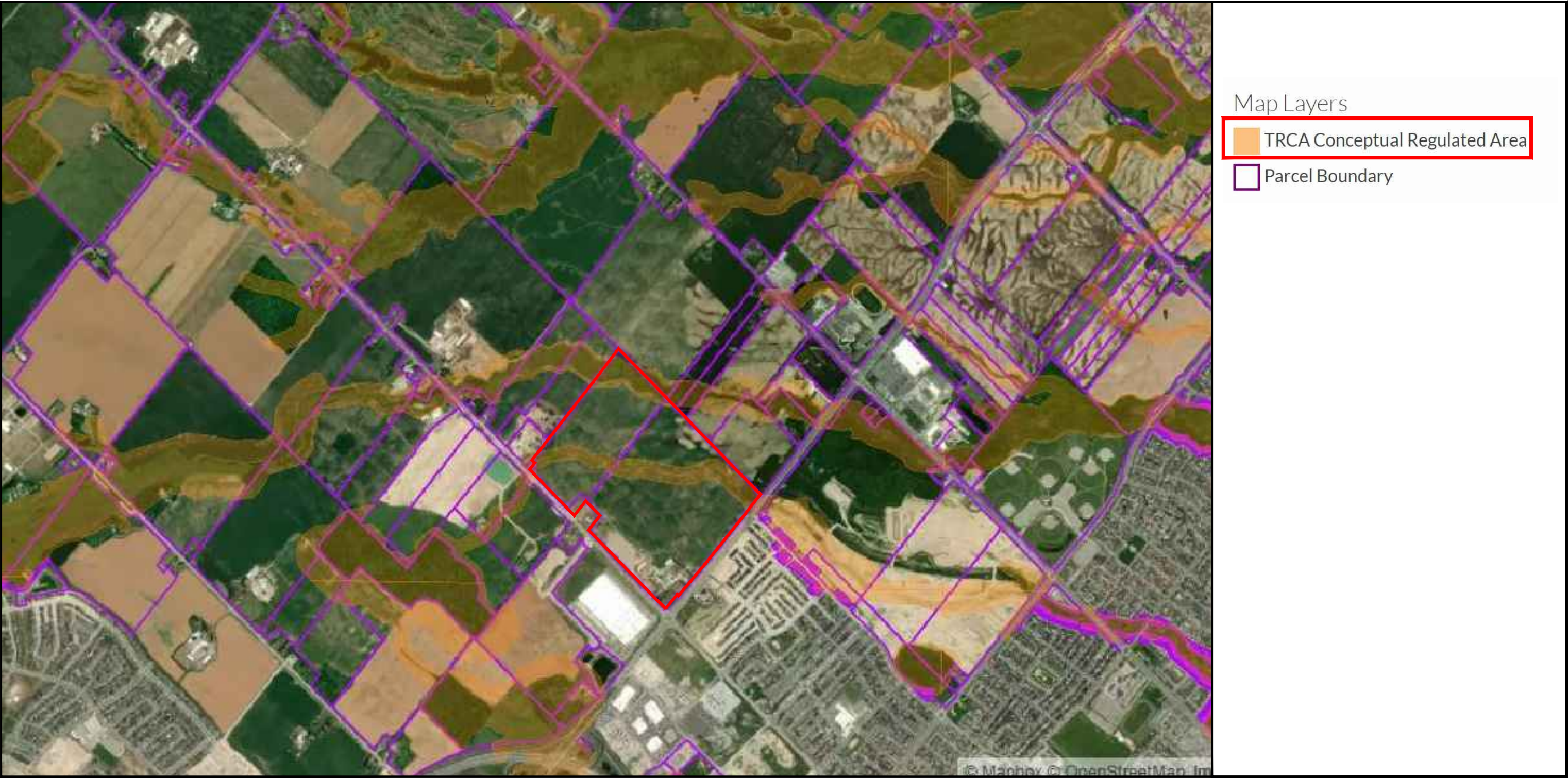
12035 Dixie Road

Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

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**Figure 27: Toronto and Region Conservation Authority (TRCA) - Regulated Area**

12035 Dixie Road, Caledon ON

12035 Dixie Road

Source: TRCA Online Map (Accessed February 2021), Armstrong Planning & Project Management

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MAR 2021



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## **Appendix A – TRCA and Town Site Walk and Staking Memo**

## TECHNICAL MEMORANDUM

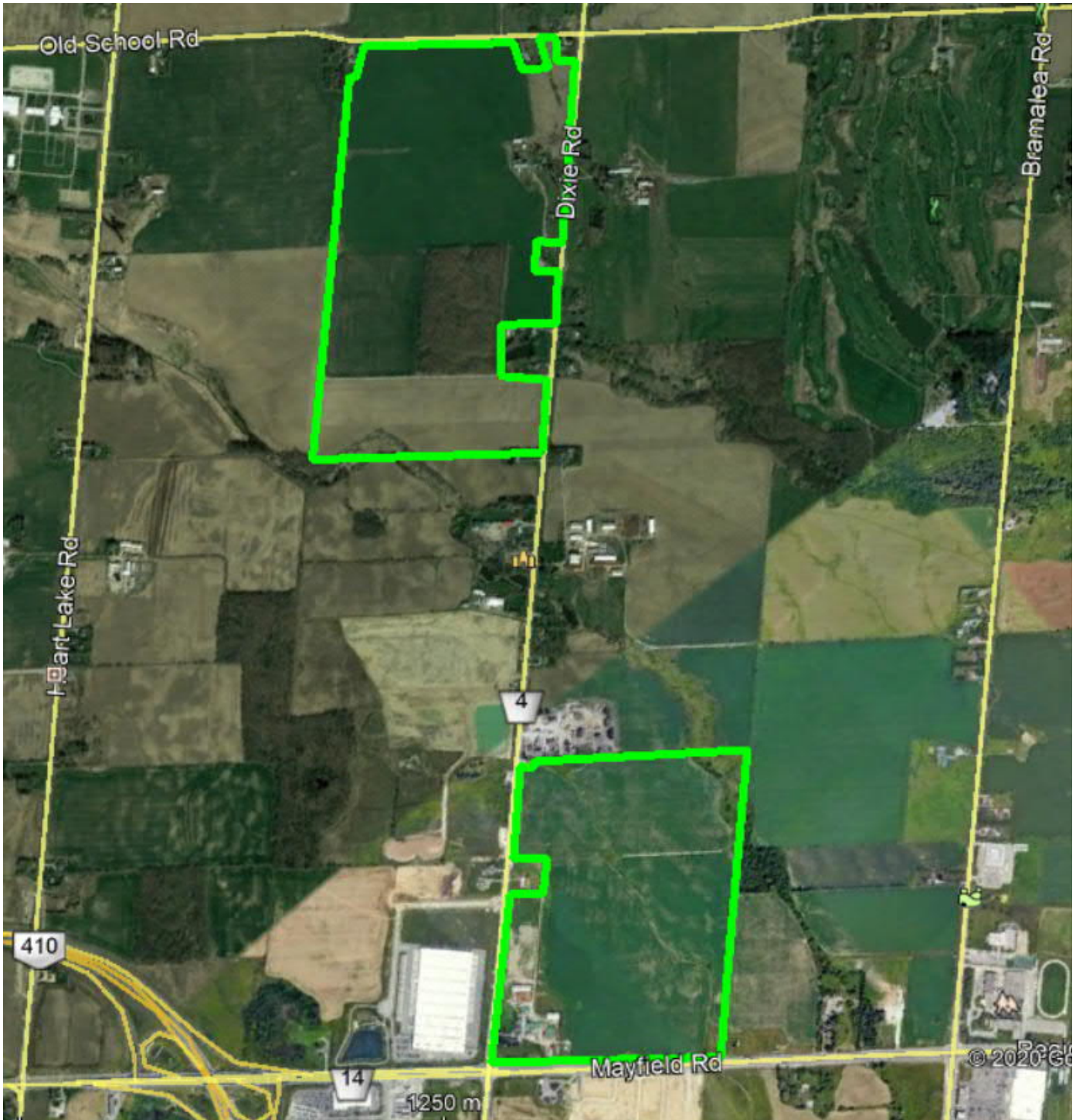
|           |  |
|-----------|--|
| To:       | Jason Wagler, Senior Planner, TRCA<br>Evan Bearss, Ecologist, TRCA<br>Lina Alhabash, Planner, TRCA<br>Tychon Carter-Newman, Planner, TRCA<br>Kyle Poole, Landscape Architect, Town of Caledon<br>Jay Menary, Development Engineering Technologist, Town of Caledon |
| From:     | Leanne Wallis, Ecologist, WSP<br>Carleigh Oude-Reimerink, Senior Planner and Project Manager, Armstrong Planning and Project Management  |
| RE:       | 12035 Dixie Rd and 12892 Dixie Rd, Caledon<br>Site Walk (October 27, 2020) to Confirm Wetland and Woodland Limits  |
| Date:     | November 19, 2020  |
| Revision: |  |

