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TOWN OF CALEDON
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P L A N N I N G
J U S T I F I C A T I O N
R E P O R T

0 TORBRAM ROAD & 12245 TORBRAM ROAD
TOWN OF CALEDON

APRIL 2023
FILE #10208

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1. INTRODUCTION

Weston Consulting has been retained by Tullamore Industrial GP Limited, the registered owner of the lands municipally known as 0 Torbram Road and 12245 Torbram Road (herein referred to as the “Subject Lands”). The owner is proposing the development of approximately 194.3 hectares of land to accommodate approximately 562,381 square metres of industrial/warehouse/distribution space contained within an Industrial Park that includes nine buildings which will provide significant employment opportunities within the Town of Caledon.

The owner is proposing the development of approximately 194.3 hectares of land to accommodate approximately 562,381 square metres of industrial warehouse/distribution space contained within an Industrial Park comprised of nine buildings, parkland, and storm water management facilities. The proposed development will provide significant employment opportunities within the Town of Caledon. Applications and supporting material for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision were originally submitted to the Town of Caledon on August 11, 2021, September 3, 2021, and September 13, 2021 pursuant to Section 22(4), Section 34(10), and Section 51(16) of the Planning Act. A Notice of Complete Application was received in a letter from the Town dated September 15, 2021. In November 2022, the Region of Peel Official Plan was approved by the Ministry of Municipal Affairs and Housing and the Subject Lands were identified within the *2051 New Urban Area* and the *Urban System* and designated as an *Employment Area*. Additionally, a Ministerial Zoning Order (“MZO”) was granted for the Subject Lands on September 9, 2022 which rezoned a portion of the Subject Lands to the *Prestige Industrial Zone*. An Official Plan Amendment to the Town of Caledon’s Official Plan is now required to bring the Subject Lands into the Town’s settlement area boundary in alignment with the Regional Official Plan and the approved MZO.

Since the time of the original application, Tullamore Industrial GP Limited has acquired additional lands that will be incorporated into the proposed development. A revised Draft Plan of Subdivision is also being submitted to include the acquired lands.



2. PURPOSE OF REPORT

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of applicable regional and local policies. A comprehensive review of applicable Provincial policies, including the Provincial Policy Statement (2020), A Place to Grow: Growth plan for the Greater Golden Horseshoe (2020) and the Greenbelt Plan (2017) were undertaken as part of the previously submitted Planning Justification Report and are still applicable to the proposed development. Those sections should be reviewed in conjunction with the below as a comprehensive analysis for all applicable planning policy.

This report supplements the previously submitted Planning Justification Report that was provided in support of the original Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications. In light of the recently approved Regional Official Plan, the MZO, and the lands added since the first submission, this supplementary report provides a planning analysis and justification to support the local Official Plan Amendment and the amended Draft Plan of Subdivision. The report contains comprehensive review of the Peel Region Official Plan 2022 (the “PROP”), the Town of Caledon Official Plan 2018 (the “COP”), the Future Caledon Official Plan, 2023, the Tullamore Secondary Plan (the “Secondary Plan”) and the Town of Caledon Zoning By-law 2006-50 (the “Zoning By-law”) and responds to all comments received by Town of Caledon Staff as it relates to the Official Plan Amendment and Draft Plan of Subdivision Applications, notwithstanding the approval of the MZO.

This report provides planning analysis and justification in accordance with good planning principles and provides a basis for the advancement of the planning applications through the planning process.



3. PURPOSE OF REPORT

3.1 DESCRIPTION OF SUBJECT LANDS

The Subject Lands are generally located within the block west of Airport Road, north of Mayfield Road and east of Torbram Road in the Town of Caledon.

The Subject Lands are approximately 194.3 hectares (480 acres) in size with approximately 1,690 metres of frontage along Torbram Road, 1,030 metres of frontage along Mayfield Road, 478 metres of frontage along Airport Road, approximately 1,361 metres of frontage along the proposed north-south internal road, approximately 573.8 metres along the future northern east-west road, and approximately 588.3 metres along the future southern east-west road. The Subject Lands are currently vacant, former agricultural lands.

