

Planning Justification Report

12505 Heart Lake Road, Caledon, Peel Region

Official Plan Amendment & Zoning By-law Amendment



Prepared for Caledon HL Developments Inc. c/o Berkshire Axis Development
by IBI Group
August 15, 2022

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1 Introduction

IBI Group Professional Services Inc. ("IBI Group") has prepared the following Planning Justification Report on behalf of Caledon HL Developments Inc., the owners of 12505 Heart Lake Road in the Town of Caledon, herein referred to as the "site" or "subject site" (**Figure 1**). This report is in support of an Official Plan Amendment and Zoning By-law Amendment to permit employment uses on the lands.

This report will present a planning justification for the proposed industrial development in support of the required planning approvals in the context of the applicable Provincial and Municipal land use policies, including an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA), and a future Site Plan (SP) Application. The proposed amendments to the Caledon Official Plan (2018) seek to redesignate the lands to *Prestige Industrial*. The proposed amendments to the Caledon Zoning By-law 2006-50 seek to rezone the lands to permit employment (industrial uses) with site-specific standards in conformity with the Caledon Official Plan Prestige Industrial designation.

Figure 1. Location Map



The purpose of this report is to provide:

- A description of the development proposal;
- A contextual analysis of the subject site and its surrounding area;
- An extensive review and consideration of relevant policy documents that guide land use planning and development in the Town of Caledon, including the:
 - Provincial Policy Statement (2020);
 - Growth Plan for the Greater Golden Horseshoe (2020);

- Region of Peel Official Plan (2018);
- Town of Caledon Official Plan (2018); and,
- Town of Caledon Zoning By-law 2006-50.
- Summaries of background and technical studies supporting the proposed applications; and,
- Planning justification for the development proposal, taking into consideration all of the above.

2 Proposal

The proposal seeks to develop six (6) industrial warehousing buildings on two separate lots to be created by way of the natural severance which would occur post construction of the proposed GTA West 410 extension (**Figure 2**). The site plan can be seen in **Figure 3**, is conceptual, and is subject to change. The development would include a total Gross Floor Area (GFA) of 1,085,991 sq. ft, broken down as follows:

- Lot 1 (West Lot) – 621,958 sq.ft (57,782 m²)
- Lot 2 (East Lot) – 464,033 sq.ft (43,110 m²)

Figure 2. Assumed Lot Delineation



Passenger Vehicle access for Lot 1 will be permitted along all three access points along Heart Lake Road. Transport Traffic will be restricted to the access points furthest north and south along Heart Lake Road. The central access point will be restricted to passenger vehicles. Access to Lot

2 will be further assessed as the GTA West 410 Extension work progresses, and further discussions with adjacent landowners and the Town are undertaken ahead of the site plan approval process.

Figure 3. Conceptual Site Plan



The GTA West 410 Extension as identified on the site plan has been identified as the Province's Preferred Route. The construction of this extension will divide the site into two lots leaving the eastern lot without access from Heart Lake Road. As noted above, access to this rear lot will be required and confirmed ahead of the site plan approval process. At this time, it is anticipated that access will be achieved through an access agreement and easement with the adjacent landowner to the east which will connect the site to Dixie Road or through a municipal ROW extension to the subject site, through the adjacent lands to the east. These assumptions are further investigated in the Traffic Impact Study prepared by IBI Group as summarized in Section 4.4 of this Report.

Parking will be provided on both lots at grade. The Town of Caledon Zoning By-Law 2006-50 requires 874 total parking spaces for the site. There are 1019 total proposed parking spaces, resulting in a surplus of 216 spaces.

The site plan drawing and statistics are provided in full in **Appendix A**.

Table 1. Development Statistics

Proposed Development Statistics		
		Lot 1
		Lot 2
Lot Area		127,975 m ² (31.62 Acres)
Gross Floor Area (GFA)		120,564 m ² (29.79 Acres)
Site Coverage (Floor Area Ratio)		57,782 m ²
Building Height		43,110 m ²
Setbacks		45%
Front Yard		To Be Confirmed
		To Be Confirmed
		31m (Heart Lake Rd)
		16m (Eastern Boundary)

	South Side Yard	28m	44m
	North Side Yard	28m	78m
	Rear Yard	37m	37m
	Parking Spaces	630	430

The proposal conforms with the direction of the Peel 2051 Regional Official Plan and Draft Caledon Official Plan work as that instrument will bring the lands into the Urban Area and designate them as *Employment Area*. It should be noted that the Council-approved Peel 2051 Regional Official Plan designates these lands as such and it is the responsibility of the Town of Caledon through their Official Plan review to conform to the Region's direction. Nevertheless, at the time of writing this report, the Caledon Official Plan Review has not yet been finalized, thus an Official Plan Amendment is being submitted to redesignate the lands as *Prestige Industrial*. The proposed development of the subject site will also require an amendment to the Caledon Zoning By-Law 2006-50, to permit the employment uses. The proposed rezoning also aligns with many of the existing zones within the immediate area on *Employment Area* lands. Accordingly, a Zoning By-law Amendment Application is being submitted in support of the proposal.

Site Plan Approval will also be required, and an Application will be submitted at a later date.

3 Site and Surrounding Area

3.1 Site Description

The subject site is approximately 29.4 hectares (72.64 acres) in size with a frontage of 448 metres along the east side of Heart Lake Road, situated between Mayfield West to the south and Old School Road to the north. The subject site is currently occupied by a residential dwelling and two one-storey buildings used for agricultural use. The subject site is abutting a woodlot feature to the south and a hydrological feature at the northeast corner. Both areas are identified within the TRCA regulation limit. TRCA implications for the site are further discussed in Section 5.4 of this Report.

As identified within the Council-Approved Peel 2051 Official Plan and Draft Caledon Official Plan materials, the Proposed GTA West 410 Extension is also proposed to bisect the site north-south which once confirmed will divide the site into two lots. Prior to the site plan approval process, an access agreement for the lot furthest east will be determined. More information on the preferred route for the GTA West 410 Extension is discussed in Section 3.4 of this Report.

3.2 Surrounding Context

The subject site is situated in an area of transition that was recently brought into the Region of Peel's Urban Boundary as directed by the Growth Plan to incorporate the increased growth that is estimated to come to the Region. It is anticipated that the surrounding area will be primarily for employment uses due to the Regional direction outlined in Section 5.5 of this Report. The planned employment context for the area is also supported by the various transportation corridors nearby. Transition within the area can also be seen through the various development applications in the area. At this time the built context of the area largely consists of agricultural lands.

Specific uses surrounding the subject site are as follows:

North: Directly north of the subject site is agricultural land followed by the watercourse that flows partially through the subject site. Further north is agricultural land continued to Orangeville. These lands are also primarily zoned *Agricultural*.

Figure 4: View North of the Subject Site



East: Abutting the subject site to the east are agricultural lands which abut a snow removal facility, a church and UPS lands to Dixie Road. East of Dixie Road is agricultural lands and the Banty's Roost Golf Course. Many of the lands east and southeast of the site have recently been rezoned to *Prestige Industrial* and *Serviced Industrial* zones.

Figure 5. View from Dixie Road, east of the Subject Site



South: Directly south of the subject site are continued agricultural uses leading to Highway 410 and Mayfield Road. Abutting Mayfield Road to the south is an employment area followed by residential subdivisions. The GTA West 410 Extension is proposed directly south of the site and will divide the property in half running north-south once constructed.

Figure 6: View South of the Subject Site



West: The subject site abuts Heart Lake Road to the west. West of Heart Lake Road is agricultural land followed by a residential subdivision to Hurontario Street. Lands west of the site largely fall within the Mayfield West Secondary Plan area.

Figure 7: View West of the Subject Site



3.3 Surrounding Development

The following figure (**Figure 7**) and table identify the development applications surrounding the subject site:

Figure 8: Surrounding Development Applications

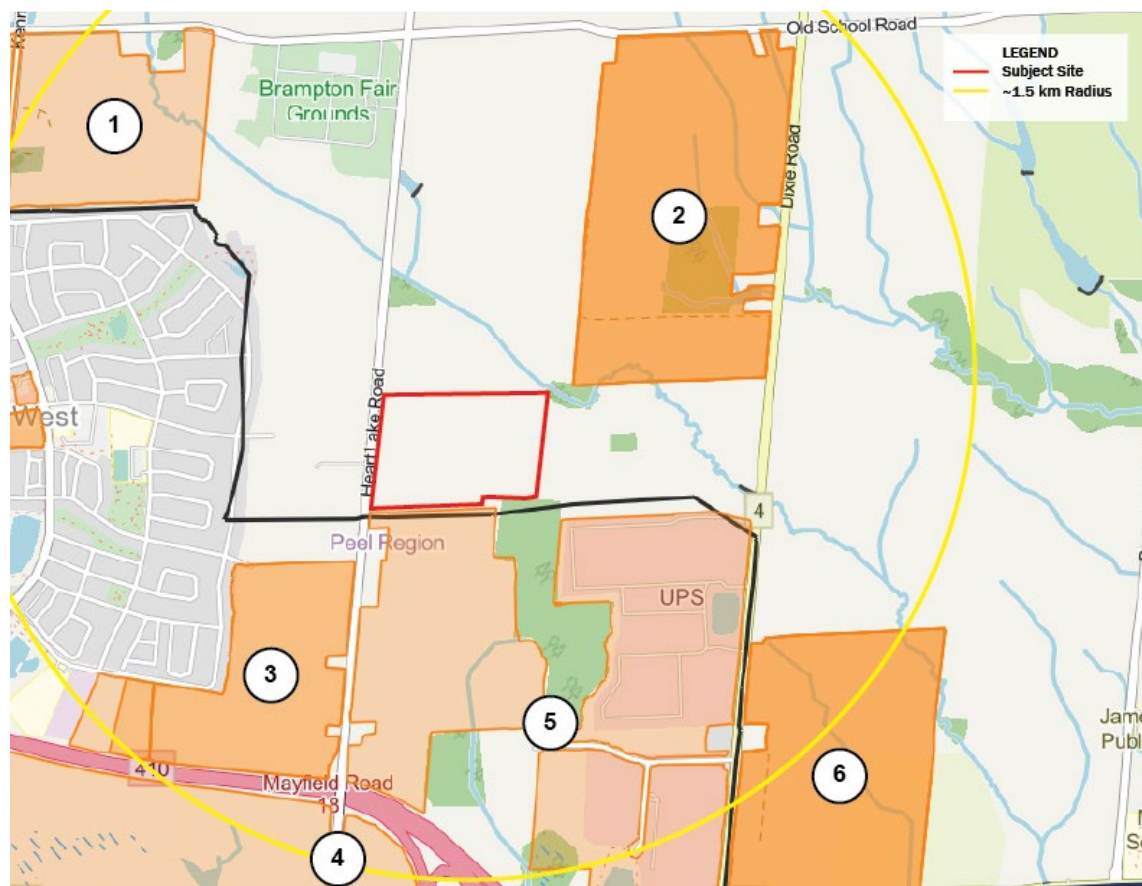


Table 2: Surrounding Development Applications

	ADDRESS	DESCRIPTION	APPLICATION	DISTANCE
1	12891 Hurontario Street, 3191, 3201, 3431, 3441, 3521 Old School Road, 12909, 12895 Kennedy Road	The Applicant has applied for an Official Plan Amendment for a Secondary Plan study for the subject lands being all lands south of Old School Road, east of Highway 10, west of Kilmanagh Creek and north of the Mayfield West Settlement Boundary. The proposed amendment would consist of a mixture of low and medium-density residential, park, open space and stormwater management pond uses along with an internal road network.	OPA 2021-0009	~2.8 km

		The Official Plan Amendment seeks to expand the Mayfield West Settlement Boundary. It would also change the designation of the subject lands from Prime Agricultural Area and Environmental Policy Area to the following land use designations in a new Mayfield West XXX Secondary Plan: Residential Area, Mixed High/Medium Density Residential, Institutional, Open Space Policy Area, Gateway Feature and Conceptual Road Network.		
2	12862 Dixie Road	To facilitate the development of an e-commerce development consisting of warehousing, distribution centres and industrial uses in four industrial buildings totalling approximately 241,547.9 m ² (2,600,000 ft ²).	SPA 2021-0012	12862 Dixie Road
3	0 and 12304 Heart Lake Road	Proposed construction of an industrial warehouse building.	SPA 2021-0086 ZBA 2021-0017	~900 m
4	All properties north of Mayfield Road, east of Kennedy Road south and west of Highway 410 including the properties on both sides of Heart Lake Road	<p>The Applicant has applied for an Official Plan Amendment for a Secondary Plan study for Snell's Hollow East. The community will consist of a mixture of residential (low, medium and high density), parks, open space and commercial uses along with an internal road network.</p> <p>The Official Plan Amendment would change the designation of the subject lands from Residential Policy Area A and Environmental Policy Area - Mayfield West Land Use Plan to Snell's Hollow East Secondary Plan Area - Mayfield West Land Use Plan allowing for a mixture of residential densities (low, medium and high), commercial, open space, stormwater management ponds use, and municipal roads</p>	OPA 2021-0010	~1.5 km
5	0 & 12035 Dixie Road	To facilitate the development of an e-commerce development consisting of warehousing, distribution centres and industrial uses in four industrial buildings totalling 204,386.7 m ² (2,200,000 ft ²).	SPA 2021-0013 ZBA 2021-0007 OPA 2021-0005	~4.1 km
6	Part of Lots 18, 19, 20,	To create 11 blocks for Prestige Industrial and General Industrial	Subdivision 21T-08002C	~3.8 km

Concession 3 EHS NW Quadrant of Mayfield Road and Dixie Road			
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3.4 Surrounding Transportation Network

The subject site is located north of Mayfield Road West and Highway 410, as well as in line with the preferred Route of the GTA West Corridor that is proposed to bisect the subject site. This provides a well-connected transportation system for the movement of goods. The following road network connections exist and are planned in proximity to the subject site:

- Heart Lake Road:** Heart Lake Road is designated in the in-effect Town of Caledon Official Plan as a Collector Road with a permitted Right-of-Way (ROW) width of 26 metres. In the Draft Town of Caledon Official Plan it is identified as a Town Arterial Road with a permitted ROW width of 36 metres. It is assumed that this change will take place due to the Regional direction of including the southern portion of the Town of Caledon into the Regional Urban Boundary. Policy 4.5.25 of the Draft Town of Caledon Official Plan considers this road type to serve moderate volumes of medium-distance traffic at moderate speeds with limited property access. The proposed development is seeking 3 points of access along the Heart Lake Road Frontage to facilitate the use of the site and ensure safe points of egress for truck and car movement.
- Provincial Highway 410:** Highway 410 is located approximately 2 kilometres south of the subject site. Highway 410 serves the subject site as being the closest point of exit and entry into and out of the Town from the subject site. With Highway 410 being near the subject site, there are few transportation disruptions to the surrounding neighbourhoods and residential communities as truck movement is simple between the subject site and the Highway 410 on-ramp.
- GTA West Transportation Corridor (410 Extension):** In August 2020 the Province released mapping of the preferred route for the GTA West Corridor which extends from Highway 400, between King Road and Kirby Road, to the 401/407 ETR interchange near Mississauga, Milton, and Halton Hills with a The portion of the route that goes through the Town of Caledon is mainly horizontal, running parallel to Old School Road. The Route was then further defined in May 2021 with the release of the preliminary design. A 4-kilometre connection to Highway 410 is currently being proposed in this preliminary design which will bisect the subject site. It is understood that at the time of writing this Report, the Province intends to move forward with initiating the development of the GTA West, as such the proposed development of the subject site has incorporated the preliminary design into the Site Plan and all other drawings and studies that are being submitted to support this application. IBI Group is of the opinion that although the proposed highway extension landlocks a portion of the site, ultimately the GTA West Corridor will allow for improved movement of goods to and from Caledon across the GTA, making this an ideal location to support employment uses.