## INTRODUCTION

WSP Canada Inc. and Armstrong Planning and Project Management have been retained by Tribal Partners Canada Inc. to provide ecological, planning, and project management services related to the proposed e-commerce facility developments at 12035 Dixie Rd ("the south property") and 12892 Dixie Rd ("the north property"), Caledon, Ontario. Both properties are located on Dixie Rd between Mayfield Rd and Old School Rd, just north of the Caledon/Brampton boundary (see Figure 1).

This technical memorandum documents the results of a site walk involving staff from WSP Canada Inc. (Leanne Wallis), Armstrong Planning and Project Management (Carleigh Oude-Reimerink), Toronto and Region Conservation Authority (TRCA) (Jason Wagler, Evan Bearss, Lina Alhabash, Tychon Carter-Newman) and Town of Caledon (Kyle Poole, Jay Menary) on October 27, 2020 to confirm the wetland and woodland limits on the subject properties.

Figure 1: Study Area showing north property (12892 Dixie Rd) and south property (12035 Dixie Rd), approximate limits



## 12035 DIXIE RD

Two adjacent properties (12035 Dixie Rd and Pt Lt 19 Con 4 EHS Chinguacousy as in R0811026; except 29, 30, 33 & 34 43R20417, PT 1 & 2 43R16098 & PT 4 43R16437; Caledon) are herein referred to as 12035 Dixie Rd. The combined size is approximately 147 acres (59 hectares) and the property is currently zoned and designated agricultural and is used for agricultural purposes. A linear drainage feature is present through the farm field, a creek is present along the northeast corner of the property, and small wetland patches are present elsewhere along the north, east, and south property boundaries. A woodland is present on the neighboring property to the east, with the woodland abutting the boundary with the subject property.

Wetland limits were pre-flagged by WSP prior to the site walk. These limits were reviewed and accepted by TRCA representatives. Woodland limits were pre-flagged by WSP prior to the site walk. These limits were reviewed and accepted by Town of Caledon representatives.

TRCA representatives stated a top of bank limit would be required along the valley crest in the northeast corner of the property. TRCA flagged the limit during the site walk.

The wetland, woodland, and top of bank limits will be professionally surveyed by R. Avis Surveying. The surveyed limits will be provided in digital format to TRCA and the Town of Caledon for review and inclusion into their GIS data set.

TRCA representatives stated a slope stability study would be required at a steep point ("Flag 3") along the valley crest in the northeast corner of the property.

## 12892 DIXIE RD

12892 Dixie Rd is approximately 197 acres (80 hectares) and the property is also zoned and designated agricultural and is currently used for agricultural purposes. Two drainage features are present in the northeast corner, and a creek is present along the south property boundary. A woodland is also present on the subject property.

Wetland limits were pre-flagged by WSP prior to the site walk. These limits were reviewed and accepted by TRCA representatives. Woodland limits were pre-flagged by WSP prior to the site walk. These limits were reviewed and accepted by Town of Caledon representatives.

Town of Caledon representatives stated that the ongoing selective cutting of trees within the woodland should follow forestry and arboriculture best management practices. The Town of Caledon representatives requested a copy of the forestry management plan (Jackson Stewardship, 2019) which was submitted to the Town via electronic transfer on November 19, 2020.

TRCA representatives stated a top of bank limit would be required at two locations: 1) along the valley crest above the drainage feature in the northeast corner of the property, and 2) along the valley crest above the creek along the south property boundary. TRCA flagged the limits during the site walk.

In addition, TRCA representatives stated a valley contiguous vegetation limit was required in the northeast corner of the property. This limit is an extension of the top of bank limit and includes contiguous vegetation in the vicinity of the farmhouse.

The wetland, woodland, and top of bank limits will be professionally surveyed by R. Avis Surveying. The surveyed limits will be provided in digital format to TRCA and the Town of Caledon for review and inclusion into their GIS data set.

TRCA representatives stated a feature-based water balance would be required for the watercourse within the woodland.

TRCA representatives stated an erosion analysis would be required for the watercourse within the woodland.

TRCA representatives stated a headwater drainage feature (HDF) analysis would be required upstream of the drainage feature south of the farmhouse.

TRCA representatives stated a slope stability analysis would be required along the south property limit in the vicinity of the creek.

## OTHER COMMENTS

Terms of Reference for the study are to be reviewed by TRCA staff.

Town of Caledon Development Engineering staff are to be circulated all engineering reports and studies for review through future development application submission.