The legal description for the Subject Lands is:

PTLT17, CON6EHSCHINGUACOUSYBRAMPTON;
RDALBTN LTS 17 & 18 CON6EHSCHINGUACOUSY;
PT LT 18, CON 6EHS CHINGUACOUSY; PT LT 19,
CON 6EHS CHINGUACOUSY; PT LT 20 CON 6EHS
CHINGUACOUSY AS IN VS22285; EXCEPT PTS 7-
18, 43R9315, PT 1, 43R12084, PTS 1,2, 43R1832,
PTS 1,2,3,4, 43R5852, PTS 1,3,4,9, 43R1415, PTS
1,2, 43R13428, PTS 1,2,3,4, 43R15152, PT 1,
43R15403, PTS 1,2, 43R18964, PTS 3,5, 43R19786,
PT 1, 43R27937, PTS 1,2, 43R29084, PTS 1, 2,
4, 5, EXPROPRIATION PL PR2385790; S/T THE
INTEREST OF THE REGIONAL MUNICIPALITY OF
PEEL; BRAMPTON/CALEDON

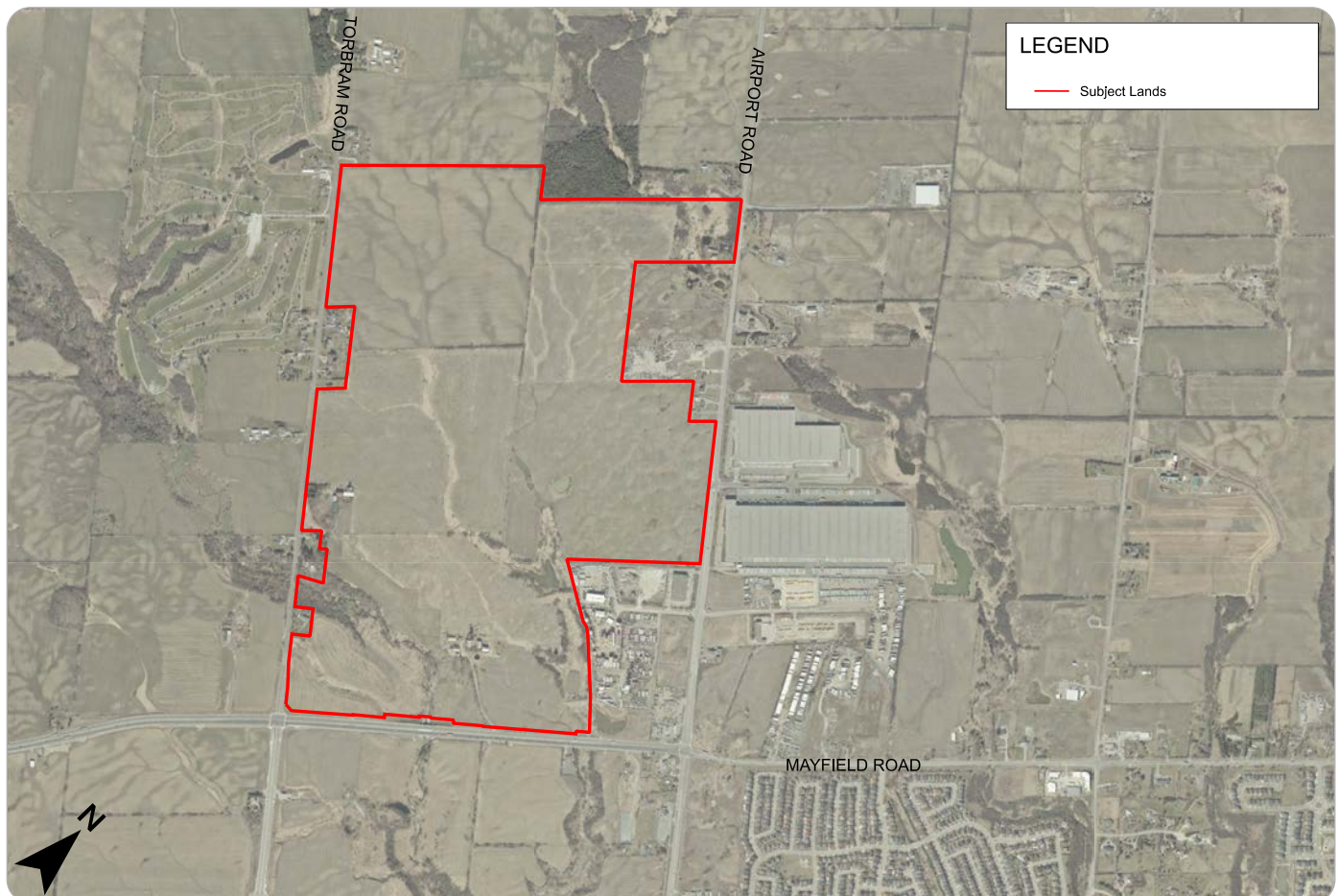


Figure 1: Aerial Photo of the Subject Lands

3.2 MUNICIPAL AND REGIONAL CONTEXT

The Subject Lands are located in the Region of Peel, along the Town of Caledon's southern municipal boarder, which extends along Mayfield Road. West of Airport Road along Mayfield Road are primarily commercial uses, such as restaurants, gas stations, and a bank. North of Mayfield Road along Airport Road also contains commercial uses such as, restaurants and shopping centres. These commercial uses serve the industrial buildings located along Mayfield Road and Airport Road and within the overall Tullamore Settlement Area. The eastern edge of the Subject Lands is Airport Road which forms the boundary of the Tullamore Settlement Area. The Subject Lands are situated within the *2051 New Urban Area*, according to the Peel Region Official Plan.

The Tullamore Settlement Area is located at the intersection of Airport and Mayfield Roads in the south part of the Town of Caledon adjacent to the City of Brampton. Tullamore is defined as an Industrial Commercial Centre in the Caledon Official Plan and is transitioning toward a more urban development pattern that primarily serves as an industrial and highway commercial centre. Tullamore is predominantly comprised of industrial and commercial uses.