4 Summary of Supporting Studies

4.1 Environmental Impact Study and Management Plan

Myler Ecological Consulting was retained by the client to prepare an Environmental Impact Study (EIS) and Management Plan (MP) for the proposed development. As stated in the study, the sole natural feature on the site is the short segment of Campbell's Cross Creek, a West Humber River tributary, that crosses the "northeast" corner of the site flowing in an easterly direction. The Heart Lake – Old School Central Natural Area that was a focus of the Credit River Watershed and Region of Peel Natural Areas Inventory (the NAI) formerly extended onto the site but was donated to TRCA by the family that owns the farm. As such, the site's boundary skirts the limit of the Natural Area.

Through this study it has been identified that the 30 metre setbacks or buffers that is included and guided the development of the Concept Plan is recommended as sufficiently protective of the adjacent natural features. Further, the broad areas of at least 30 metres width represent opportunities to restore and enhance natural habitat contiguous with Campbells Cross Creek and with the Heart Lake – Old School Central Natural Area, effectively increasing the extent, quality, and function of these natural features over time.

Development of a native species Landscape Plan is recommended for the buffer adjacent to Campbell's Cross Creek because the existing riparian vegetation community lacks diversity and has a high proportion of non-native species.

It is the intend of the client to maintain this recommended 30-metre buffer from the Campbell Cross Creek feature. Additional opportunities to utilize the buffer for additional enhancement and to develop a native species landscape Plan will be further detailed at the Site Plan Approval stage.

4.2 Stage 1 Archeological Assessment

Archaeological Services Inc. ("ASI") was retained by the Client to undertake a Stage 1 Archaeological Assessment of the site. The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth-and twentieth-century settlement trends. This research indicated a potential for both Indigenous and Euro-Canadian archaeological resources on the subject property. Therefore, it was determined that a Stage 2 Archaeological Assessment be required in accordance with the Ministry of Heritage, Sports, Tourism, and Culture Industries 2011 Standards and Guidelines for Consultant Archaeologists.

ASI commenced the Stage 2 fieldwork of the site on June 1, 2022. To date, the test pit survey portions of the property have been completed. The ploughing and pedestrian survey of the remaining farmed portions of the property are currently scheduled for the fall once the existing crops have been harvested.

4.3 Cultural Heritage Impact Statement

Wood Environment & Infrastructure Solutions Canada Limited (Wood) was retained by the Client to complete a scoped Cultural Heritage Impact Statement (CHIS) for the site.

Although the Study Area is not inventoried, listed, or designated on the Town of Caledon (the Town) Heritage Register, it is adjacent or contiguous to known heritage properties; the Town, therefore, required a scoped CHIS to be submitted as part of the development application (Town of Caledon 2018:76-77). The objective of this CHIS was to inventory known heritage properties adjacent to the Study Area and complete preliminary heritage evaluations of potential heritage

properties using the criteria for cultural heritage value or interest (CHVI) prescribed Ontario Regulation 9/06 (O. Reg. 9/06) of the Ontario Heritage Act. This CHIS then assesses the anticipated impacts of the proposed development on the CHVI of each identified cultural heritage resource and presents conservation strategies to avoid or mitigate adverse effects. Background research, consultation, and a field review identified five heritage-known properties adjacent to the Study Area, all of which are listed (not designated) on the Town's Heritage Register. While neither direct nor indirect impacts are predicted for these listed properties, as part of the proposed development, Wood makes the following recommendations:

- 1) To ensure project personnel are aware of the presence of heritage properties adjacent to the proposed work, mark the locations of listed heritage properties on construction mapping.
- 2) No significant views or vistas were identified as heritage attributes contributing to the CHVI of the identified cultural heritage resources, though it is understood that the proposed development will change land use in the Study Area from rural agricultural to industrial. To mitigate the impact of this change on adjacent rural agricultural heritage properties, Wood recommends to:
 - a. Draft post-construction landscaping guidelines that incorporate the use of tree lines along the property boundaries of 12505 Heart Lake Road to screen the industrial development from view. Specifically, including tree lines along the west property line of 12505 Heart Lake Road will help maintain the rural context of the area through sympathetic and compatible landscaping that supports the heritage character of the adjacent listed properties.
 - b. If feasible post-construction landscaping should use plant species that are native to Ontario.

The above recommendations were prepared using the Study Area as defined in the CHIS. Should the proposed work be updated or changed, then the CHIS should be revised to confirm impacts and recommended mitigation measures.

4.4 Transportation Impact Study

IBI Group was retained to complete a Traffic Impact Study ("TIS") for the proposed development. The TIS aims to analyze the impact the proposed development may have on the surrounding transportation network. This report considers future road configuration, background traffic growth, and other proposed developments in the area. The study also examines site access and sightline requirements and presents a parking study.

As detailed in the TIS, no capacity or queuing concerns were observed at the unsignalized intersections within the study area during weekday AM and PM peak hours. As for the signalized intersections, to improve the capacity performance at the movements that exceed the critical threshold, mitigation measures outlined in Exhibit 9-3 of the TIS were applied to improve the signalized intersection operations. These mitigation measures include, manually adjusting the total splits, increasing cycle lengths and future monitoring.

The proposed development would require 874 parking spaces based on the Town's Zoning By-Law. The proposed 1090 parking spaces on the proposed development exceed the ZBL parking spaces requirements. The proposed development would require 27 loading spaces based on the Town's Zoning By-Law. The proposed 218 loading spaces on the proposed development exceed the Zoning By-Law loading spaces requirements.

4.5 Noise Study

Aercoustics Engineering Limited has been retained by the client to prepare a Noise Impact Study to support an application for Zoning By-law Amendment for a proposed Industrial Warehouse facility on the site.

The purpose of this study was to assess the existing and future noise environment in the development area and to evaluate the impact of the proposed development on nearby noise-sensitive receptors. The predicted impact on noise-sensitive receptors has been calculated in accordance with the noise guidelines of the Ministry of the Environment, Conservation, and Parks (MECP) publication NPC-300 "Stationary and Transportation Sources – Approval and Planning" (August 2013).

An acoustic barrier with a minimum height of 3.5 m is required along the west side of the property in order for the noise impact at receptor R01 to fall below the sound level limits. The barrier is to be located with a total length of approximately 120 m starting from Heart Lake Road and continuing along the northwest property line.

Based on the analysis discussed within the report and summarized therein, the predicted sound levels at the noise-sensitive receptors will not exceed the sound level limits specified in NPC-300 with noise mitigation measures. These noise controls include an acoustic barrier and restricted hours of operation for certain activities. Further, the proposed facility operations are understood to comply with The Corporation of the Town of Caledon noise by-law, BY-LAW NO. 86-110.

4.6 Stormwater Management and Functional Servicing Report

EXP Services Inc. has been retained by the Client to prepare a Stormwater Management (SWM) Report in support of the proposed development. The objective of this report was to provide an overview of the proposed SWM strategy for the site and to demonstrate conformance to the required SWM Standards outlined in the Town of Caledon's Engineering Standards and the Toronto and Region Conservation Authority (TRCA) requirements.

The proposed grading design for the site follows a similar pattern to the existing drainage pattern that is present in the existing conditions of the site. As outline in the report, the goal was to direct drainage away from the building entrances utilizing slopes within the paved areas between 1% and 3%, while ensuring that the emergency major overland flows are safely conveyed towards their existing outlets. Due to the significant grade changes along the perimeter of the site, there are two locations where retaining walls are proposed to optimize site development while maintaining the existing drainage patterns. The possible location of the GTA West Transportation corridor splitting the site will need to be accommodated within the site grading design. Therefore, as part of the preliminary design for the site, it is assumed that the corridor will split the drainage towards the west and east

Based on the proposed preliminary site grading design, it is proposed that the site storm servicing design should incorporate an infiltration style stormwater management design within two (2) separate storm systems located on each side of the transportation corridor to meet the existing drainage patterns for the site. The preliminary storm servicing design can be summarized as follows:

- A series of high and low points within the site grading and storm design to capture and attenuate all storm events up to and including the 100-year storm;
- Various orifice controls within the storm system to control flows to pre-development flow rates;
- Oil and grit separators are positioned upstream of the proposed underground stormwater management infiltration facilities;

- Direct connections from building roof drains to the underground stormwater management infiltration facilities; and,
- Overflow outlet points from the underground stormwater management infiltration facilities to existing drainage outlet points throughout the site.

Overall, the proposed site storm servicing design includes a network of catchbasins, storm sewers and underground SWM storage/infiltration facilities where the storm servicing details can be shown on the Preliminary Site Servicing Plan prepared by EXP.

4.7 Phase One ESA

EXP Services Inc. ("EXP") was retained by the client to carry out a Phase One Environmental Site Assessment (ESA) of a subject site.

Based on the findings of the Phase I ESA, no Phase II ESA is warranted at this time. The following recommendations were provided as a result:

- As detailed in Section 7.1.19, unsuitable fill may be encountered during future site grading. If encountered, unsuitable fill should be removed off-site. Fill testing will be required to assess disposal options.
- With the presence of an operational water well and septic system, once not in use, prior to site redevelopment, these should be decommissioned in accordance with applicable regulations.
- For building demolition, it is recommended that materials including ACMs, UFFI, PCBs, Lead and/or Mercury, and ODS be managed in accordance with the applicable regulations and guidelines. Conduct a Designated Substances Survey (DSS) prior to any demolition or renovation activities.

4.8 Preliminary Hydrogeological Investigation & Water Balance Assessment Report

EXP Services Inc. ("EXP") was retained by the client to prepare a Preliminary Hydrogeological Investigation and Water Balance Assessment Report. Based on the findings of the Preliminary Hydrogeological Investigation and Water Balance Assessment, EXP provided conclusions and recommendations within their report. Below is a summary of EXP's conclusions.

When comparing the chemistry of the collected groundwater sample to the Regional Municipality of Peel's Sanitary Sewer Discharge Criteria, there were no parameter exceedances to be reported. When comparing the chemistry of the collected groundwater sample to the Regional Municipality of Peel's Storm Sewer Discharge Criteria, the concentrations of both total and dissolved Manganese exceeded the applicable criteria.

Based on the assumptions outlined in this report, the highest peak dewatering rates for the proposed construction activities is estimated 79,000 L/day. This is the rate which will be required to be discharged to the municipal sewer system. The estimated MECP's dewatering rate for proposed construction activities is approximately 63,000 L/day. As the dewatering flow rate estimate is between 50,000 L/day and 400,000 L/day, an EASR will be required to facilitate the construction dewatering program for the Site. The dewatering rates should be revisited once final design and schedule are available.

For the short-term dewatering system (construction phase), it is anticipated that TSS levels and some other parameters (for example, Total Metals) in the pumped groundwater may become elevated and exceed both, Sanitary and Storm Sewer Use By-Law limits. To control the concentration of TSS and associated metals, it is recommended that treatment method be

implemented during construction dewatering activities to discharge to the applicable sewer system.

Considering a total post development infiltration deficit of 15,185 m³/yr and an estimated geometric mean of design infiltration rate 4 mm/hr, a minimum total area required for the future LID system to meet the deficit is approximately 4,940 m²; indicating that any size greater or equal to this area will be sufficient to mitigate the post development infiltration rate. The noted area is anticipated to capture 949 m stormwater volume per a 2-week period from directing roof run-off. Accordingly, the estimated infiltration time for captured water in the proposed LID system is estimated 24 hours.

4.9 Preliminary Geotechnical Investigation

EXP Services Inc. ("EXP") was retained by the client to conduct a geotechnical investigation on the subject site. A Phase I Environmental Site Assessment (ESA) was carried out in conjunction with this Preliminary Geotechnical Investigation. The purpose of this preliminary study was to determine the subsurface conditions at the site by drilling twelve (12) boreholes evenly located to provide representative coverage of the site. Based on this information, geotechnical engineering guidelines for the design and construction of the development under consideration were provided. Once layout plans have been finalized, additional boreholes would be required to confirm subsurface conditions between boreholes for design purposes.

EXP is of the understanding that the final site grades have not been established at the time of this investigation. However, based on surface elevations at the borehole locations, relief of approximately 8 metres exists over the site. As such, it is anticipated that some regrading (cut and fill operations) will be carried out at the site. Recommended procedures for the construction of fill sections for pavement and building areas at the site are detailed within the report. Based on the results of the investigation, conditions suitable for support of the proposed structures were available at all borehole locations. It was also concluded that the native soil encountered in the boreholes appears generally suitable for floor slab support. Additional comments on the construction of parking areas and access roadways were also provided as part of the report.

5 Planning Policy & Regulatory Framework

As set out below, the proposed development is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe, the Regional Municipality of Peel Official Plan, and the Town of Caledon Official Plan, all of which support and encourage the protection and efficient use of employment lands within the province.

In addition to the policies below, Bill 109 has recently received Royal Assent in April 2022, placing some provisions of the Bill immediately into force, with others coming into force in July 2022 and January 2023:

- Economic and Regulatory Changes – April 14, 2022
- Site Plan Control Designation – July 1, 2022
- Planning Approval Timelines and Fees – January 1, 2023

Bill 109 was introduced as a response to the Province of Ontario's Housing and Affordability Task Force Report released in February 2022, which outlined several recommendations including increasing housing by 1.5 million homes over the next ten years. Bill 109 amends five pieces of legislation; the City of Toronto Act, 2006; the Development Charges Act, 1997; the New Home Construction Licensing Act, 2017; the Ontario New Home Warranties Plan Act; and most applicably to this property the Planning Act.

Changes to the Planning Act include items that pertain to application response timing from the municipalities, a framework for municipally initiated requests for a zoning order, allowing municipalities to pass by-laws mandating pre-consultation prior to a site plan submission, and standardizing Draft Plans of Subdivisions.

5.1 Planning Act, RSO 1990

The Planning Act, RSO 1990, is the framework for land use planning in Ontario and describes how land uses may be controlled, and who may control them. The Planning Act is intended to provide the basis from which municipalities may approve regulations related to land use development. As per Section 2 of the Act, the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of Provincial interest such as:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (b) the protection of the agricultural resources of the Province;*
- (c) the conservation and management of natural resources and the mineral resource base;*
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
 - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Under Section 3 of the Act, it outlines that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter, shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and shall conform with the Provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

Based on this review, the proposed development has regard for the protection of ecological systems and natural areas through appropriate buffers and maintaining the protective zoning

designation for these lands. The proposed also has regard to the efficient use of future transportation services through the protection of the proposed GTA West 410 Extension lands within the site, while also maximizing opportunities to utilize existing major transportation routes within the area. By way of Regional direction to redesignate the lands from Agriculture to Employment, the proposed also introduces additional employment opportunities to contribute to the Province's overall employment targets. It is also our position that the proposal is situated in an area well suited for growth and development as outlined by Provincial and Regional designations, and its proximity to existing major transportation routes to support the movement of goods.