## CONCLUSIONS

- The wetland limits at 12035 Dixie Rd and 12892 Dixie Rd as delineated by WSP received approval from TRCA representatives.
- The woodland limits at 12035 Dixie Rd and 12892 Dixie Rd as delineated by WSP received approval from Town of Caledon representatives.
- Top of bank limits at 12035 Dixie Rd and 12892 Dixie Rd were flagged by TRCA representatives.
- All verified limits at 12035 Dixie Rd and 12892 Dixie Rd will be professionally surveyed. The surveyed limits will be provided in digital format to TRCA and the Town of Caledon for review and inclusion into their GIS data set.
- TRCA and Town of Caledon representatives advised that the following surveys will be required, at the locations outlined above:
  - 12035 Dixie Rd: Slope Stability Study
  - 12892 Dixie Rd: Feature-based Water Balance; Erosion Analysis, HDF Analysis, Slope Stability Study

Thank you,



Leanne Wallis  
Terrestrial Ecologist  
WSP Canada



Carleigh Oude-Reimerink  
Senior Planner, Project Manager  
Armstrong Planning and Project Management



Steve Leslie  
Ecologist  
WSP Canada

## **Appendix B – Draft Official Plan Amendment**

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

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. \_\_\_\_\_

A By-law to adopt Amendment No. \_\_\_\_ 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. \_\_\_\_ 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 \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
Alan Thompson, Mayor

\_\_\_\_\_  
Carey deGorter, Clerk

**THE CONSTITUTIONAL STATEMENT**

- PART A - THE PREAMBLE - does not constitute part of this amendment.
- PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. \_\_\_\_\_ of the Town of Caledon Official Plan.

**AMENDMENT NO. \_\_\_\_\_**

**OF THE TOWN OF CALEDON OFFICIAL PLAN**

**PART A - THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to amend Schedule "A" Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from Prime Agricultural Area to:

- a) Prestige Industrial

**Location:**

The lands subject to this Amendment, as indicated on the attached Schedule "A", are municipally known as 12035 Dixie Road. The legal description of the lands is Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14, 16 To 26, 43r20417 & Pts 9, 10 & 11, Exprop.pl Pr1385233; S/t Ch21926, Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253, and Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437, Town of Caledon, Regional Municipality of Peel.

**Basis:**

The basis for this Amendment is contained in Planning Report PD \_\_\_\_\_, as adopted by Council on \_\_\_\_\_. The applicant, Tribal Partners Canada Inc., has requested an amendment to the Town of Caledon Official Plan to permit General Industrial uses on the property in order to facilitate the construction of a development with employment and industrial uses. In support of the application, the applicant submitted the following reports:

- **Agricultural Impact Assessment**, *Clark Consulting Services Inc.*
- **Arborist Report**, *Canopy Consulting*
- **Archaeological Assessment (Stage 1 & 2)**, *Irvin Heritage Inc.*
- **Cultural Heritage Impact Assessment**, *Stantec Consulting*
- **Comprehensive Environmental Impact Study Management Plan**, *WSP Canada Inc.*
- **Economic Benefits Study**, *urbanMetrics Inc.*
- **Environmental Site Assessment (Phase 1 & 2)**, *MTE Consultants Inc.*
- **Fluvial Geomorphological Assessment, Erosion Hazard Delineation and Channel Design Report**, *Geomorphix Inc.*
- **Functional Servicing Report**, *WSP Canada Inc.*
- **Geotechnical Study**, *MTE Consultants Inc.*
- **Hydrogeological Impact Assessment**, *MTE Consultants Inc.*
- **Naturalized Channel Design Report**, *WSP Canada Inc.*
- **Noise & Vibration Study**, *SLR Consultants Inc.*
- **Planning Justification Report**, *Armstrong Planning & Project Management*
- **Stormwater Management Report**, *WSP Canada Inc.*
- **Traffic Impact Study**, *LEA Group*
- **Urban Design Brief**, *Baldassarra Architects*

The proposed amendment to the Official Plan to permit a significant employment opportunity within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of an employment hub adjacent to Mayfield West Secondary Plan Area addresses an identified need for employment uses and jobs within the Town of Caledon and Region of Peel.