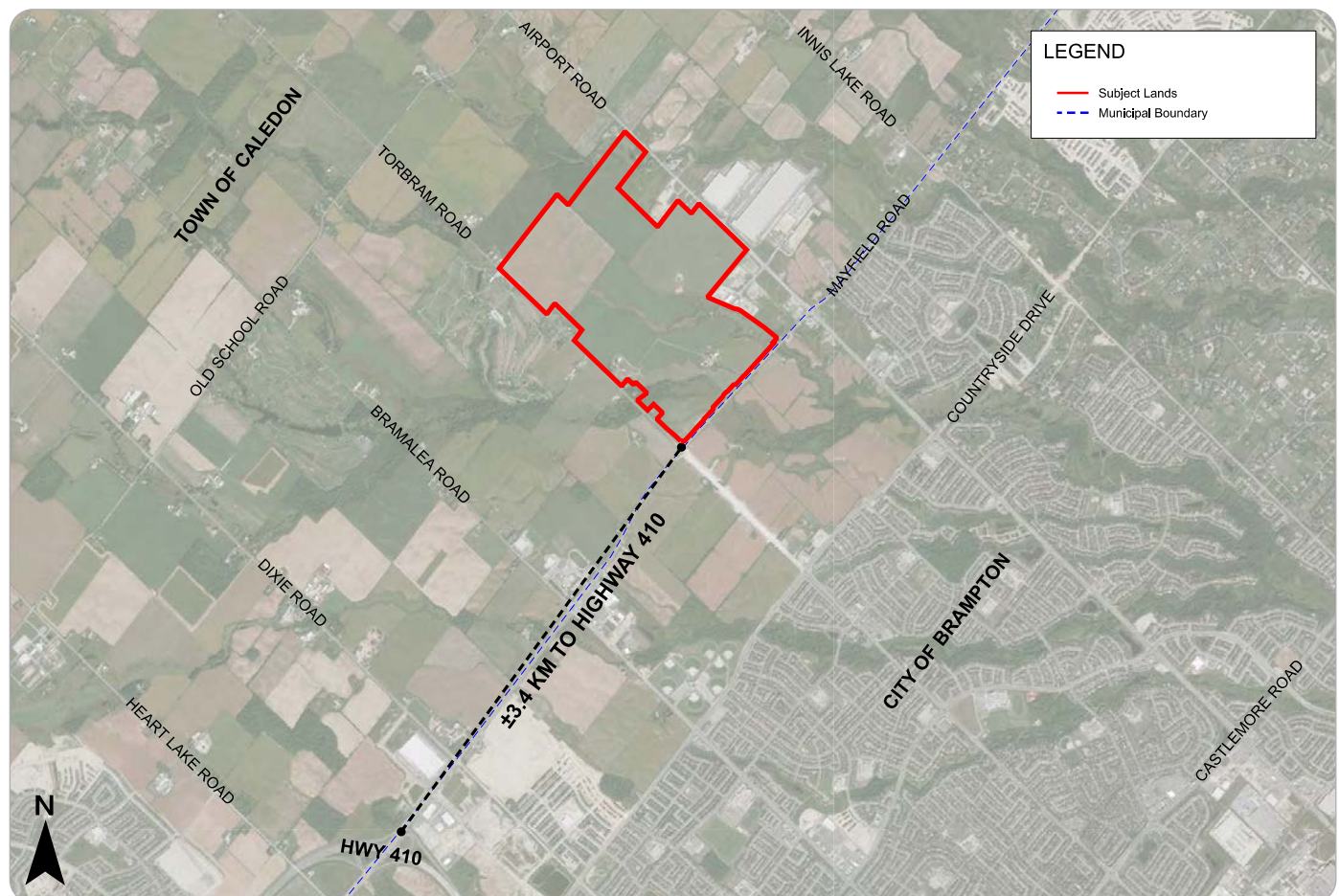


Figure 2: Subject Lands Context Map

3.3 SURROUNDING LAND USE CONTEXT

Land uses in the vicinity of the Subject Lands include:

North: Agricultural land abuts the Subject Lands to the north and extend along Torbram Road. The Mayfield Golf Club is located to the north and the west side of Torbram Road.

South: Mayfield Road forms the border between the Town of Caledon and the City of Brampton. South of Mayfield Road is primarily agricultural land extending towards Countryside Drive. The Guruvayaurappan Temple of Brampton, a restaurant, and a gas station are located south of the Subject Lands along Countryside Drive. South of Countryside Drive is a residential neighborhood comprised of two-storey detached dwellings.

East: The Tullamore Settlement Area abuts the Subject Lands to the east. A truck trailer and storage yard are located directly east of the Subject Lands and warehouses and vacant land is located on the east side of Airport Road.

West: Agricultural land uses extend west along Mayfield Road towards Bramalea Road. A Secondary School and recreation complex are located at the intersection of Mayfield Road and Bramalea Road.

3.4 TRANSIT AND TRANSPORTATION

The Subject Lands are situated in an area that is highly accessible to major transportation routes. Mayfield Road and Airport Road are identified as High-Capacity Arterial roads according to Schedule J (long Range Road Network) of the Caledon Official Plan with a planned Right-of-Way of 36 metres for Airport Road and 26 metres for Torbram Road. High-Capacity