5.2 Provincial Policy Statement

The current Provincial Policy Statement (the "PPS") came into effect on May 1st, 2020 as part of a comprehensive update to Ontario's planning framework initiated by the Provincial government in support of the More Homes, More Choice: Ontario's Housing Supply Action Plan (Bill 108), which seeks to increase housing supply, support jobs, and reduce red tape affiliated with development. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. It establishes the policy foundation for regulating the development and use of land within Ontario and supports the Provincial goal to enhance the quality of life for all Ontarians.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, and accommodating an appropriate affordable and market-based range and mix of employment, including industrial and commercial uses to meet long-term needs. The proposed development is supportive of **Policy 1.1.1** of the PPS as it proposes to provide employment growth within an identified employment area of the Town of Caledon as well as in the vicinity of planned infrastructure which will support the movement of goods and people.

Section 1.3 of the PPS provides direction and policies related to Employment Area land uses. According to **Policy 1.3.1** of the PPS, planning authorities shall promote economic development and competitiveness by:

- a) *Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *Providing opportunities for a diversified economic base and take into account the needs of existing and future businesses;*
- c) *Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites;*
- d) *Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;*
- e) *Ensuring the necessary infrastructure is provided to support current and projected needs.*

Section 1.3.2 outlines implementation policies for Employment Areas. This includes directions for Planning authorities to plan for, protect, and preserve Employment Areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs. Employment Areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

It is also stated in **Policy 1.3.2.3** that within *Employment Areas* planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land

use compatibility. As such, the industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

The proposed development is consistent with the policies outlined in **Section 1.3** by promoting economic development in a growing area of Peel Region, and further catalyzing investment into road infrastructure to improve traffic capacities. As described in Section 5 of this Report, the subject site is situated in the middle of a designated *Employment Area*, which illustrates that residential uses are not planned for the area surrounding the proposed development and as such will not interfere with sensitive land uses.

As it relates to Transportation and Infrastructure Corridors, **Policy 1.6.8.3** outlines that the planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. As a result, new development proposed on adjacent lands to existing or planned corridors and planned transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize the negative impact on and from the corridor and transportation facilities. The proposed development is located within the Proposed GTA West Corridor splitting the subject site into two. This development proposal is in conformity with **Policy 1.6.8.3** as it seeks to preserve the corridor lands. By integrating the corridor into the design, the proposed development ensures that the lands are dedicated to the future GTA West Corridor and ensures a seamless design.

Section 1.7 of the PPS outlines measures for long-term economic prosperity. **Policy 1.7.1.a)** indicates that this can be done by promoting opportunities for economic development and community investment-readiness; and c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities. The proposed development is aligned with policies in **Section 1.7** by providing economic development opportunities in an area with sufficient infrastructure and land resources.

Section 2.1 of the PPS focuses on Natural Heritage, indicating that these identified features and areas are to be protected for the long term. As summarized in Section 4.1 of this Report, an EIS of the property was conducted and concluded that the 30 metre buffer and setback from the identified tributary was sufficient as it protects the features as well as presents opportunities to restore and enhance natural habitat that may be found.

Based on this review, the proposed development will conform to the high-level direction of the PPS by providing a mix of employment uses to support the area's long-term needs and promoting economic development in a delineated area of growth in the Region of Peel. The proposed development will also help to diversify the economic and employment base within the Town of Caledon to contribute to a resilient community.

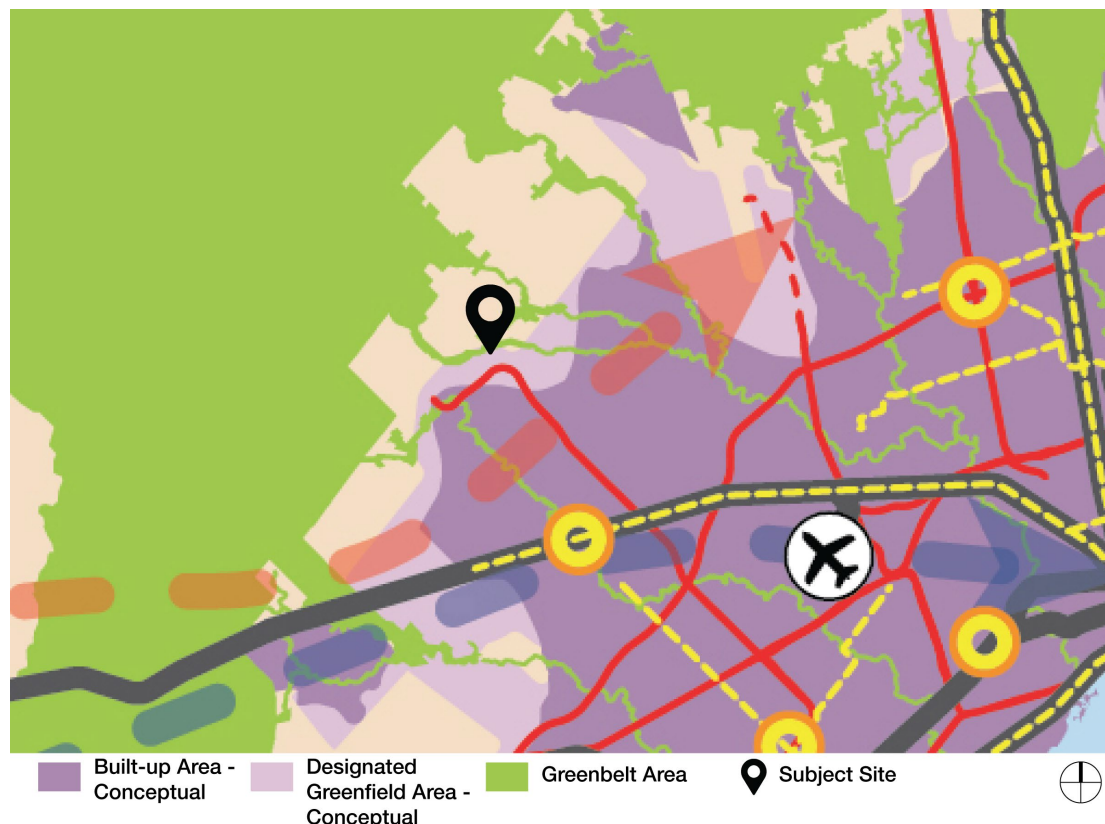
5.3 A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow – Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides policy direction to support the development of strong, prosperous communities, and assist in future growth within the Greater Golden Horseshoe (GGH). The Growth Plan was prepared under the Places to Grow Act, 2005, and provides a framework to manage growth in the GGH. The 2020 Growth Plan is the most recent update of the Growth Plan that, similar to the PPS, forms part of the comprehensive suite of changes to Ontario's land use planning framework in response to Bill 108.

Section 2.2.1 of the Growth Plan provides direction on managing growth in the GGH. As indicated on Schedule 4 (**Figure 8**), the subject site is located within the *Designated Greenfield Area* of the GGH where growth is to occur. Schedule 3 of the Growth Plan provides updated population and

employment growth forecasts for the GGH region to 2051. The Region of Peel is to accommodate 2,280,000 people and 1,070,000 jobs by 2051.

Figure 9. Schedule 2 - A place to grow concept



Section 1.2.1 provides the vision for the GGH which is grounded in principles that provide the basis for guiding decisions on how land is developed, how resources are managed and protected, and how public dollars are invested. The proposed development conforms to the following guiding principles:

- support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire life time;
- prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; (...) and,
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan emphasizes the importance of optimizing land use in urban areas, as noted in **Section 2.1**:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

The proposed development contributes to the optimization of existing land supply by utilizing lands within an area planned for employment that is identified to be brought into the Urban Boundary by the Region of Peel.

The Growth Plan also establishes minimum intensification and density targets and outlines policy to achieve complete and compact communities, and to direct where growth occurs. **Section 2.2** provides policy directives regarding where and how to grow, which emphasizes that within settlement areas, *growth will be focused in areas including delineated built-up areas and locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.*

Although **Policy 2.2.1.2** identifies that growth is to be focused in Built Up Areas, it also specifies that growth is to also be focused in locations with existing or planned transit and areas. The GTA West Corridor is a proposed transportation route which will stretch across the Region of Peel in Caledon with a connection from the 410 planned directly on the subject site. Therefore, although the subject site is located in the Designated Greenfield Area, as evident in the rest of this Report, the Town of Caledon is at a point of transition and will obtain most of the growth directed to the Region of Peel, the subject site is situated in a prime location for development.

Policy 2.2.5 of the Growth Plan indicates that economic development and competitiveness in the GGH will be promoted by making more efficient use of existing employment areas and vacant and underutilized employment lands, as well as increasing employment densities; ensuring the availability of sufficient land in appropriate locations for a variety of employment options to accommodate forecasted employment growth; planning to better connect areas with high employment densities to transit; and, integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Policy 2.2.7 of the Growth Plan identifies that the minimum density target applicable to the designated greenfield area of the Region of Peel is no less than 50 residents and jobs per hectare. This was measured over the entire Designated Greenfield Area of the Region of Peel excluding, however, natural heritage features, areas, and systems, as well as rights-of-way and cemeteries. **Policy 2.2.7.1** directs new development taking place in Designated Greenfield Areas to be planned, designated, zoned, and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services.

The proposed development conforms to the Growth Plan by encouraging more efficient use of vacant and underutilized employment lands and accommodating forecasted employment growth. The proposed development will also support the achievement of complete communities as it will contribute to the Regionally directed employment areas of the Town of Caledon which seek to make use of the existing planned infrastructure within the Township to develop a Town structure that will work to unify the Region. . The proposed development also recognizes the importance of the natural heritage resources on-site and protects them from future development, preserving the function by maintaining the appropriate buffers and zoning in place.

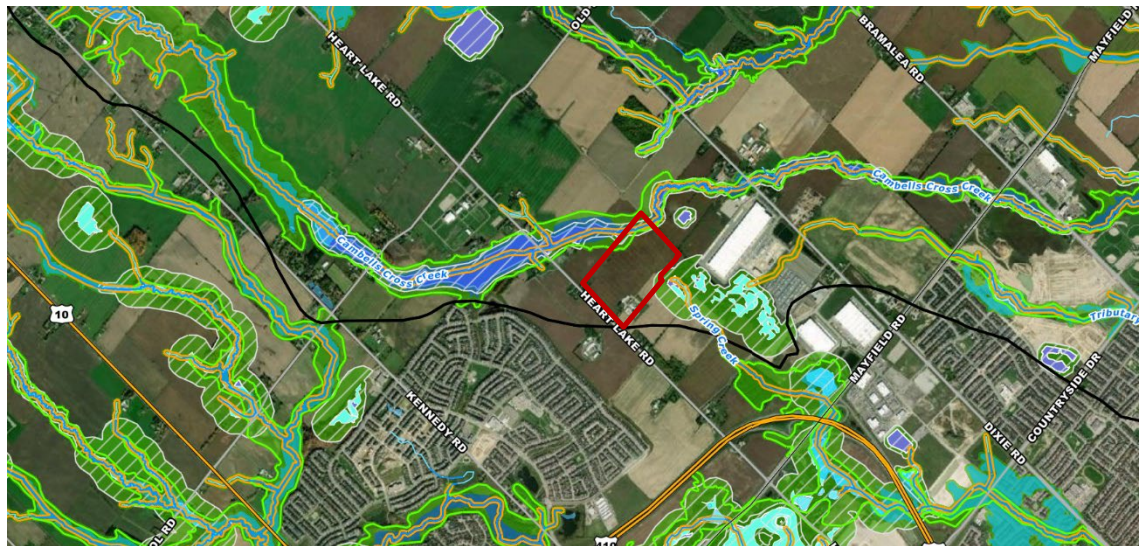
5.4 Toronto and Region Conservation Authority

The subject site is partially located within the Toronto and Region Conservation Authority (TRCA) Regulated Area under Ontario Regulation 166/06, as amended, with respect to its relationship to the Campbells Cross Creek of the Humber Watershed (**Figure 9**). The TRCA notes that their policies require new development (including structures and parking) to be set back 10 metres from the flood plain, and that technical studies will also be required to inform the development proposal. The development proposes a 30-metre buffer between the Regulated Area and any proposed development which ensures the feature is protected from any potential impact of the development. This buffer also reflects the existing *Environmental Policy Area 2* zone in place for this particular area. It is our understanding, based on client discussions and the findings of the EIS, that the

natural heritage feature at the southeast corner of the site formerly extended onto the site but was previously donated to TRCA by previous owners of the farmland. As such, the site's boundary skirts the limit of the Natural Area.

A Comprehensive Environmental Impact Study and Management Plan has been prepared and is further summarized in Section 4.1 of this Report.

Figure 10: Toronto and Region Conservation Authority



5.5 Region of Peel Official Plan

The in-effect Peel Region Official Plan (ROP) consolidated in December 2018, manages growth and development within the Region. The Region is currently in the final stages of its Municipal Comprehensive Review (MCR) process. This process has resulted in a new ROP that incorporates and conforms to new Provincial legislation, regulations, and policies. On April 28, 2022, Regional Council passed By-law 20-2022 to adopt the new Peel 2051 ROP, which is currently awaiting Provincial Approval. For the purposes of this Report, IBI Group has reviewed policies pertaining to the subject site in both the In-effect ROP and the New Council-approved ROP as a statement of Regional Council's intent and purpose with respect to the planning horizon.

5.5.1 In-effect Region of Peel Official Plan

The subject site is currently designated as *Prime Agricultural Area* and located within the Mayfield West Study Area Boundary in the in-effect ROP.

Section 2.2.10.4 of the in-effect ROP indicates that lands designated as *Prime Agricultural Area* and *Rural Areas* combined, make up the Region's Agricultural System. It is the policy of Regional Council to prohibit the redesignation of *Prime Agricultural Areas* for non-agricultural uses except for minor refinement to the designations based on the Land Evaluation and Area Review and in the case of settlement area expansions. As stated above, the Region has recently completed a Settlement Area Boundary Expansion Study which resulted in the New ROP, as discussed in **Section 5.5.2** of this Report, this Study has been used to remove the subject site from the *Prime Agricultural* designation.

Policy 5.4.3.2.7 of the in-effect ROP directs that the Mayfield West Study Area Boundary was intended to study the area and consider future growth in the Region through an MCR, to examine

the need and most appropriate location for an expansion across the Region beyond the 2031 population target. This work was blended in with the MCR Process discussed above.

Although the subject site is currently designated as *Prime Agricultural Area*, it is the intention of Regional Council for the lands to be brought into the *Urban System* and further designated as an *Employment Area*. **Section 5.5.2** of this Report will further discuss the process of the New ROP and the new policies that apply to the subject site.