## **PART B - THE AMENDMENT**

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

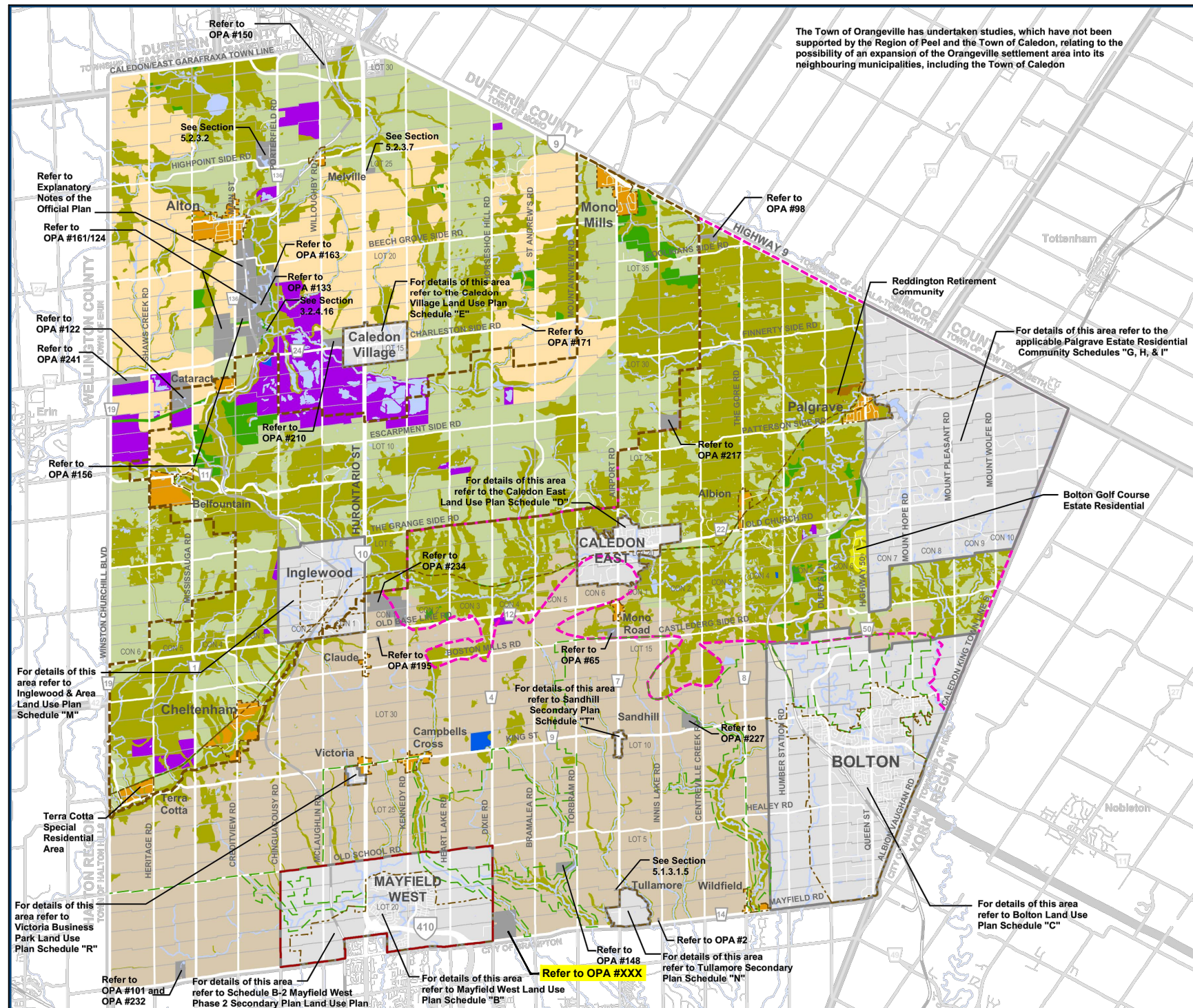
### **Details of the Amendment**

The Town of Caledon Official Plan is amended as follows:

1. "Schedule A" Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233; S/t Ch21926, Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253, and Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437, Town of Caledon, Regional Municipality of Peel, from Prime Agricultural to Prestige Industrial, in accordance with Schedule "A" attached hereto.

### **Implementation and Interpretation**

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



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

# Proposed Town of Caledon Official Plan Amendment

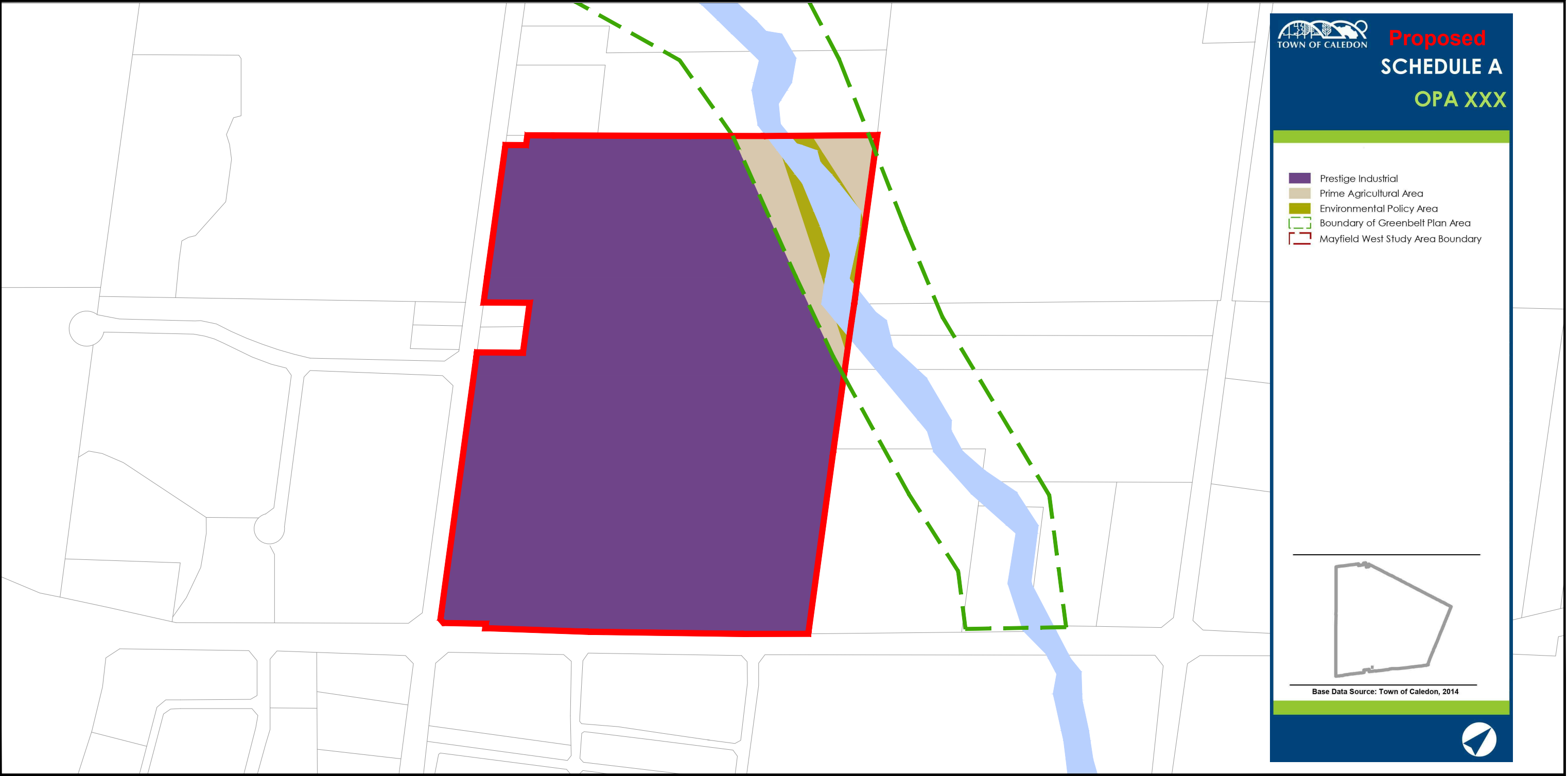
12035 Dixie Road, Caledon ON

Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

DATE  
MAR 2021



armstrong  
planning | project management



**Proposed Town of Caledon Official Plan Amendment**

12035 Dixie Road, Caledon ON

 12035 Dixie Road

Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

DATE  
MAR 2021



**armstrong**  
planning | project management

## **Appendix C – Draft Zoning By-law Amendment**

THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. \_\_\_\_\_

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233; S/t Ch21926, Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253, and Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437, Town of Caledon, Regional Municipality of Peel, municipally known as 12035 Dixie Road.

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

**AND WHEREAS** the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233; S/t Ch21926, Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253, and Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437, Town of Caledon, Regional Municipality of Peel, for employment purposes.