Arterials serve high volumes of medium to long distance inter and intra-regional traffic and provide access to major attractions. Torbram Road is classified as a Collector Road according to Schedule K of the Official Plan with a planned Right-of-Way of 20 to 26 metres with 2 to 4 lane capability. Collectors serve low to moderate volumes of short distance traffic and provide individual property access.

According to the Town of Caledon's Draft Schedule G1 (Town-wide mobility) and Draft Schedule G4 (Right-of-way Widths), Airport Road will have a width of 45 metres and is classified as an Arterial Regional Road. Torbram Road has a planned right-of-way width of 30 metres, and is classified as an Arterial Town road. Mayfield Road has a planned right-of-way of 50 metres, and is classified as an Arterial Road.

The Subject Lands are accessible by public transit via Brampton Transit. Route 30 operates along Airport Road and extends into the Town of Caledon for limited service from Monday to Saturday. Route 30 connects to Brampton Transit's greater network, and provides connection to major transit routes, including to Züm route 501 at Queen Street East, which provides access to the TTC and York Region Transit (YRT) systems. Route 30 also connects to Züm route 505 at Bovaird Drive East, which provides access to the Malton GO Station. There may be an opportunity to expand Route 30 to provide public transit services to the Subject Lands. Additionally, an opportunity exists for Routes 14 and 15 to extend into the Subject Lands for greater connectivity.