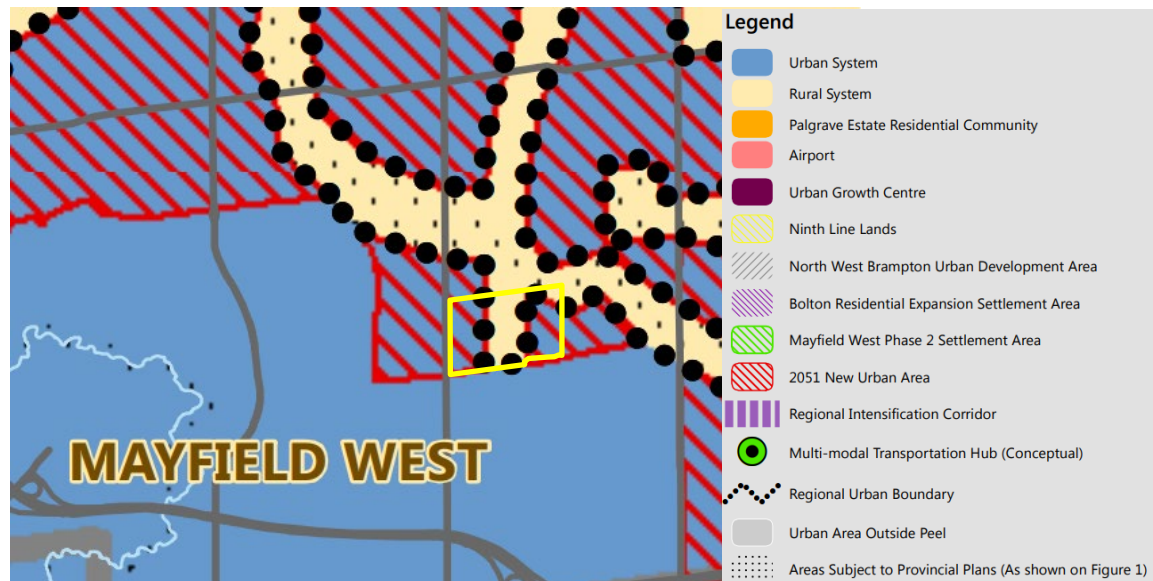
5.5.2 Adopted Peel 2051 Regional Official Plan

A Municipal Comprehensive Review (MCR) was conducted by the Region of Peel to conform the ROP to the updated PPS and Growth Plan, discussed in Sections 5.2 and 5.3 of this Report. As a result, Region of Peel staff presented the Draft ROP to Regional Council which passed By-law 20-2022 to adopt the New Peel 2051 ROP. At the time of submitting this Report, the New ROP is awaiting Provincial approval, at which time the New ROP will become the in-effect ROP. For the purposes of this Report, the update will be referred to as the New ROP.

The New ROP was adopted by Regional Council on April 28, 2022. The Province has 120 days to issue a decision or the Region's appeal rights become available. Once approved by the Province, the New ROP will be in-effect and cannot be appealed. It is anticipated that the New ROP will be in-effect in early 2023.

As illustrated in Schedule E-1 (**Figure 10**) of the New ROP, the subject site is primarily located within the *Urban System* which is also identified as the *2051 New Urban Area*. Schedule E-1 also indicates that portions of the subject site are partially located outside of the *Regional Urban Boundary* and is not within the *Urban System*. This is due to the *Natural Heritage System* (**Figure 13**) at the northeast corner of the site and the north-south GTA West Transportation Corridor proposed to bisect the subject site.

Figure 11: New ROP Schedule E-1 - Regional Structure

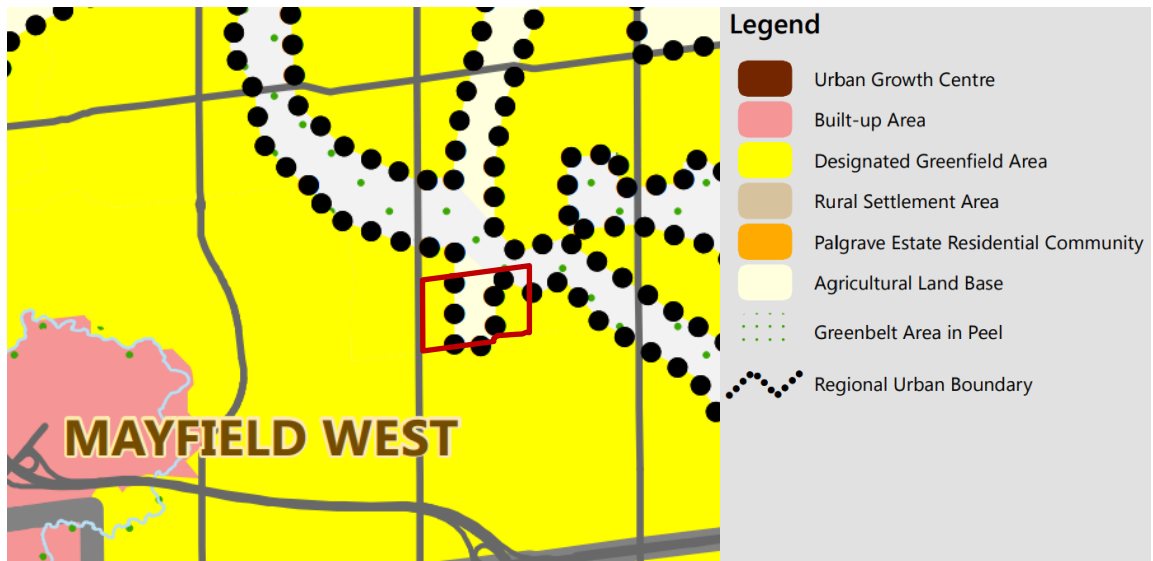


The Regional *Urban System* is made up of designated *Strategic Growth Areas*, *Urban Growth Centres* and *Regional Intensification Corridors*, *Major Transit Station Areas*, and *Designated Greenfield Areas*. **Policy 5.6.3** of the New ROP outlines that the intent of the policies for the Region's *Urban Area* is to achieve intensified and compact built form and a mix of land uses in

appropriate areas that efficiently use land, services, infrastructure, and public finances. **Policy 5.6.8** also makes note that lands adjacent to highways, rail corridors, rail yards, and major truck terminals be preserved and protected for employment lands and infrastructure uses. The subject site is located in proximity to an existing, and proposed Highway, increasing the opportunity for employment uses within the area as well as efficiently using the lands adjacent to highways for employment use.

Schedule E-3 of the New ROP further designates the subject site as *Designated Greenfield Area* (**Figure 11**). This designation reflects the intent of the Growth Plan which also identifies the subject site as such, as discussed in Section 5.3 of this Report. This designation intends to direct new residential communities and *Employment Areas* to be accommodated in this area.

Figure 12: New ROP Schedule E-3 - The Growth Plan Policy Areas in Peel



As further outlined in Section 5.6 which speaks to the direction of *Designated Greenfield Areas*, the following policies are also relevant to the site:

Policy 5.6.20.10 *Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.*

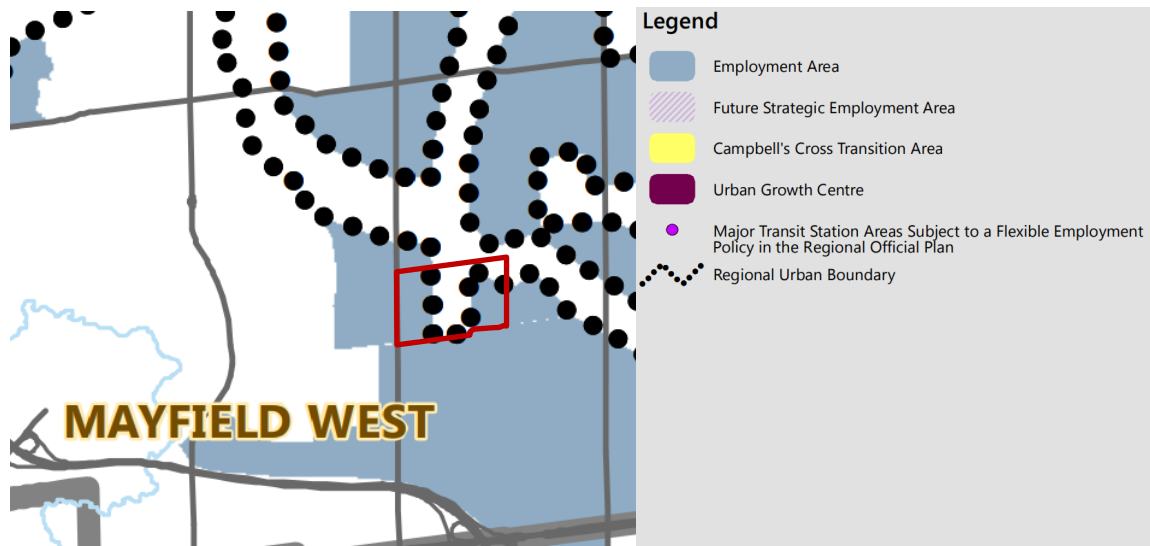
Policy 5.6.20.11 *Where an approved secondary plan is not already in place, (...) that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.*

As the Town of Caledon begins to review their OP and bring it in conformity to the work completed as part of the Peel 2051 ROP, it is anticipated that the lands will be delineated as an *Employment Area* at the local level. As outline within the Planning Act, the draft Town of Caledon OP must conform to the approved New ROP. As such, once approved by the Province, the Town of Caledon's OP must be amended to reflect the New ROP *Urban Boundary*.

In order to ensure appropriate staging and coordination with the Region's infrastructure and capital plans, discussions have been undertaken with the Region to confirm suitability and adequate capacity. More information on the servicing of this site can be reviewed in Section 4 of this report.

Schedule E-4 of the New ROP (**Figure 12**) designates the subject site as *Employment Area*. According to Figure 10 of the New ROP, employment in the Town of Caledon is expected to increase from 32,000 jobs in 2021 to approximately 125,000 jobs in 2051. . Such large forecasted growth encourages employment areas to start being planned and developed now to ensure capacity is available to support the expected growth.

Figure 13: New ROP Schedule E-4 - Employment Areas



According to **Policy 5.8.1** and **5.8.2** of the New ROP, it is the objective of the New ROP to provide sufficient lands in *Employment Areas* to support a vibrant and sustainable regional economy, further the economic goals of the local municipalities and contribute to complete communities. As well, as to protect *Employment Areas* for a range of employment uses and encourage more intensive use of land.

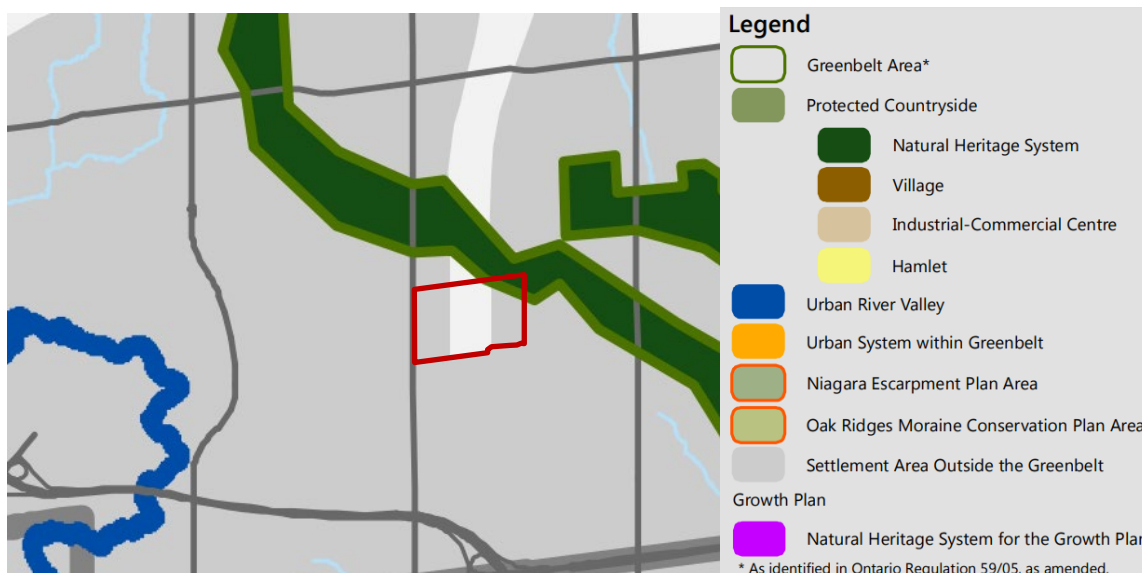
Policy 5.8.22 protects existing and future *Employment Areas* to meet long-term market demands and locational requirements of a diverse range of employment sectors and uses, including employment land adjacent to and in proximity to major goods movement facilities and corridors. According to **Policy 5.8.27** of the New OP, *Employment Areas* within the Region are encouraged to be planned to achieve a minimum employment density of 26 jobs per hectare in the Town of Caledon.

The proposed development conforms to these policies as it is successful in preserving the employment nature of these lands while also intensifying in an area well positioned to serve such growth due to planned and existing servicing, and proximity to major transportation routes.

Schedule B-5 of the New ROP (**Figure 13**) identifies that a portion of the subject site is designated as *Protected Countryside* as it is part of the *Natural Heritage System (NHS)*. Chapter 2 of the New ROP recognizes the responsibility, bestowed to them by the Growth Plan and Greenbelt Plan, to maintain, protect, restore, and enhance natural systems in the Region. Policies within **Section 2.13** of the New ROP seek to ensure that the designation is brought forward into municipal Official Plans and Zoning By-laws, as well as encourage no development to take place on lands designated as such. The proposed development has accounted for the environmental features on the subject site and has allotted an appropriate buffer of 30 metres from the staked top of bank.

As proposed, the lands that are NHS are identified and preserved to restrict development. This protection is also enforced through the existing *Environmental Policy Area (EPA)* zoning which will remain as-is.

Figure 14: New ROP Schedule B-5 - Greenbelt Plan Area Land Use Designations



The subject site is currently designated as *Prime Agricultural Area* under the in-effect ROP. However, it is the intent of Regional Council, demonstrated in the New Peel 2051 ROP, that the subject site be brought into the Region's *Urban Area* and further designated as *Designated Greenfield Area*. The New ROP directs new residential and employment uses to be planned within the *Designated Greenfield Area*, and further identifies the subject site as being located within an *Employment Area* designation. The Region directs the Town of Caledon to preserve these lands for such uses. The proposed development seeks to honour the New ROP and bring employment uses to the subject site. Policies listed above direct lands near existing and planned infrastructure to be utilized and planned for first. The subject site is located within proximity to Highway 410 and Mayfield Road egress point as well as the GTA West Corridor.

The proposed development will ensure the lands designated as *Natural Heritage System* on the subject site remain as such and are not affected by the proposed development. This is done by providing a 30-metre buffer between the feature and any proposed development. Existing zoning for the protection of these lands will also be maintained.

In conclusion, the proposed development conforms to the Region of Peel's planning framework by preserving the natural environment while contributing to the employment growth forecasted for the Town of Caledon. As well as promoting the efficient use of land located in proximity to large, existing, and planned infrastructure.

5.6 Town of Caledon Official Plan

The Town of Caledon Official Plan (OP) was consolidated in April 2018 and provides a statement of principles, goals, objectives, and policies to guide future land use, physical development, and change. The Town of Caledon is currently conducting a review of the OP, which will serve as the road map for the Town over the next 20+ years.

5.6.1 In-Effect Town of Caledon Official Plan

Chapter 4 of the OP outlines the policies for the Town's structure and growth management, noting how the long-term structure of the Town is heavily influenced by Provincial Plans. **Section 4.2** outlines policies for growth management and suggests that to make better use of land and

infrastructure, a compact urban form, intensification, and redevelopment must be encouraged. Pursuant to the Growth Plan, municipalities are required to develop an intensification strategy to achieve their respective intensification targets. Additional policies and objectives encourage the development of Caledon as a complete community.