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

1. The following is added to Table 13.1:

| Zone Prefix | Exception Number | Permitted Uses  | Special Standards   |
|-------------|------------------|---|---|
| MP          | _____            | <div><div></div><div><div><div>- Bulk Storage Facility</div><div>- Business Office</div><div>- Cold Storage Warehouse</div><div>- Contractor’s Facility</div><div>- Dry Cleaning or Laundry Plant</div><div>- Equipment Storage Building</div><div>- Factory Outlet</div><div>- Financial Institution</div><div>- Gasoline Pump Island, Accessory</div><div>- Industrial Use</div><div>- Light Equipment Rental Establishment</div><div>- Maintenance Garage, Accessory</div><div>- Merchandise Service Shop</div><div>- Motor Vehicle Body Shop</div><div>- Motor Vehicle Compound</div><div>- Motor Vehicle Gas Bar</div><div>- Motor Vehicle Repair Facility</div><div>- Motor Vehicle Towing Facility</div><div>- Open Storage Area, Accessory</div><div>- Outside Display or Sales Area, Accessory</div></div></div></div> | <div><div>For the purposes of this exception, all provisions are related to the entirety of the <i>lot</i> municipally known as 12035 Dixie Road, as described above, on the date of passing this by-law. For greater clarity, if the lot is severed, the standards and provisions apply to the lot as it existed on the date of passing this by-law and shall not apply individually. <i>Lot Lines</i> are as defined in <b>Schedule “B”</b>.</div><div><div><b>Building Area:</b><div>For the purpose of calculating the <i>building area</i>, the <i>gross floor area</i> (exclusive of any rooftop mechanical structure) shall be divided by the <i>lot area</i>. <i>Lot area</i> is to be calculated on the entirety of the <i>lot</i> municipally known as 12035 Dixie Road (inclusive of any portion of the <i>lot</i> within the Environmental Policy Area 1 Zone).</div><div><div><div><b>Lot Frontage</b> (minimum):<div>Mayfield Road30 m</div></div><div><b>Building Area</b> (maximum):50%</div><div><b>Front Yard</b> (Mayfield Road):20 m</div><div><b>Rear Yard</b> (north <i>lot line</i>):7.5 m</div><div><b>Exterior Side Yard</b> (Dixie Road):7.5 m</div><div><b>Interior Side Yard</b> (east <i>lot line</i>):6 m</div></div></div></div></div></div> |

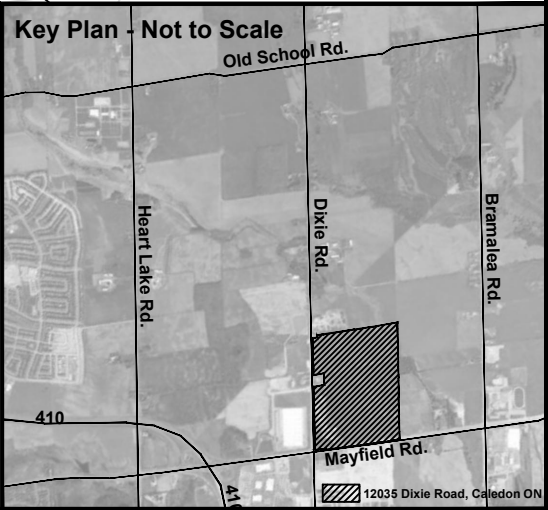
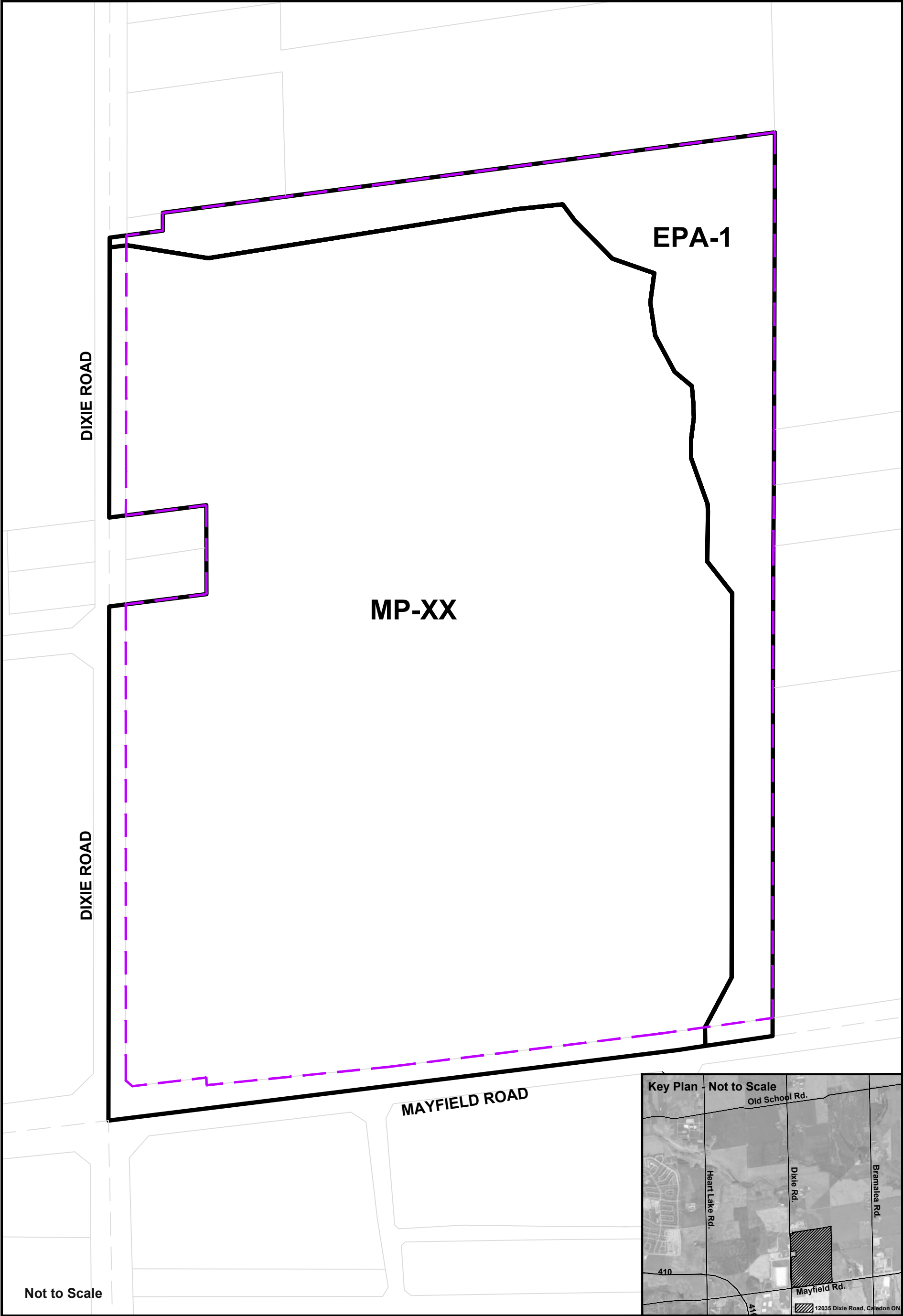
| Zone Prefix | Exception Number | Permitted Uses   | Special Standards  |
|-------------|------------------|--|--|
|             |                  | <div><div><ul style="list-style-type: none"><li>- <i>Place of Assembly</i></li><li>- <i>Place of Worship</i></li><li>- <i>Research Establishment</i></li><li>- <i>Restaurant</i></li><li>- <i>Retail Store, Accessory</i></li><li>- <i>Training Facility</i></li><li>- <i>Transportation Depot</i></li><li>- <i>Warehouse</i></li><li>- <i>Warehouse, Public Self-Storage</i></li><li>- <i>Warehouse, Wholesale</i></li></ul></div><div>Nothing in this By-law shall prevent the use of any <i>lot, building</i> or <i>structure</i> for any purpose prohibited by this By-law if such <i>lot, building</i> or <i>structure</i> was lawfully used for such purposes on the effective date of this By-law as for so long as it continues to be used for that purpose.</div></div> | <div><div><b>Building Height</b> (maximum): 18 m; except for <i>Cold Storage Warehouse</i> refrigeration tower where 45 m is permitted.</div><div><b>Landscaping Area</b> (minimum): 10%</div><div><b>Planting Strip Width</b> (minimum):<br/>Front Lot Line (Mayfield Road): 4.0 m<br/>Rear Lot Line (north lot line): 3.0 m<br/>Exterior Lot Line (Dixie Road): 3.0 m<br/>Interior Lot Line (west lot line): 1.5 m</div><div><b>Parking Space Setback</b> (minimum):<br/>From any <i>street</i> 3.0 m</div><div><b>Parking Requirements:</b> for added clarity, truck and trailer <i>parking spaces</i> count towards parking minimums.</div><div><b>Fencing Restrictions:</b> noise attenuation fencing required through the approved <i>noise study</i>, shall be permitted in any <i>yard</i> to the height specified by the <i>noise study</i>.</div><div><b>Illumination:</b> notwithstanding 5.2.19.i), lighting fixtures shall be located no closer than 3.0 metres from any <i>lot line</i>.</div></div> |