The Subject Lands are located approximately 3.5 kilometres east of Highway 410, which connects to Highway 401, and south of the proposed GTA West Transit corridor. The 400-series highways are Provincial Freeways intended to serve large volumes of interregional and long-distance traffic. The Subject Lands are served by Brampton Transit with bus stops located at the intersection of Mayfield Road and Airport Road. The Number 30 “Airport Road” bus route begins at Airport Road (Legacy Warehouse) and travels south along Airport Road with a southern terminus at the Westwood Mall on Goreway Drive. The subject lands are situated south of the proposed location for Highway 413.

The location of the Subject Lands in proximity to the Provincial Highway System, regional and municipal roads support the proposed Employment Use by providing access for shipping and receiving goods and services across the Region. The utilization of existing infrastructure for transportation purposes to enhance economic opportunities is a provincial policy priority that will be outlined in Section 5. Additional development applications in the area demonstrate the way in which the area is well situated for expanded employment uses and demonstrates the evolution of the area into a significant employment hub.

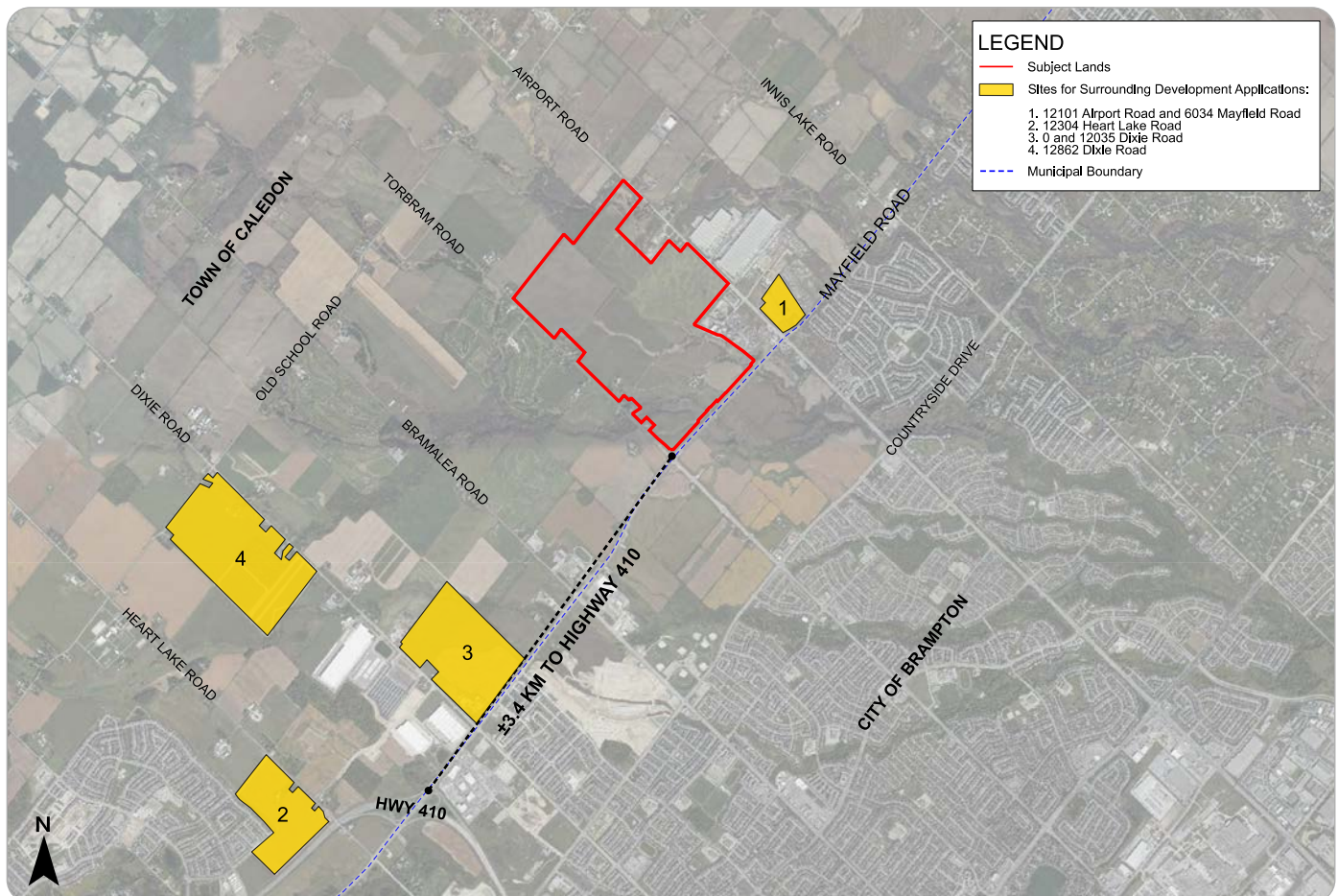


Figure 3: Surrounding Developments Map

3.5 GTA WEST CORRIDOR

The Subject Lands are located approximately 4 kilometres from the proposed GTA West Corridor. The GTA West Corridor is a multi-modal transportation corridor that includes a proposed 400 series highway (Highway 413), a bus transitway, and goods movement priority features. The proposed Highway 413 is a 59-kilometre highway that will run through the Region of Peel and extend from Highway 400, between King Road and Kirby Road, to the 401/407 ETR interchange near Mississauga, Milton and Halton Hills. The Ministry of Transportation's (MTO) 2020 Focused Analysis Area (FAA) identifies the preferred route for Highway 413 (Figure 2).

The FAA identifies two areas: the "green area", which includes the areas that are not expected to be impacted, and the "purple area", which includes properties that could be directly impacted by the proposed highway. The Subject Lands are located within the "green area" of the are MTO's preferred route study area (Figure 3) and are not anticipated to be impacted by Highway 413.

Both the Federal and Provincial government are currently undertaking an Environmental Assessment (EA) of the proposed GTA West Corridor/Highway 413. Detailed design of the proposed highway will be undertaken following the conclusion of the EA. The Subject Lands are partially located within MTO's reduced interest in properties, as seen in Figure 3.