As stated in **Policy 4.2.1.2**, one of the main objectives is to achieve compact and efficient forms of development, optimize the use of existing infrastructure and services, revitalize and/or enhance development areas, and increase the availability and diversity of housing and business opportunities to create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification. **Policy 4.2.1.2.2** further states that intensification should occur in a manner that complements the function of Caledon's communities. The corresponding policies relate to overcoming barriers to intensification and compatible forms of intensification in existing residential neighbourhoods and rural areas. **Section 4.2.2** outlines provisions for Greenfield Density and supports the creation of compact, efficient, and complete communities. Caledon will attempt to contribute to the Regional Greenfield Density Target of 42 residents and jobs combined per hectare.

For any *Settlement Area Boundary* expansions, an Official Plan Amendment and a Municipal Comprehensive Review are required, as stated in **Section 4.2.3** of the OP. As described in **Section 5.6.2** of this Report, the Township is currently undergoing an Official Plan Amendment by way of a Municipal Comprehensive Review.

Section 4.2.4 of the OP outlines the Town's population and employment forecasts and where they are allocated. These forecasts are used to establish a planning framework and encourage an optimal population and employment balance for the purposes of live/work relationships and fiscal sustainability. **Policy 4.2.4.3.2** states that by 2031, the Town of Caledon is to accommodate a population of 108,000 and 46,000 jobs. Additional population allocations are provided for the specific settlement categories and land uses. However, the New ROP is stating these numbers will increase as the Town of Caledon is forecasted to have a population of 300,000 and 125,000 jobs by 2051.

The subject site is currently designated as *Prime Agricultural Area* by the Town of Caledon OP, pursuant to Schedule B – Mayfield West Land Use Plan (**Figure 14**). Schedule B also identifies a portion of the subject site being located within the *Boundary of the Greenbelt Plan Area* and *Environmental Policy Area*.

Figure 15: Town of Caledon OP Schedule B – Mayfield West Land Use Plan



Lands designated *Prime Agricultural Area* coincide with a relatively large area of high capability agricultural lands recognized as Classes 1, 2, and 3 agricultural lands according to the Canada Land Inventory of Soil Capability for Agriculture. The function of lands within this designation is to protect and promote agricultural uses, as well as support the conservation of agriculturally productive soils and lands.

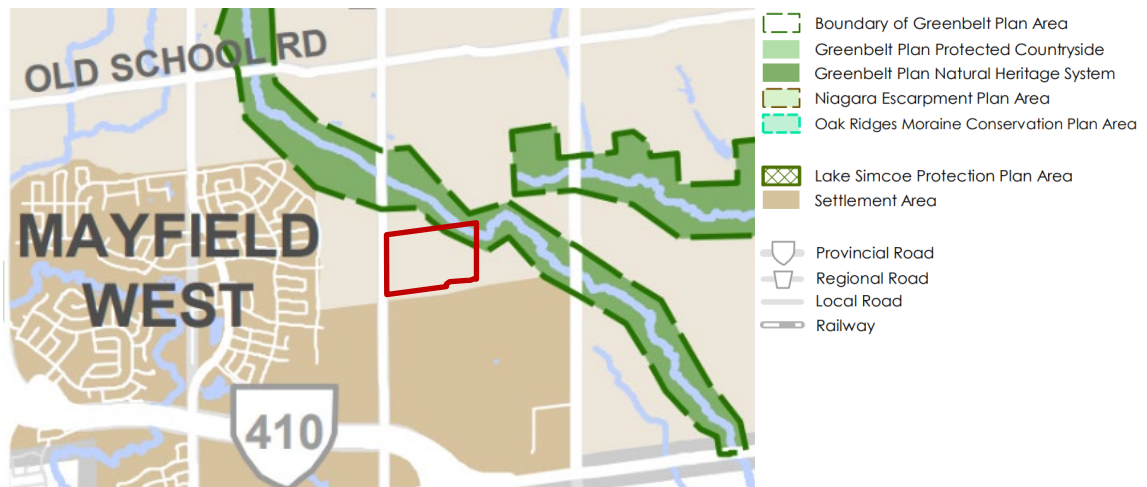
Section 5.1.1 of the OP outlines specific policies for *Prime Agricultural* lands. These policies work to preserve agricultural land within the Town of Caledon, promote agricultural uses and normal farm practices, and support the conservation of agriculturally productive soils and lands through sound and sustainable stewardship practices for the long-term productivity of agricultural lands.

Policy 5.1.1.4 outlines the following permitted uses within the *Prime Agricultural* designation:

- Agricultural uses and high-impact agricultural uses;
- Other uses permitted include On-farm diversified uses;
- Agri-tourism uses;
- A single-detached dwelling on an existing lot of record subject to Section 5.1.1.11 and Section 5.1.1.12 and all other applicable policies of this Plan;
- Agriculture-related Commercial or Agricultural-related Industrial uses;
- Accessory residential uses to a farm operation including a second dwelling for farm help;
- Second dwellings for heritage preservation;
- Home occupations including establishments accessory to a non-agricultural single-detached dwelling and in accordance with Section 5.14;
- Non-intensive recreation;
- Stewardship and environmental protection activities; and,
- Public uses in accordance with Section 5.15.

As indicated on Schedule B and Schedule S of the OP (**Figure 15**), the subject site is located within the *Boundary of the Greenbelt Plan Area* as a *Natural Heritage System*, and *Environmental Policy Area (EPA)*. **Section 5.7** of the OP describes *Environmental Policy Areas* as including *Natural Core Areas* and *Natural Corridors*. Policy direction for lands within this designation prohibits new development except for legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure.

Figure 16: Town of Caledon OP Schedule S - The Greenbelt in Caledon



Policy 5.7.3.1.3 further outlines that all lands designated EPA in this Plan shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this designation.

Policy 7.13.3.2.1.2 relates to lands designated *Natural Heritage System*, this policy states that new development in the *Natural Heritage System* shall demonstrate that there will be no negative impacts on key features or their functions, connectivity between features are maintained or enhanced where possible, that non-key features are preferably incorporated into a development and avoid removing, and that disturbed area of any site does not exceed 25% of the total developable area.

These policies further seek to maintain and protect lands designated *Natural Heritage System*. The portion of the subject site identified as such, by way of this application, is proposed to remain as such with no development being proposed within the designated lands. Therefore, the proposed development seeks to maintain the natural features in order to protect them.

In conclusion, the subject site is currently designated in the in-effect OP as *Agricultural Area* as well as partially within the bounds of the *Greenbelt Plan Area* and an *Environmental Policy Area*. Although the Town is currently undergoing a review of their OP to conform to Provincial and regional direction, the in-effect OP designations currently still apply to the subject site. IBI Group is of the understanding that since the New ROP has redesignated the lands for employment uses, it can be assumed that the Town of Caledon will also designate the lands for employment uses. Therefore, the proposed development of an employment use is suitable for the lands. As outline within the Planning Act, the draft Town of Caledon OP must conform to the approved New ROP. As such, once approved by the Province, the Town of Caledon's OP must be amended to reflect the New ROP.

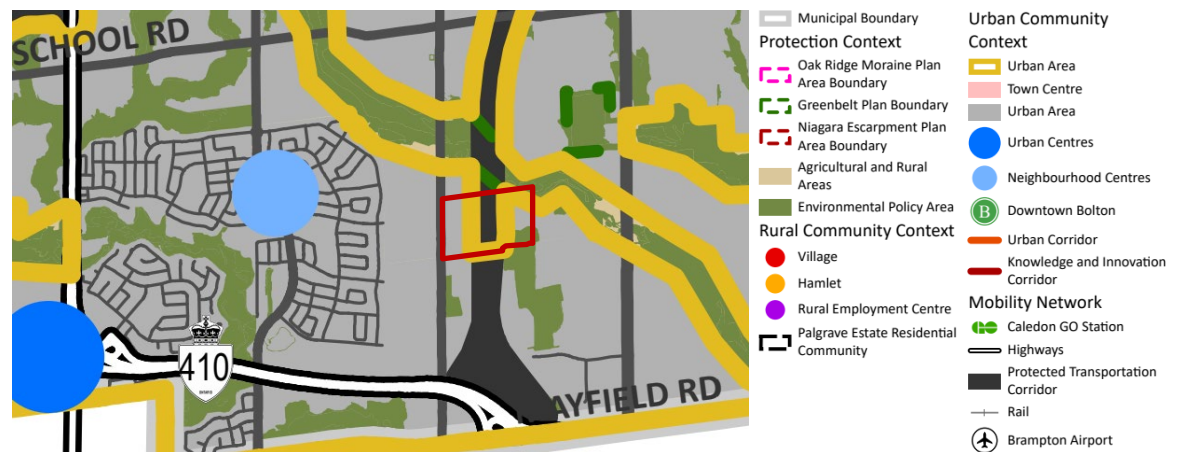
The proposed development will maintain and further protect the lands designated as Environmental Policy Area, as it can be assumed that this designation will be brought forward in the new OP. As well the Client understands the significance of this designation as it ensures the protection of significant environmental features.

5.6.2 Draft Town of Caledon Official Plan

As directed by the Growth Plan, by way of a Municipal Comprehensive Review (MCR), the Town of Caledon is currently reviewing their in-effect OP to accommodate the changes that have been made in the New ROP as well as to conform with Provincial plans and policies. The Town of Caledon released the Draft OP policies and mapping in March of 2022. It is anticipated that the Draft OP will be adopted by Council in 2023. As outline within the Planning Act, the draft Town of Caledon OP must conform to the approved New ROP. As such, once approved by the Province, the Town of Caledon's OP must be amended to reflect the New ROP *Urban Boundary*.

Schedule A1 of the Draft OP (**Figure 16**) implements the Region's 2051 *Urban Boundary* to include the subject site as it identifies the subject site as now being located within the Town of Caledon's *Urban Area*, the *Greenbelt Plan Boundary*, and the *Environmental Policy Area*. As also seen in the Peel 2051 ROP, the NHS features in the northeast corner and the Proposed GTA West 410 Extension both remain to be outside of the *Urban Boundary*.

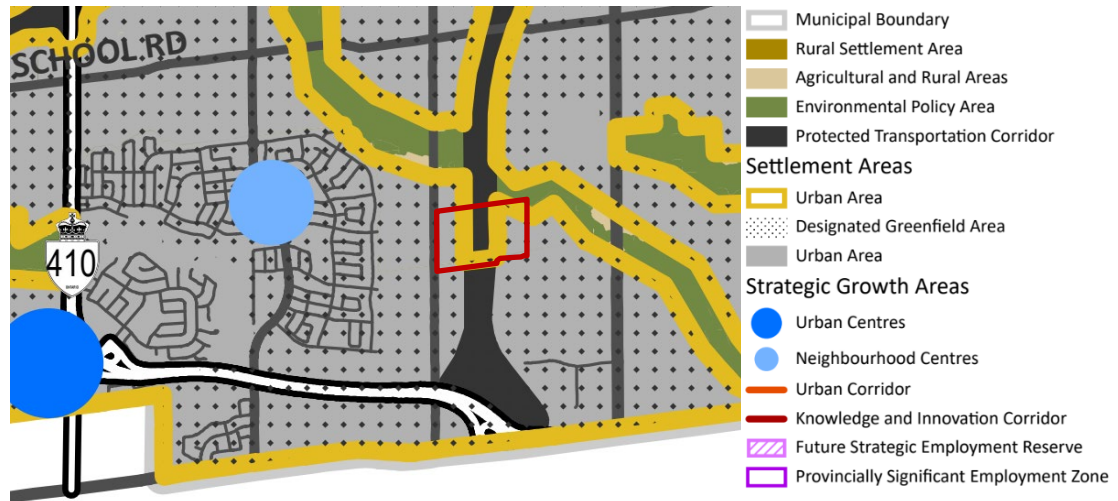
Figure 17: Draft OP - Draft Schedule 'A1' Town Structure



Schedule A1 illustrates the foundation for how the Town will evolve to 2051 and helps direct where the Town will focus growth and future investments to support Centres and Corridors, and expand mobility choices. **Policy 3.2.2** identifies the Town's *Urban Area* as new and existing residential, commercial, and institutional areas of Caledon, where people live, shop, work, and play with the amenities they need for day-to-day living.

Schedule A2 of the Draft OP designates the subject site as being located within the *Designated Greenfield Area* (**Figure 17**). **Policy 3.8.7** of the Draft OP allocates growth to be prioritized in the delineated *Built Up Area*, the *Major Transit Station Areas*, and the *Designated Greenfield Area*, in the order in which it was written. Through this, **Policy 3.8.26** of the Draft OP states that the minimum overall density of development within the Designated Greenfield Area shall be designed to meet or exceed 67.5 people and jobs per hectare.

Figure 18: Town of Caledon Draft OP - Draft Schedule "A2" Growth Management

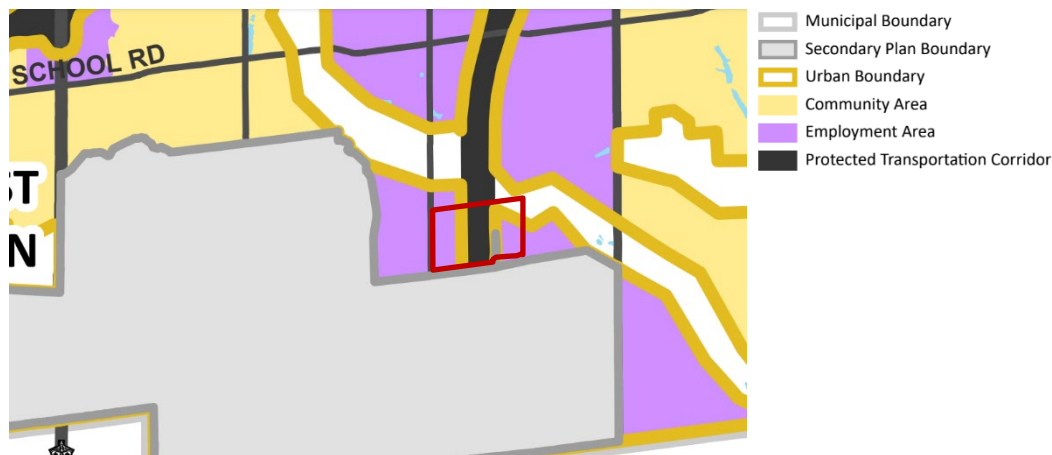


Schedule A4 of the Draft OP (**Figure 18**) currently designates the subject site as *Employment Area*. As identified in **Section 3.1.1** of the Draft OP, Employment lands are the primary economic generators of the community and will be further enhanced and protected through Future Caledon.

Employment Areas are intended to reflect areas of employment, such as business parks, industrial, logistics and warehousing facilities, that form an integral part of Caledon's economy, as well as major institutional uses. Sensitive land uses such as residential uses, schools, and places of worship, will not be permitted in *Employment Areas*.

As further delineated in **Policy 3.6.5**, *Employment Areas* are to be planned to achieve a minimum employment density of 24.8 jobs per hectare.

Figure 19: Town of Caledon Draft OP - Draft Schedule "A4" Urban Community Context



Schedule C1 of the Draft OP further designates a portion of the subject site as being part of the *Natural Heritage System* within the *Greenbelt Boundary*, as well as having a *Protected Transportation Corridor* running north-south through the subject site.