2. Schedule “A”, Zone Map 5 of By-law 2006-50, as amended is further amended for Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233; S/t Ch21926, Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253, and Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437, Town of Caledon, Regional Municipality of Peel, from A1 and EPA 2 to MP-XX and EPA 1 in accordance with Schedule “A” attached hereto.
3. Schedule “B” \_\_\_\_\_ attached hereto, outlining the *lot lines* for the property is hereby added to Schedule “B”, Maps of By-law 2006-50, as amended, for the lands legally described Pt Lt 18, Conc 4 Ehs Chinguacousy As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233; S/t Ch21926, Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253, and Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437, Town of Caledon, Regional Municipality of Peel.

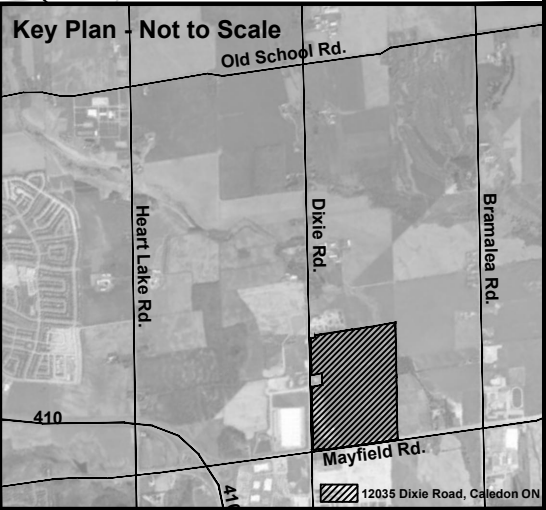
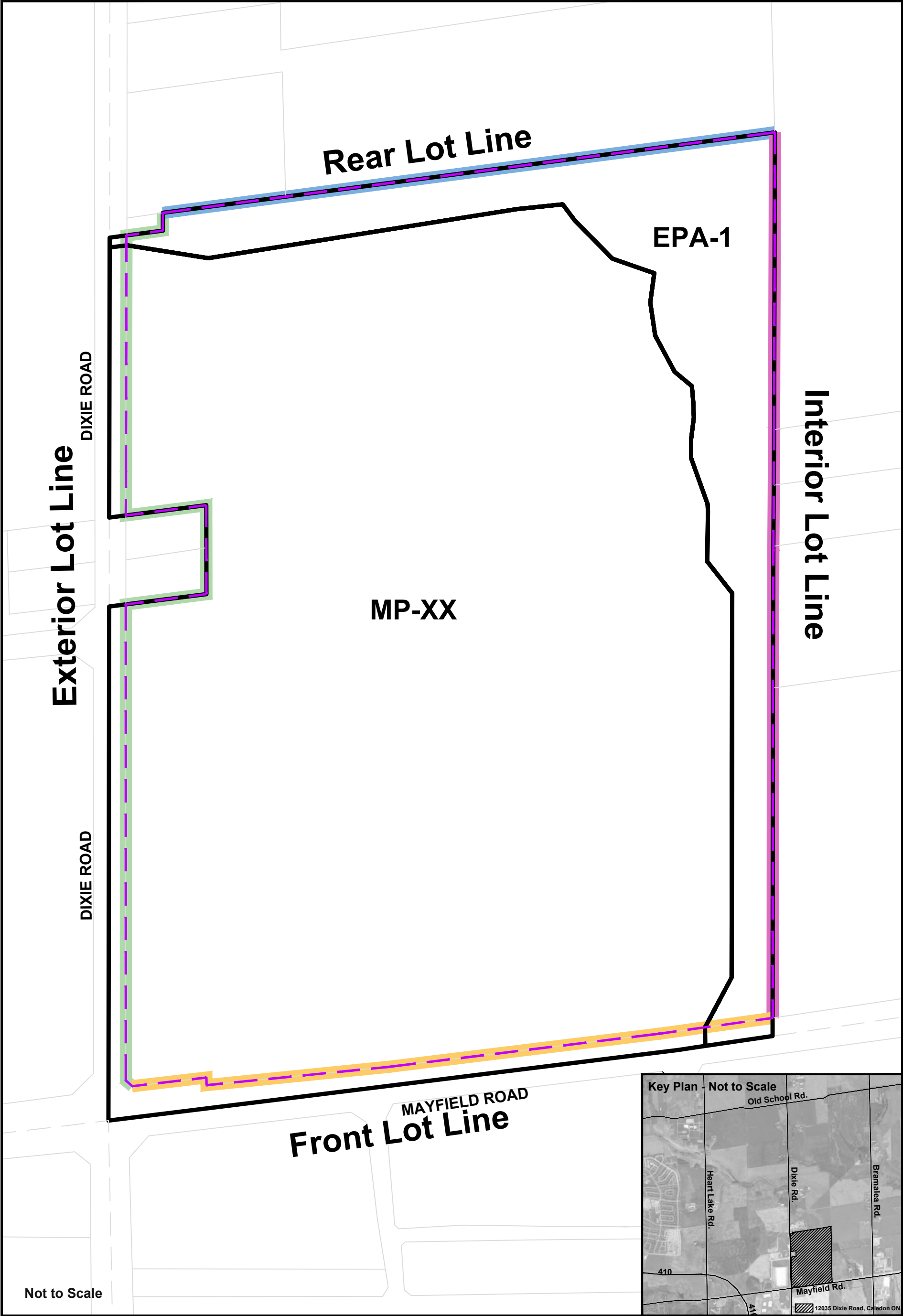
Read three times and finally  
passed in open Council on the  
\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