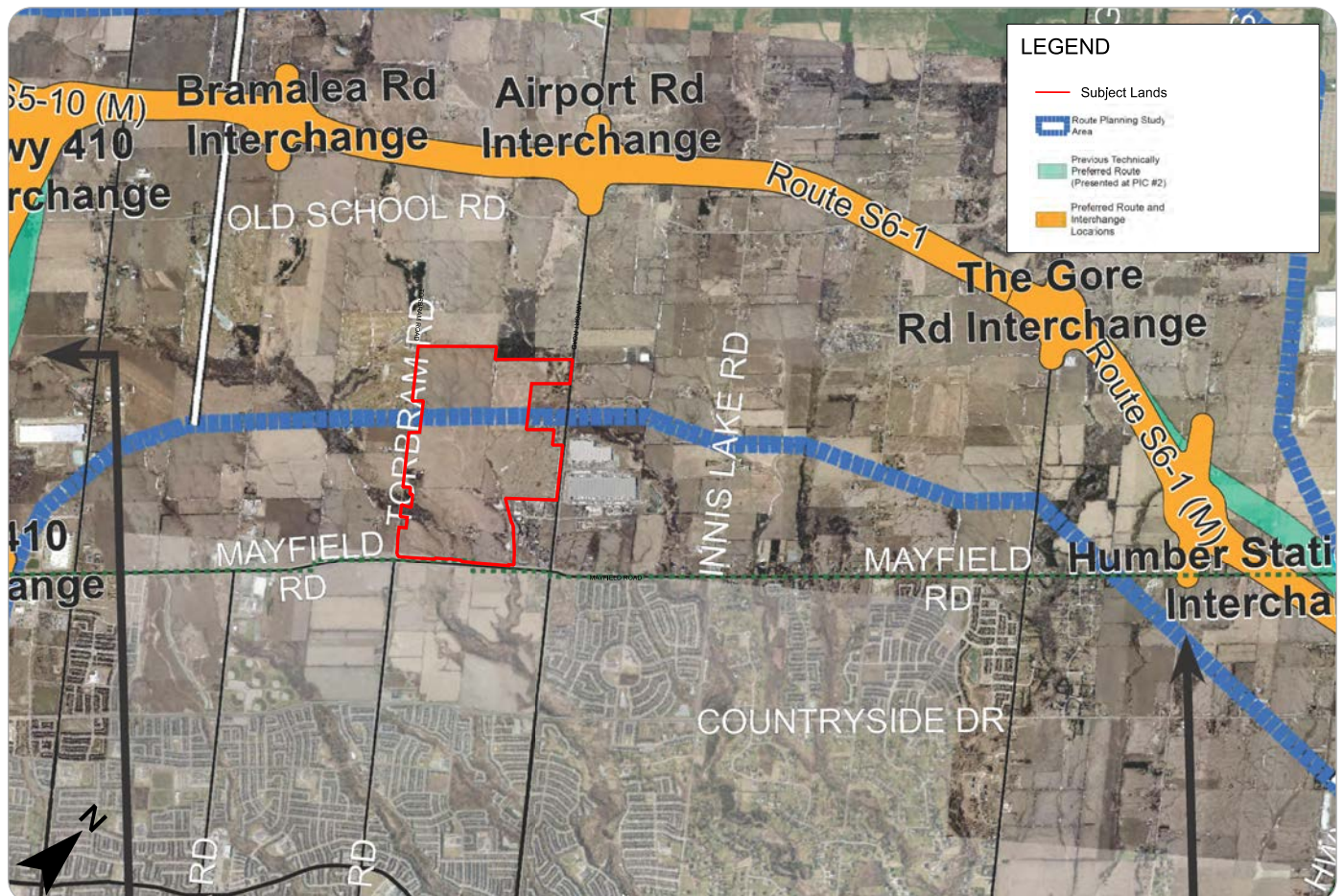


Figure 4: GTA West Corridor Map

3.6 NEARBY DEVELOPMENT APPLICATIONS

There are a number of proposed development applications in the vicinity of the Subject Lands that propose employment use. These applications highlight how this area of Caledon is evolving into an employment hub that will serve the local, regional and provincial economy. Development applications in the vicinity of the Subject Lands are provided in Table 1.

Table 1: Nearby Development Applications

Address	Application Type	City File No.	Development Proposal	Status
0 and 12035 Dixie Road	Official Plan Amendment Zoning By-law Amendment Site Plan Application	POPA 21-05 and RZ 21-07	An e-commerce development consisting of warehousing, distribution centres and industrial uses in four industrial buildings totaling 204,386.7 m ² (2,200,000 ft ²).	In circulation
12862 Dixie Road	Official Plan Amendment Zoning By-law Amendment Site Plan Application	POPA 21-04 and RZ 21-06	An e-commerce development consisting of warehousing, distribution centres and industrial uses in four industrial buildings totaling 241,547.9 m ² (2,600,000 ft ²).	In circulation
0 Airport Road and 6034 Mayfield Road	Official Plan Amendment Zoning By-law Amendment	POPA 2021-0008 RZ 2021-0014	Official Plan and Zoning By-law Amendment for a development proposal consisting of two large-industrial buildings. The buildings will have a total gross floor area of 23,482 m ² and 21,053 m ² respectively (44,535 m ² / 479,776 square feet combined), including accessory office spaces totaling approximately 2,034 m ² .	In circulation
12304 Heart Lake Road	Zoning By-law Amendment Site Plan Approval	RZ 2021-0017 SPA 2021-0086	Zoning By-law Amendment and Site Plan Approval applications for an industrial warehousing and distribution building with ancillary office. The project consists of one building with a gross floor area (GFA) of approximately 48,656 m ² .	Appealed to OLT

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4. DESCRIPTION OF PROPOSED DEVELOPMENT

The original applications contemplated approximately 458,473.3 square metres of employment use on an area of land that was approximately 146.86 hectares in size. As discussed previously, the owner has acquired additional land that will be incorporated into the proposed development. Applications for Official Plan Amendment and an amended Draft Plan of Subdivision are being submitted to permit the development of 562,381 square metres of industrial use located on a 194.3 hectare site.