Figure 20: Town of Caledon Draft OP - Draft Schedule "C1" Natural Heritage System



The *Natural Heritage* and *Greenbelt Plan Area* designations remain largely the same as the in-effect OP, as the policies within the Draft OP such as **Policy 3.3.2**, prohibit development and site alteration within these lands as well as recognize the need for enhanced buffers and setbacks from the variety of natural features, functions, and habitats that comprises Caledon's *Natural Heritage System*.

Policy 3.7.2 of the Draft OP outlines the structural components of the Town's Mobility Network. This policy recognizes the *Protected Transportation Corridor* designation as the representative of the preferred route of the GTA West Transportation Corridor and further states that this land is to be protected under the direction of the Province.

Policy 3.7.7 of the Draft OP further commits that the Town will cooperate with the Province, Region, and other neighbouring municipalities to undertake appropriate measures to identify, protect, and expedite the planning for the GTA West Transportation Corridor.

The Draft OP as directed by the New ROP, brings the subject site into the Town of Caledon's *Urban Area*, and further designates it as *Designated Greenfield Area*. With the introduction of this site into the *Urban Area*, the growth targets for the Town of Caledon apply to the subject site. This development application proposes to contribute to the growth target for the *Designated Greenfield Area* by contributing to the growth of Caledon's employment lands located along a major transportation route.

Furthermore, the subject site is located along Heart Lake Road, a designated *Town Arterial Road*, just north of Provincial Highway 403, and a *Protected Transportation Corridor*. This mobility network provides the ideal location for industrial use as it is located in an ideal area that has direct access to major transportation and services routes. This ensures that surrounding residential neighbourhoods will not be disrupted by truck movement as it retains truck movement within the proposed *Employment Area*.

As discussed in the Functional Servicing report prepared by EXP Services Inc., the proposed development can also be adequately serviced. Water servicing can be provided with a new combined water connection to the existing watermain on Heart Lake Road. Sanitary servicing can be provided with a new connection to the proposed municipal sewer along Heart Lake Road pending Regional approval. Storm servicing can be provided through the proposed infiltration style storm system as further discussed in the Stormwater Management report prepared by EXP Services Inc.

As discussed in Section 5.5.2 of this Report, the Region underwent a SABE study to determine where growth should occur and how. Through this, the majority of growth was allocated to the Town of Caledon and further broken up into *Community* and *Employment Areas* designations. The Draft OP follows the direction of the New ROP by designating the subject site as being within an *Employment Area*. Although there is no further breakdown of the type of employment area, it is good planning to locate *Prestige* or *General Industrial* designations in this area due to the location of Provincial Highway 403, the *Protected Transportation Corridor*, and the land use designations of the Mayfield West Secondary Plan.

Lastly, the proposed development conforms to the *Natural Heritage* and the *Greenbelt Plan* policies of the Draft OP as it ensures a safe buffer of 30 metres between the *Natural Heritage* lands and the proposed development.

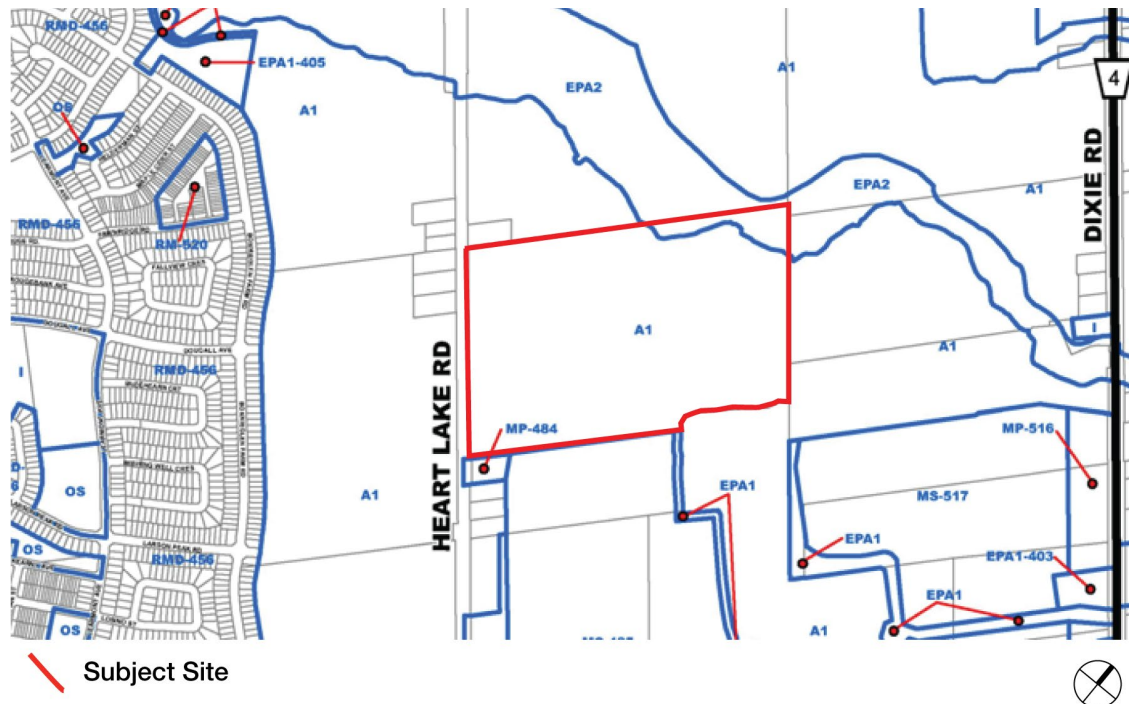
The *Protected Transportation Corridor* currently illustrated as being located on the subject site has been incorporated into the design of the subject site. Although the proposed GTA West Corridor bisects the subject site and many other parcels within the Town of Caledon, it is understood that this is the preferred route as outlined by the Province. At this point in time access to the entirety of the site is proposed to remain on the western portion of the site from Heart Lake Road, once a final GTA West Corridor has been developed, it is understood that access to the eastern portion of the subject site will need to be determined.

Overall, the proposed development conforms with the Draft OP as it will introduce an employment use to the draft designated area, it will contribute to the Growth forecast identified by the Province, and allocated by the Region, and it protects for the proposed GTA West Corridor. An Official Plan Amendment ("OPA") is required as the Draft OP is not yet in-effect, and as such an OPA is required to redesignate the lands from *Prime Agricultural Area* to the anticipated *Prestige Employment* designation in advance of the Caledon Official Plan Review being finalized.

5.7 Town of Caledon Zoning By-law 2006-50

The Town of Caledon Zoning By-law 2006-50 regulates land use, building locations on a property, height, location, parking, loading facilities and more. According to Map 6 of the By-law (**Figure 20**), the subject site is zoned as *Agricultural 1 (A1)* and *Environmental Policy Area 2 (EPA2)*.

Figure 21. Caledon Zoning By-law 2006-50



According to Table 10.1 of the Zoning By-law, warehouse uses are not permitted in the *Agricultural* Zone, therefore a Zoning By-law Amendment is required. Similarly, the *Environmental Policy Area 2* does not permit any development within its limits, however it should be noted that this application does not intend to rezone this area but rather further preserve the lands from future development.

5.7.1 Zoning By-law Amendment

The proposed development requires a Zoning By-law Amendment to rezone the lands from *Agricultural (A1)* to *Prestige Industrial (MP)* to permit the proposed employment (industrial uses) with site-specific standards. The proposed Zoning By-law Amendment (**Appendix B**) seeks to maintain the existing *Environmental Policy Area 2 - EPA2* zoning. This proposed zoning is in keeping with land use designations as set out in the Peel 2051 ROP and Draft Caledon OP.

A Holding Provision is proposed for the eastern portion of the site (Lot 2). This is due to the Proposed GTA West Corridor which will bisect the subject site and resulting in that portion of the site to be landlocked without access.

As identified in the Draft Zoning By-law Amendment (**Appendix B**), it is our intent that the holding provision not be lifted until such the owner is able to provide evidence of a registered easement to facilitate joint access with the abutting lands to the east over a portion of the abutting lands to

the east, the parameters of which shall be approved by and to the satisfaction of the Town of Caledon and the Region of Peel.

To achieve these requirements, no site-specific exceptions are required at this time. However, for the purposes of this ZBLA, IBI Group requests that the 2-year moratorium not apply to this by-law at the time of passing in order to accommodate any changes to the site plan as a result of securing both the access to lot 2 and the development of the GTA West 410 Extension.

Table 3. Existing Zoning Provision and Proposed Site Specific Amendments Required

	ZONING BY-LAW 2006-50	PROPOSED AMENDMENTS
Zoning	Prestige industrial (MP)	Prestige industrial (MP) And Prestige Industrial – Holding (MP-H)
Lot Area (min.)	925 m ²	No Change
Lot Frontage (min.)	30 m	No Change
Building Area (max.)	50%	No Change
Front Yard (min.)	14 m from a front lot line abutting a Provincial Highway	No Change
	9 m from any other front lot line	No Change
Exterior Side Yard (min.)	15 m from an exterior side lot line abutting a Residential zone	No Change
	14 m from an exterior side lot line abutting a Provincial Highway	
	7.5 m from any other exterior side lot line	
Rear Yard (min.)	15 m from a rear lot line abutting a Residential zone	No Change
	14 m from a rear lot line abutting a Provincial Highway	
	7.5 m from any other rear lot line	
Interior Side Yard (min.)	Minimum interior side yard from any other interior side lot line shall be 3m on one side, 6m on other side	No Change
	15 m from an interior side lot line abutting a Residential zone or a lot containing a Residential use	
Building Heights (max.)	18 m	No Change
Landscaping Area (min.)	10%	No Change
Planting Strip Width (min.)	6 m	No Change

Planting Strip Location	<p>(2) MP Zone – A planting strip shall be required along each front lot line and each exterior side lot line and along any portion of a rear lot line, which abuts a Residential zone line or a lot containing a Residential use, and along any portion of an interior side lot line which abuts a Residential zone or a lot containing a Residential use.</p> <p>(17) MP and MS Zone – In addition to the Planting Strip Widths and Locations noted in Table 8.2, the following provisions shall also apply:</p> <p>(i) Minimum width abutting an arterial road or Provincial Highway - 9.0m</p> <p>(ii) Minimum width where truck parking or loading spaces are provided adjacent to an arterial road or Provincial Highway - 12.0m</p> <p>(iii) Minimum width required on all interior side yards except where there is a mutual driveway along an interior side lot line. - 1.5m</p>	No Change
Driveway Setbacks (min.)	<p>4.5 m from a lot line abutting a Residential zone</p> <p>Nil - where a driveway forms part of a mutual driveway on an adjacent lot</p> <p>1.5 m from any other lot line</p>	No Change
Parking Spaces Setback (min.)	<p>6 m from any front lot line</p> <p>3 m from any other lot line</p>	No Change
Parking Loading and Delivery		
Non-Residential Parking Requirement	<p>Up to 7,000 m² – 1 parking space per 90 m² net floor area or portion thereof 7,000 to 20,000 m² – 78 parking spaces, plus 1 parking space per 145 m² of net floor area or portion thereof over 7000 m²</p> <p>Over 20,000 m² – 168 parking spaces, plus 1 parking space per 170 m² of net floor area or portion thereof over 20,000 m²</p>	No Change

6 Additional Guidelines

6.1 Caledon Industrial/Commercial Design Guidelines

The Caledon Industrial / Commercial Design Guidelines were adopted by the Town of Caledon Council in June 2002. The purpose of these guidelines is to establish design principles that can be used to develop industrial and commercial lands in Caledon's Rural Service Centres and Industrial/Commercial Centres. While the subject site is technically still designated as *Prime Agricultural Area* under the in-effect OP, this Section of the Report assumes that regional direction

to redesignate the lands as *Employment Area* will be approved by the Province, and adopted by the Town.

It is the objective of this document to ensure that industrial and commercial developments are designed to produce a strong industrial/commercial neighbourhood identity through the development of attractive, well-designed sites and buildings, well landscaped visual streets and front yards, attractive focal areas and entrances, and innovative and cost-effective designs in both the public and private realms.

The proposed development is situated such that the primary facades are parallel to Heart Lake Road, with minimum setbacks to establish a defined street edge. The buildings are also placed in a manner which places the majority of parking and all loading docks between the buildings, out of view from the street.

There are three driveways proposed in this development for site access, allowing single vehicles and trucks to access the site in different ways to ensure the safest and most efficient site circulation. The office areas of the buildings are located away from loading areas as well as just abutting Heart Lake Road for pedestrian ease and safety.

The guidelines seek to limit parking areas between the street and the building façade. The development proposes only a double-loaded row of parking in keeping with the guidelines, but the majority of the parking for the subject site is located parallel to the subject site's edges and rear.

In conclusion, the proposed development is in keeping with the Caledon Industrial / Commercial Design Guidelines and will encourage surrounding development to meet and exceed these standards.

7 Planning Analysis and Justification

7.1 Consistent with Provincial Policy Direction

Provincial policy directs Upper and Single Tier municipalities to address the estimated growth of the Province and to appropriately allocate lands to ensure that employment and housing needs are met. The proposed development is consistent with the PPS and conforms to the Growth Plan by ensuring that lands which already have the infrastructure in place or proposed, are utilized to accommodate the expected employment growth that is allocated to the Region of Peel and Town of Caledon. The proposed development is consistent with the PPS and conforms to the Growth Plan as it provides a mix of employment uses to support the area's long-term needs. As evident on the Site Plan and the other studies accompanying this Report, the proposed development ensures that natural heritage features found on and off the subject site are protected. Significant transportation and infrastructure corridors, and rights-of-way are also identified to be protected within the site plan as the lands for the Proposed GTA West 410 Extension are identified as such.

7.2 Conforms with Regional Official Plan Policy Direction

The Region of Peel is currently undergoing an Official Plan update which seeks to bring the Official Plan into conformity with Provincial policies. Regional Council recently passed By-law 20-2022 to adopt the New ROP, and now it currently awaits Provincial approval. Once approved by the Province, the New ROP will become the in-effect ROP.

Currently, the in-effect ROP designates the subject site as *Prime Agricultural Area* and located outside of the Region's Urban Boundary. However, due to the Provincial direction and estimated growth of the Region, the New ROP is proposing to bring the subject site into the Regional *Urban Area* and further designate it as *Employment Area*.

The policies applicable to the subject site encourage the preservation of these lands for employment-related uses as well to ensure proper use of existing and proposed infrastructure such as Highways. The subject site is situated just north of an exit and entrance to Provincial Highway 410 at Mayfield Road. The Province has also indicated through the election of 2022 that they intend to commence construction for the GTA West Corridor which will connect to Highway 410, bisecting the subject site. This existing Highway as well as the introduction of a new connection makes the subject site an ideal candidate for employment lands as well as the logical location for employment uses.

Further, the Region of Peel seeks to protect lands designated within the *Greenbelt Plan Area* and *Natural Heritage System* by reinforcing this designation in the ROP and prohibiting development on these lands. The proposed development is proposing to maintain and protect the area of Natural Heritage designated lands by placing a buffer of 30 metres between these designated lands and development of the site.

Therefore, it is IBI Group's opinion that the proposed development conforms to the Region of Peel's most recent policy direction as the subject site will be brought into the *Urban Boundary* designated as *Employment Area* and it seeks to ensure high-quality employment uses while protecting the adjacent environmental features. The proposed development also protects for the future GTA West Transportation Corridor which allows for a logical extension of servicing.