\_\_\_\_\_  
Allan Thompson, Mayor

\_\_\_\_\_  
Carey Herd, Clerk



|  |                          |  |
|--|--------------------------|--|
| <p><b>Schedule "A"- By-law 2021-XXX</b></p> <p><b>12035 Dixie Road, Caledon ON</b></p> <p><b>Legal Description:</b></p> <p>Parcel 1-PIN 143470318: Pt Lt 18, Conc 4 Ehs(ching) As In Ro1055677 S&amp;e Ch25744 &amp; Pts 1 To 14,16 To 26, 43r20417 &amp; Pts 9,10 &amp; 11, Exprop.pl Pr1385233 ; S/t Ch21926</p> <p>Parcel 2: PIN 143470017: Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253 ; Caledon</p> <p>Parcel 3: PIN 143470016: Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 &amp; 34 43r20417, Pt 1 &amp; 2 43r16098 &amp; Pt 4 43r16437 ; Caledon</p> | <p>DATE<br/>MAR 2021</p> | <p></p> <p><b>armstrong</b><br/>planning   project management</p> |
|--|--------------------------|--|



|  |  |  |   |  |
|--|--|--|---|--|
| <b>Schedule "B"- By-law 2021-XXX</b><br><b>12035 Dixie Road, Caledon ON</b><br><b>Legal Description:</b><br>Parcel 1- PIN <b>143470318</b> : Pt Lt 18, Conc 4 Ehs(ching) As In Ro1055677 S&e Ch25744 & Pts 1 To 14,16 To 26, 43r20417 & Pts 9,10 & 11, Exprop.pl Pr1385233 ; S/t Ch21926<br>Parcel 2: PIN <b>143470017</b> : Pt Lt 19 Con 4 Ehs Chinguacousy Pts 1, 2, 3 43r16437; T/w Ro883253 ; Caledon<br>Parcel 3: PIN <b>143470016</b> : Pt Lt 19 Con 4 Ehs Chinguacousy As In Ro811026; Except 29, 30, 33 & 34 43r20417, Pt 1 & 2 43r16098 & Pt 4 43r16437 ; Caledon |  |  | <div><div><div></div><div>12892 Dixie Road</div></div><div><div></div><div>Front Lot Line</div></div><div><div></div><div>Rear Lot Line</div></div><div><div></div><div>Interior Lot Line</div></div><div><div></div><div>Exterior Lot Line</div></div></div> <div><div>DATE</div><div>MAR 2021</div></div> <div><div></div><div><b>armstrong</b><br/>planning   project management</div></div> |  |
|--|--|--|---|--|

## **Appendix D – TRCA Terms of Reference**



12035 DIXIE ROAD  
CALEDON, ONTARIO

# COMPREHENSIVE ENVIRONMENTAL IMPACT STUDY AND MANAGEMENT PROGRAM (CEISMP)

## NATURAL HERITAGE TERMS OF REFERENCE



Prepared for:  
**Tribal Partners Canada Inc.**  
Prepared By:  
**WSP Canada Inc.**  
December 2020

## Signatures

### Prepared by

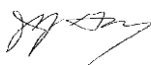


Steven Leslie, B.E.S.,  
Ecologist

December 7, 2020

Date

### Reviewed by



Jeff Gross, MSc.,  
Senior Ecologist

December 7, 2020

Date

WSP Canada Inc. prepared this report solely for the use of the intended recipient, **Tribal Partners Canada Inc.**, in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to **Tribal Partners Canada Inc.** at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP Canada Inc. does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

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## LIST OF APPENDICES

**Appendix A:** Subject Property Overview Figure

## 1.0 INTRODUCTION

WSP Canada Inc. (WSP) has been retained by Tribal Partners to provide input to a Comprehensive Environmental Impact Study and Management Program (CEISMP) in support of future development on two adjacent properties, herein identified as 12035 Dixie Road (the Subject Property), located at the north corner of the Dixie Road and Mayfield Road intersection in Caledon. To confirm the natural heritage scope of work for the CEISMP, we have prepared these Terms of Reference (TOR), based on relevant policies in the Town of Caledon Official Plan (2018), Toronto and Region Conservation Authority (TRCA) Environmental Impact Statement Guidelines (2014), pre-consultation (DART meeting) comments from the Town of Caledon dated September 23, 2020, background information and 2020 field surveys of the Subject Property. This also includes scope for a fluvial geomorphic analysis, provided by GeoMorphix Ltd. The Subject Property location and the surrounding landscape are shown on the Figure in Appendix A.

To document existing natural environment conditions, WSP has completed background information review and field investigations on the subject property from July 2020 through fall 2020 (refer to Section 4.1). WSP's Ecology Group completed a preliminary characterization of existing natural features and assessed natural heritage features and functions. Field investigations included documenting vegetation communities, wildlife and fish habitat, and determining the potential for Species at Risk (SAR) or their habitat to occur within the Subject Property. To identify constraint limits, woodland and wetland delineations were completed by WSP staff, subject to confirmation in the field with Town of Caledon and TRCA staff.

## 2.0 SITE CONTEXT

### 2.1 Overview

The Subject Property has a total area of approximately 59 hectares. Adjacent lands include agricultural fields, woodlands / riparian areas along a tributary of the Humber River, industrial / commercial properties to the west / southwest, and existing and residential homes to the southeast. Almost all of the Subject Property is under active agricultural use (crops), though there are natural areas associated with two tributaries of the Humber River, as discussed below and shown in Appendix A.

### 2.2 Natural Features

The natural heritage overview presented below is based on three field surveys from July 2020 through October 2020 and review of available background information. Natural areas, which comprise approximately 4.05 ha (or 7%) of the Subject Property, include: woodland and riparian areas along the northernmost tributary of the Humber River (herein identified as Tributary 1 of the Humber River), located within and adjacent to the north limit of the property; small patches of wetland vegetation; and a smaller, ephemeral / intermittent tributary of the Humber River (herein identified as Tributary 2 of the Humber River) through the middle of the Subject Property.



Aquatic habitat includes the aforementioned tributaries of the Humber River: Tributary 1 is a permanent watercourse and has associated riparian areas located within and adjacent to the northernmost portion of the Subject Property; and Tributary 2 is a small ephemeral / intermittent drainage feature that conveys surface flows through the centre of the Subject Property, entering the Subject Property from the west corner at Dixie Road and flowing off the Subject Property at the east corner to lands east of Mayfield Road. Natural vegetation along Tributary 2 is limited to a very narrow strip of disturbed cultural meadow and meadow marsh species, bounded by cropland throughout its length.

## 2.3 Designations

There are a number of existing natural heritage designations and natural heritage features on or adjacent to the Subject Property (see Appendix A):

**Areas Regulated by TRCA** under Ontario Regulation 166/06 of the Conservation Authorities Act:

- Two regulated watercourses are present:
  - Two tributaries of the Humber River flowing west to east as described above (per TRCA online mapping; December 2020, field confirmed by WSP).

### **Region of Peel Official Plan (2018)**

- Tributary 1 of the Humber River, and associated natural areas (riparian and woodland) on and adjacent to the Subject Property are designated as *Core Areas of the Greenlands System* in the Official Plan (Schedule A; Section 2.3).
- The entire Subject Property is designated as *Prime Agricultural Area* (per Schedule B).

### **Town of Caledon Official Plan (2018)**

- The entire Subject Property is designated as *Prime Agricultural Area* (per Schedule A).

### **Greenbelt Plan (2017)**

- Tributary 1 of the Humber River, and associated natural areas (riparian and woodland) on and adjacent to the Subject Property, are designated as *Protected Countryside – Natural Heritage System* of the *Greenbelt Area* (per Schedule 4); generally coincident with *Core Areas of Greenlands System* in the Region of Peel Official Plan (2018), with approximate limits shown on the Figure in Appendix A.

No other existing regional, provincial, or federal natural heritage designations apply to the Subject Property.

## 3.0 BACKGROUND INFORMATION REVIEW

Background information reviewed includes the following:



- Relevant Region of Peel Official Plan (2018); Town of Caledon Official Plan (2018); and Greenbelt Plan (2017) policies and guidelines;
- Natural Heritage Information Centre (NHIC) database;
- Land Information Ontario and air photo mapping;
- Ontario Reptile and Amphibian Atlas (ORAA; Ontario Nature 2020);
- Ontario Breeding Bird Atlas (OBBA; Bird Studies Canada 2006);
- eBird.org data (Audubon and Cornell Lab of Ornithology, no date);
- Atlas of the Mammals of Ontario (Dobbyn 1994);
- Inaturalist (Inaturalist.org 2020); and
- Fisheries and Oceans Canada (DFO) – Aquatic Species at Risk Mapping (2020).

## 4.0 SCOPE OF WORK

### 4.1 Field Surveys & Analyses Completed to Date

Field investigations completed to date are summarized below, with additional details provided in the field survey chronology (Appendix B):

- General Field Reconnaissance (multiple dates in 2020)
- Fluvial geomorphological assessment (GeoMorphix Ltd.)
  - Desktop analysis
  - Field verification on one date (November 26, 2020) including the following tasks at each watercourse on the Subject Property:
    - Rapid Geomorphic Assessments (MOE, 2003) to evaluate channel stability;
    - Rapid Stream Assessments (Galli, 1996) to determine stream health;
    - Channel classification using the modified Channel Evaluation Model (Downs, 1995);
    - Habitat sketch maps per Newson and Newson (2000); and
    - Detailed geomorphic assessment on Tributary 2 of the Humber River.
- Aquatic Field Surveys (targeted surveys on two dates; July 30, 2020 and December 7, 2020):
  - Headwater Drainage Features (HDF) field assessment across the site – based on guidance provided in the Evaluation, Classification and Management of Headwater Drainage Features Guidelines (CVC & TRCA, January 2014)
- Vegetation Surveys (targeted survey on 1 date – September 17, 2020):
  - General vegetation overview
  - ELC habitat classification and mapping (as per Ecological Land Classification for Southern Ontario protocols)
  - Botanical inventory



- Wetland and woodland delineation flagged by a qualified WSP ecologist on September 17, 2020
  - Limits to be confirmed during a site walk with TRCA and Town of Caledon and surveyed for use on base plans included in the submission
- General Wildlife and SAR habitat Assessments (four dates from July to December 2020)
  - A list of SAR potentially present in the study area was developed using background information review sources, including database information from NHIC, avian and herpetofauna atlases and other sources, as relevant. This approach is consistent with recent MECP guidance, specifically the Client's Guide to Preliminary Screening for Species at Risk (Draft, MECP 2019).

## 4.1 Outstanding Tasks For CEISMP

Outstanding reporting / data analysis tasks to be initiated upon acceptance of the TOR:

- Confirm with agencies and survey staked woodland and wetland limits;
- Submit agency information requests (TRCA, MECP);
- Documentation of results and conclusions of the Headwater Drainage Feature assessment;
- Erosion hazard delineation through erosion setback or meander belt width;
- Fall botanical inventory and ELC community characterization / mapping refinement;
- Submit CEISMP Report for agency review; and
- Revise and finalize CEISMP Report in consideration of agency comments.

## 5.0 REPORT

A CEISMP Report will be prepared in consideration of Region of Peel, Town of Caledon and TRCA policies and guidelines and the approved Terms of Reference, including the following components:

- Description of historical and present land uses of the Subject Property, including but not limited to: grading / filling activities; and easements or restrictions.
- Mapping natural areas on and immediately adjacent to the subject property, including natural area designations as defined by the Town, Region, the MNRF / MECP, etc. A general location aerial photograph will be provided that identifies the subject property, proposed development and natural areas both onsite and on the adjacent lands.
- Description of natural heritage attributes, including field survey existing conditions results / secondary source information and analyses assessment of headwater drainage features, and SAR habitat potential.
- Results of fluvial geomorphological assessment, hazard delineation, and conceptual channel realignment designs.



- Evaluation of *Significant Wildlife Habitat* using the Significant Wildlife Habitat EcoRegion Criteria Schedules for EcoRegion 6E (MNR January 2015), based on available background information and result of field surveys identified herein.
- Evaluation of SAR habitat and policy compliance discussion based on available background information and result of field surveys identified herein.
- Identification of natural heritage constraints and recommended development limits
- Integration of relevant technical information as relevant (e.g., water balance, geotechnical / slope stability, stormwater management, floodplain analysis)
- Commentary on potential direct and indirect impacts to ecological features and functions resulting from proposed activities.
- Discussion of relevant policies, regulations and guidelines at the municipal / regional, provincial and federal levels; discussion of policy compliance.
- Identification of proposed mitigation, protection, and restoration / enhancement measures e.
- Recommendations for Biological Monitoring and Geomorphological Monitoring (for conceptual channel realignment).

The report will also include technical appendices, such as species lists, photographs etc. Mapping of natural features identified and recommended setbacks will be provided on an air photo base at an appropriate scale. A final report will be submitted to the Town, Region and TRCA for review and comment as part of the development application, with revisions addressed as part of a resubmission, as required.



## **APPENDIX A**

### **SUBJECT PROPERTY OVERVIEW FIGURE**