7.3 Conforms with Town Official Plan Direction

The Town of Caledon is currently undergoing their Official Plan Review which seeks to bring the OP in conformity with the Council-approved Peel 2051 Regional Official Plan. Currently, the Town of Caledon's in-effect OP designates the subject site as mainly *Prime Agricultural Area*. However, similarly to the New ROP, the Draft OP is proposing to bring the majority of the subject site into the Town's *Urban Area* and redesignate the lands as *Employment Area*. The subject site is also uniquely positioned where a *Protected Major Transportation Corridor* is designated in the Draft OP, bisecting the subject site. This planned infrastructure further encourages the employment use being proposed as it promotes efficient movement of goods and services. The proposed development seeks to further protect this corridor by not including it in a Zoning By-law Amendment ensuring it is preserved for when the Corridor is implemented.

While it is understood that the in-effect designation of *Prime Agricultural Area* prevails over the Draft OP designation, based on the Regional Council-approval of the New ROP, and the Draft OP policies, it can be assumed that once these documents come into effect, the subject site will be designated as *Employment Area*. Nevertheless, at the time of writing this report, an Official Plan Amendment is being submitted. The application to amend the Town of 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 in the in-effect Official Plan.

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

The proposed amendments conform with the direction of the Council-approved Peel 2051 ROP and what is seen to-date in the Draft Caledon OP, given the proposed employment use, the protection of the adjacent natural heritage feature, and the protection of the GTA West Transportation Corridor.

7.4 Comply with Zoning Intent

As noted above, the Provincial, Regional and Municipal policy frameworks for the subject lands anticipate the intensification and redevelopment of the lands within the *Designated Greenfield Area*. The existing, in-effect zoning for the subject lands predates the current Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Peel 2051 Regional Official Plan and the Draft Caledon Official Plan.

The Zoning By-law amendment will protect environmental features identified on-site through the existing *Environmental Policy Area 2* zoning. In addition, the Zoning By-law amendment seeks to rezone the site from *Agricultural - A1* to *Prestige Industrial – MP* to reflect the form and scale of the proposed industrial development reflected in the site plan.

It is IBI Group's professional opinion that the proposed development and associated amendments are more consistent with the overarching Provincial, Regional and Municipal policy frameworks. As well, when reviewing the proposal in accordance with the general provisions of the Town's *Prestige Industrial* zone, IBI Group opines that the proposed development complies with the zone.

A draft Zoning By-law amendment is attached as **Appendix B** and supports the proposed change in zoning from *Agricultural - A1* to *Prestige Industrial - MP*.

8 Conclusion

Based on IBI Group's analysis of the subject site, the surrounding lands, supporting studies, and the applicable policy framework, the proposed development, Zoning By-law Amendments and Official Plan Amendments are consistent with and conform to 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 represents an efficient use of land and expedites planned infrastructure and public service facilities while maintaining the protections in place for the natural heritage resources on the site.

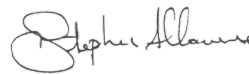
Respectfully submitted this August 15, 2022

Regards,

IBI Group Professional Services Inc.



Scott Arbuckle MCIP RPP



Stephen Albanese MCIP RPP

I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994, and is for this property only.

Appendix A – Proposed Site Plan & Statistics



BUILDING 3			
▲ DOCK-HIGH DOORS			34
● GRADE-LEVEL DOORS			2
PARKING REQUIRED:			
WAREHOUSE			
<7000 m²	7,000 m²	78 STALLS	
7000-20000 m²	4,639 m²	32 STALLS	
OFFICE @ 5%	613 m²	20 STALLS	
TOTAL		130 STALLS	

PARKING PROVIDED: 160 STALLS
@0.85/1000 SF @0.91/100 m²
REQ. ACCESSIBLE To be confirmed by City

BUILDING 4			
▲ DOCK-HIGH DOORS			31
● GRADE-LEVEL DOORS			2
PARKING REQUIRED:			
WAREHOUSE			
<7000 m²	7,000 m²	78 STALLS	
7000-20000 m²	8,813 m²	61 STALLS	
OFFICE @ 5%	832 m²	28 STALLS	
TOTAL		166 STALLS	

PARKING PROVIDED: 170 STALLS
@0.9/1000 SF @0.97/100 m²
REQ. ACCESSIBLE To be confirmed by City

SITE AREA 2:			
GROSS:	29.79 AC	12.06 HA	
	1,297,740 SF	120,564 m²	
EASEMENT.:	@ 22%	26,358 m²	
NET:	23.28 AC	9.42 HA	
	1,014,028 SF	94,206 m²	
BUILDING 5			
	213,571 SF	19,841 m²	
BUILDING 6			
	250,461 SF	23,269 m²	
TOTAL:		464,033 SF	43,110 m²

FAR: 0.36
GROSS: 0.36
NET: 0.46
COVERAGE: 36%
GROSS: 46%
NET: 46%

BUILDING 5			
▲ DOCK-HIGH DOORS			43
● GRADE-LEVEL DOORS			2
PARKING REQUIRED:			
WAREHOUSE			
<7000 m²	7,000 m²	78 STALLS	
7000-20000 m²	12,841 m²	89 STALLS	
OFFICE @ 5%	992 m²	33 STALLS	
TOTAL		198 STALLS	

PARKING PROVIDED: 210 STALLS
@0.98/1000 SF @1.06/100 m²
REQ. ACCESSIBLE To be confirmed by City

BUILDING 6			
▲ DOCK-HIGH DOORS			44
● GRADE-LEVEL DOORS			2
PARKING REQUIRED:			
WAREHOUSE			
<7000 m²	7,000 m²	78 STALLS	
7000-20000 m²	13,000 m²	90 STALLS	
>20000 m²	2,655 m²	16 STALLS	
OFFICE @ 5%	1,133 m²	38 STALLS	
TOTAL		221 STALLS	

PARKING PROVIDED: 230 STALLS
@0.94/1000 SF @1.02/100 m²
REQ. ACCESSIBLE To be confirmed by City

TOTAL SITE AREA:			
GROSS:	72.64 AC	29.40 HA	
	3,164,261 SF	293,970 m²	
LANDSCAPE AREA:			
		56%	
		71,337 m²	

PARKING			
PARKING PROVIDED:			
SITE AREA 1:		650 STALLS	
SITE AREA 2:		440 STALLS	
TOTAL PARKING:		1,090 STALLS	

PROJECT DATA:			
SITE AREA 1:			
GROSS:	31.62 AC	12.80 HA	
	1,377,507 SF	127,975 m²	
BUILDING 1			
	121,806 SF	11,316 m²	
BUILDING 2			
	189,109 SF	17,569 m²	
BUILDING 3			
	131,876 SF	12,252 m²	
BUILDING 4			
	179,168 SF	16,645 m²	
TOTAL:		621,958 SF	57,782 m²
FAR:			
GROSS:		0.45	
NET:		0.45	
COVERAGE:			
GROSS:		45%	
NET:		45%	

BUILDING 1			
▲ DOCK-HIGH DOORS			32
● GRADE-LEVEL DOORS			2
PARKING REQUIRED:			
WAREHOUSE			
<7000 m²	7,000 m²	78 STALLS	
7000-20000 m²	3,750 m²	26 STALLS	
OFFICE @ 5%	566 m²	19 STALLS	
TOTAL		123 STALLS	

PARKING PROVIDED: 130 STALLS
@1.07/1000 SF @1.15/100 m²
REQ. ACCESSIBLE To be confirmed by City

BUILDING 2			
▲ DOCK-HIGH DOORS			34
● GRADE-LEVEL DOORS			2
PARKING REQUIRED:			
WAREHOUSE			
<7000 m²	7,000 m²	78 STALLS	
7000-20000 m²	9,690 m²	67 STALLS	
OFFICE @ 5%	878 m²	29 STALLS	
TOTAL		174 STALLS	

PARKING PROVIDED: 190 STALLS
@1./1000 SF @1.08/100 m²
REQ. ACCESSIBLE To be confirmed by City

DEVELOPMENT STANDARDS:			
ZONING:		MP	
MAX. COVERAGE:		50%	
MAX. HEIGHT:		18 m	
BUILDING SETBACKS:			
FRONT:		9 m	
SIDE:		7.5 m	
REAR:		7.5 m	
LANDSCAPE SETBACKS:			
FRONT:		6 m	
SIDE:		3 m	
REAR:		3 m	
LANDSCAPE REQ.:		10%	
OFF-STREET PARKING:			
STANDARD:		2.75X6 m	
DRIVE AISLE:		6 m	
REQ. PARKING RATIO BY USE:			
WAREHOUSE:		1/90 sq m	
MANUF		1/60 sq m	
OFFICE:		1/30 sq m	

NOTES:

1 a.) If accessory office use and retail net floor areas are 15% or less of the total net floor area: Up to 7000m2 - 1/90m2 net floor area; 7000-20000 - 78 spaces plus 1/145m2 of net floor area or portion thereof above 7000m2; Over 20000m2 - 148 spaces plus 1/170m2 or portion thereof over 20000m2;

b.) If associate office and retail net floor areas are more than 15% of the total net floor area: In addition to the standards contained in (a), the applicable net floor areas exceeding 15% shall be subject to the applicable office or retail parking requirements.

2 a.) IF accessory office and retail net floor areas are 15% or less of the total net floor area:
Up to 5,000 sq m - 1 parking space per 60 sq m net floor area or portion thereof
5,000 to 10,000 sq m - 83 spaces plus 1 space per 90 sq m of net floor area or portion thereof over 5,000 sq m
Over 10,000 sq m - 139 spaces plus 1 parking space per 170 sq m or portion thereof of net floor area or portion thereof over 10,000 sq m.

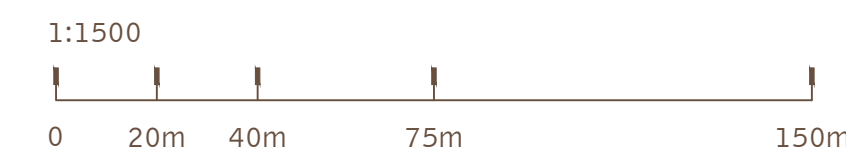
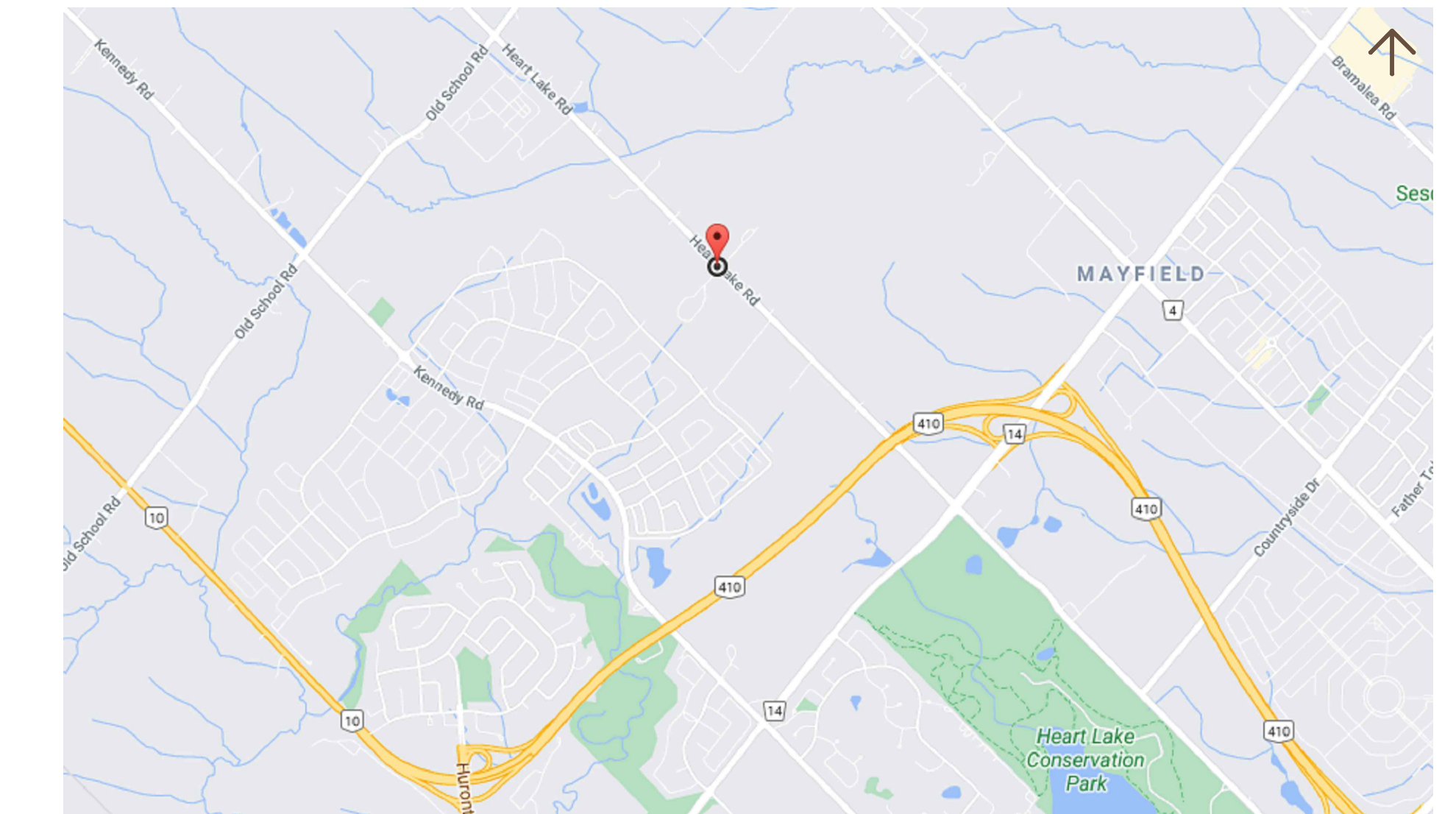
b.) If associate office and retail net floor area are more than 15% of the total net floor area: in addition to the standards contained in (a), the applicable net floor areas exceeding 15% shall be subject to the applicable office or retail parking requirements.

3 3 m for all parking spaces.

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design: AVERAGE REGIONAL REQUIRED PROVIDED

Boundary Source: CIVIL CAD FILE



Appendix B – Zoning By-law Amendment

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2022-_____

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to PART OF LOT 20 CONCESSION 3 EHS CHING DES. PART 1 PLAN 43R32253 TOWN OF CALEDON, Regional Municipality of Peel.

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 setout in the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of PART OF LOT 20 CONCESSION 3 EHS CHING DES. PART 1 PLAN 43R32253 TOWN OF CALEDON, Regional Municipality of Peel, for employment purposes.

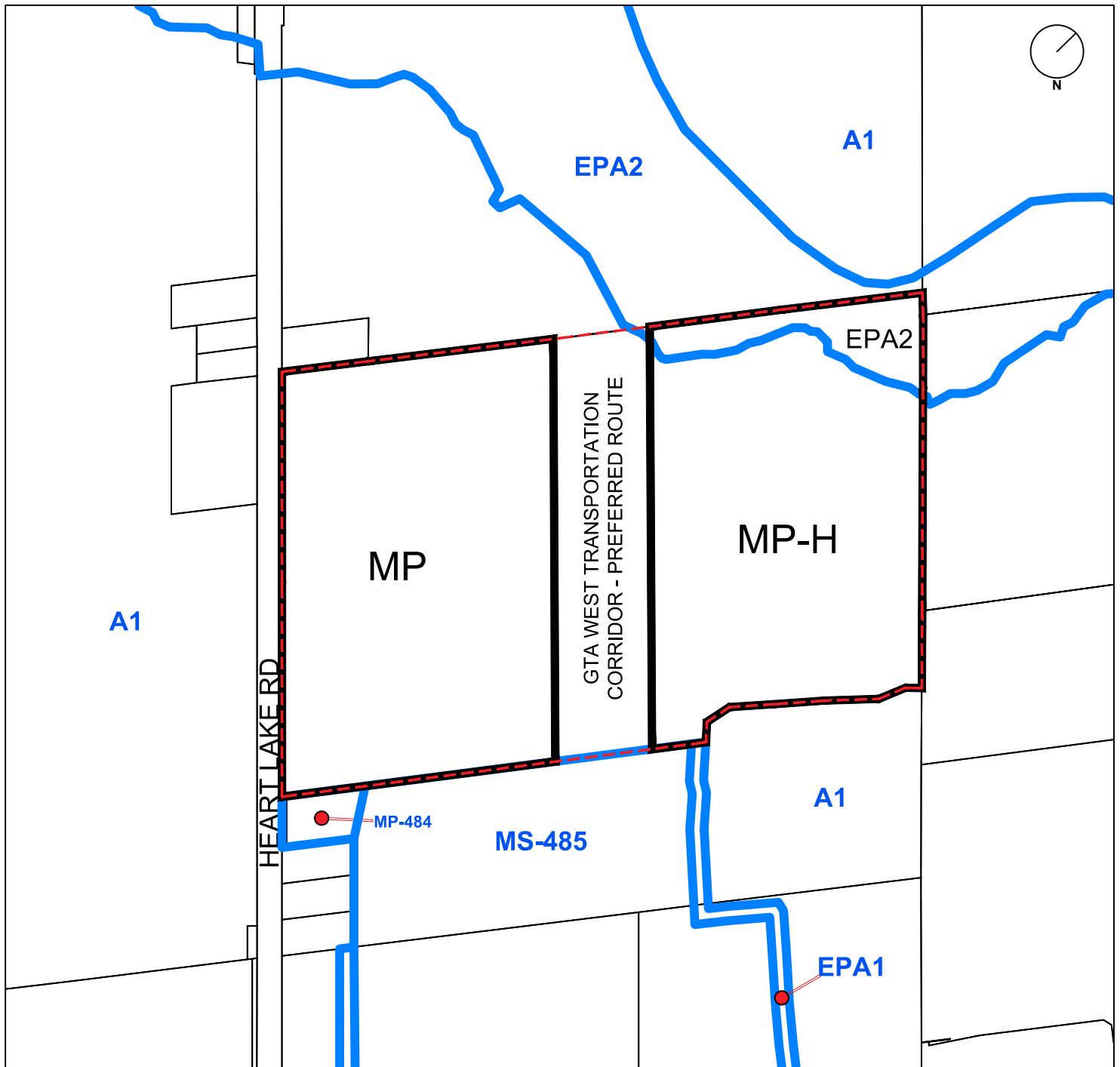
NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. Schedule "A", Zone Map 6 of By-law 2006-50, as amended is further amended PART OF LOT 20 CONCESSION 3 EHS CHING DES. PART 1 PLAN 43R32253 TOWN OF CALEDON, Regional Municipality of Peel, from Agricultural (A1) to Prestige Industrial (MP) in accordance with Schedule "A" attached hereto.
2. 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 as PART OF LOT 20 CONCESSION 3 EHS CHING DES. PART 1 PLAN 43R32253 TOWN OF CALEDON, Regional Municipality of Peel.
3. That Schedule "A" identify lands to be placed in a Holding Provision by way of an H-symbol until such time that:
 - the owner is able to provide evidence of a registered easement to facilitate joint access with the abutting lands to the east over a portion of the abutting lands to the east, the parameters of which shall be approved by and to the satisfaction of the Town of Caledon and the Region of Peel.

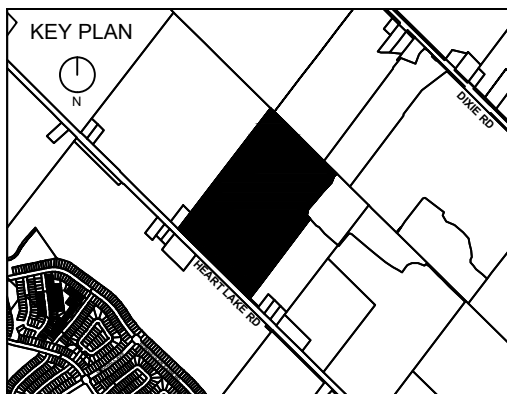
Read three times and finally passed in open Council on the
_____ day of _____.

Allan Thompson, Mayor

Carey Herd, Clerk



Schedule 'A' to By-law 2022-XX



- Lands Subject to this By-law
- Subject Property

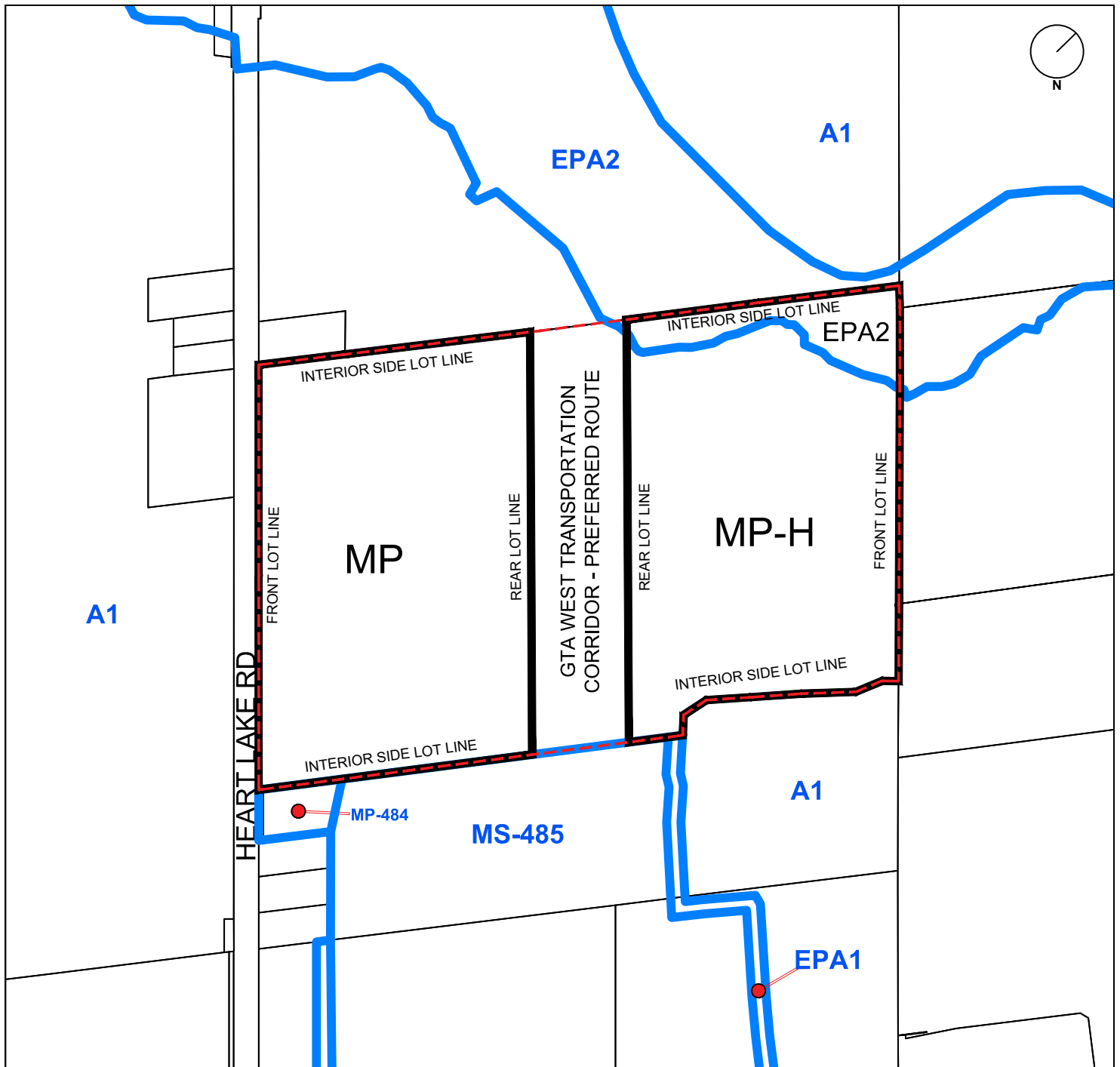
Legal Description:

PART OF LOT 20 CONCESSION 3
EHS CHING DES. PART 1 PLAN 43R32253
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL

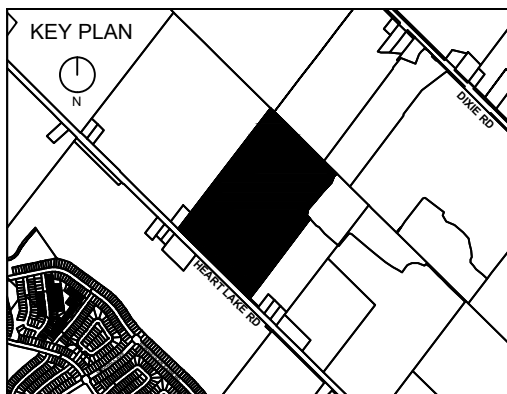
File:

Date:

AUGUST 08, 2022



Schedule 'B' to By-law 2022-XX



- Lands Subject to this By-law
- Subject Property

Legal Description:

PART OF LOT 20 CONCESSION 3
EHS CHING DES. PART 1 PLAN 43R32253
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL

File:

Date:

AUGUST 08, 2022

Appendix C – 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 12505 Heart Lake Road. The legal description of the lands is Part of Lot 20, Concession 3 East of Hurontario Street, Geographic Township of Chinguacousy, County of Peel, Now in the 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, Caledon HL Developments Inc. has requested an amendment to the Town of Caledon Official Plan to permit Prestige Industrial uses on the property in order to facilitate the construction of a of a development with employment and industrial uses. In support of the application, the applicant submitted the following reports:

- **Planning Justification Report**, *IBI Group Professional Services*
- Erosion and Sediment Control Plan, *EXP Services Inc.*
- Stormwater Management and FSR, *EXP Services Inc.*
- Geotechnical Study, *EXP Services Inc.*
- Phase One ESA, *EXP Services Inc.*
- Hydrogeological Impact Assessment, *EXP Services Inc.*
- Noise Study, *Aercoustics Engineering Ltd.*
- Transportation Impact Study, *IBI Group Professional Services*
- Cultural Heritage Impact Statement, *Wood Environment & Infrastructure Solutions Canada Ltd.*
- Stage 1-2 Archeological Assessment, *Archaeological Services Inc.*
- Comprehensive Environmental Impact Study and Management Plan, *Myler Ecological Consulting.*

The proposed amendment to the Official Plan to permit an industrial warehousing development within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of an industrial warehouses adjacent to the Mayfield West Secondary Plan addresses an identified need for additional 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.

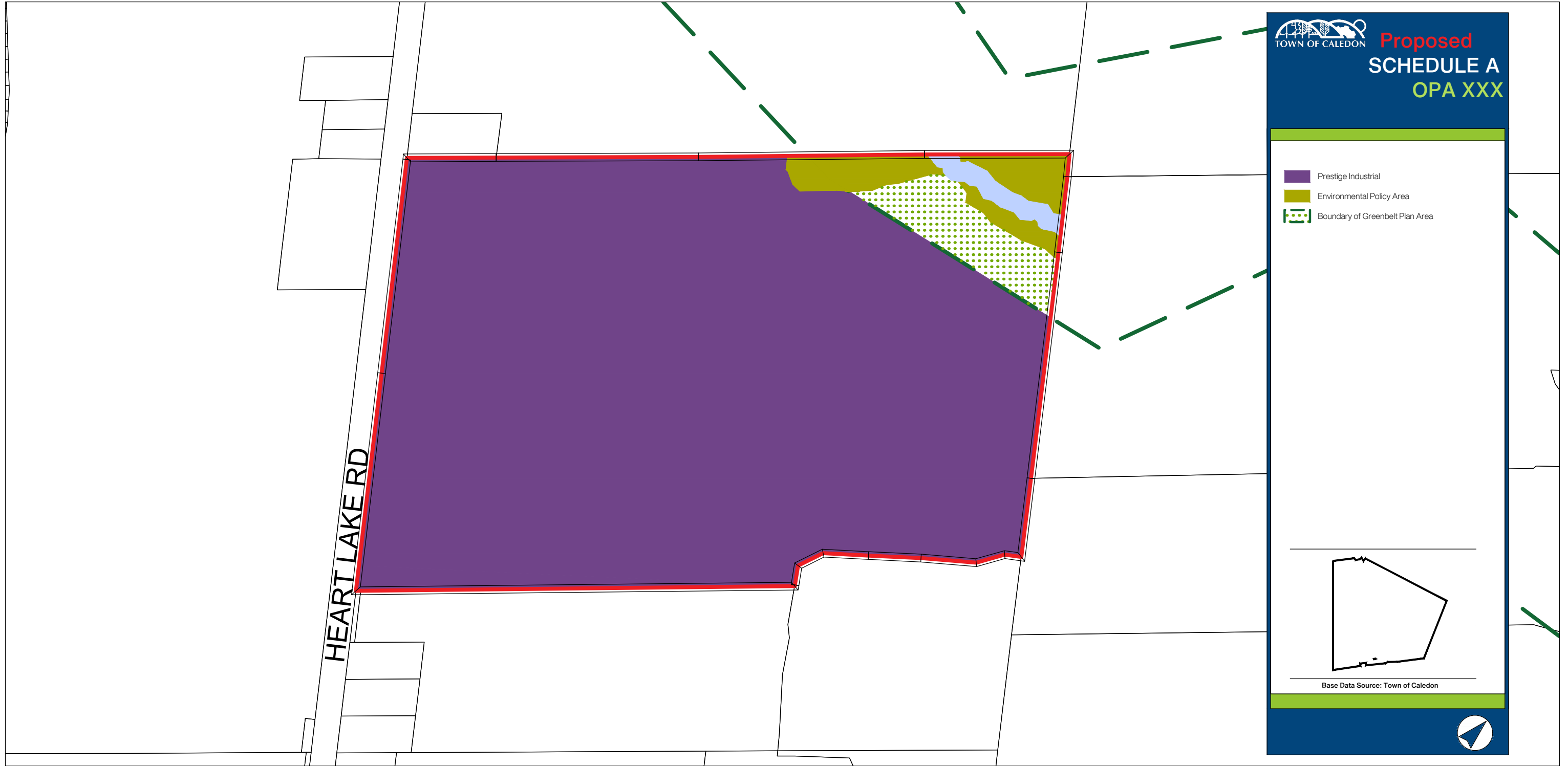
Details of the Amendment

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 Part of Lot 20, Concession 3 East of Hurontario Street, Geographic Township of Chinguacousy, County of Peel, Now in the 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 Town of Caledon Official Plan Amendment

12505 Heart Lake Road, Caledon, ON

 12505 Heart Lake Road

DATE 2022-08-10

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