The amended Draft Plan of Subdivision proposes to establish nine industrial blocks, a future development block, a block for the relocated cultural heritage

resource, two greenbelt blocks, two stormwater management blocks, an environmental block, a park block and blocks for internal streets, easements, road widenings and reserves. The Site Plan prepared by Turner Fleischer Architects dated March 24, 2023 proposes a total of nine buildings, including 1,091 loading spaces, 3,634 car parking spaces, and 1,937 trailer parking spaces. The proposed loading spaces, car spaces and trailer parking spaces are permitted in the MZO. A 10-metre-wide channel that routes stormwater runoff flow through the Site before it discharges to the existing culvert under Mayfield Road. The individual buildings are composed of the following:

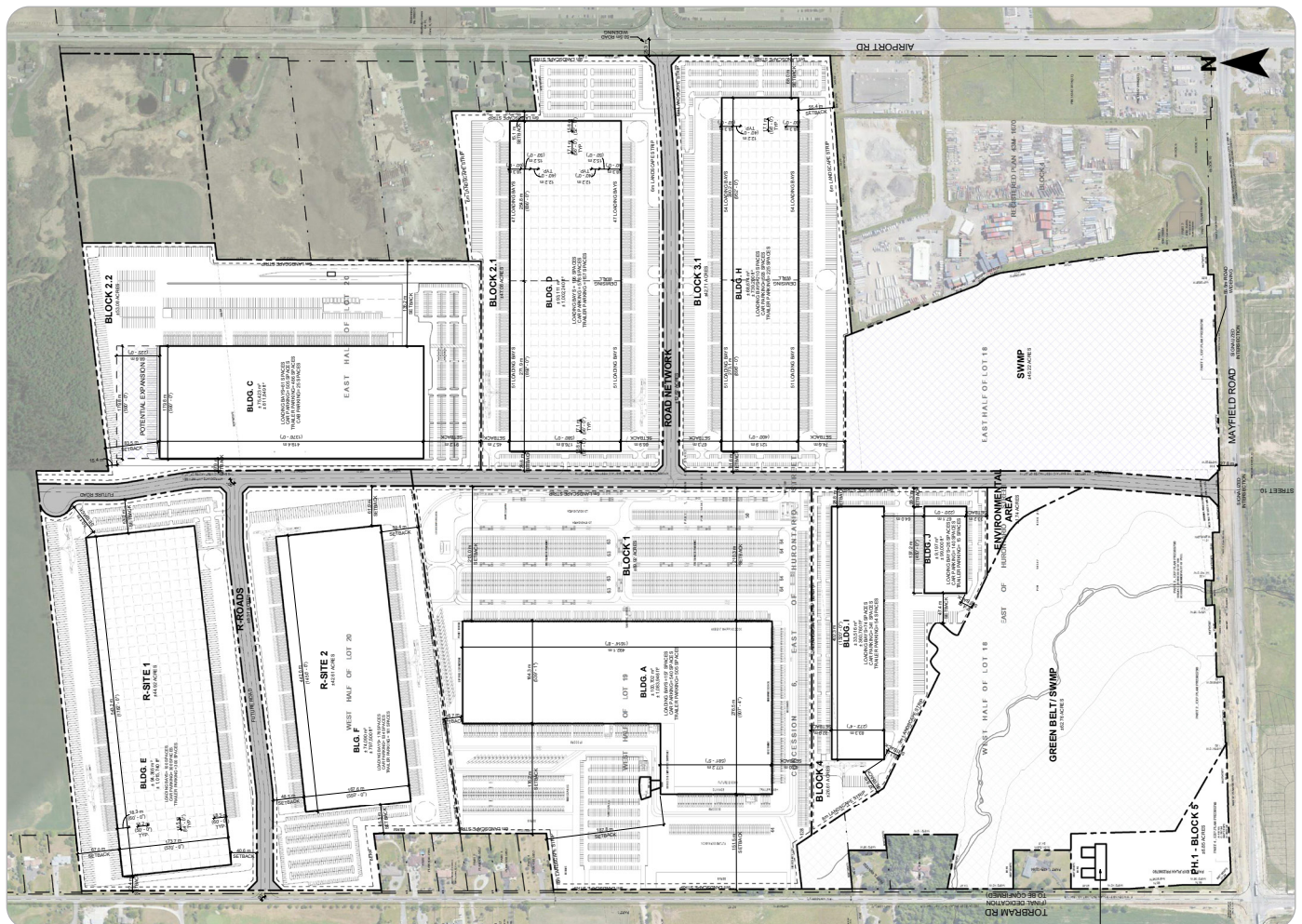


Figure 5: Site Plan prepared by Turner Fleischer Architects, dated March 24th, 2023

Table 2: Site Statistics

Block	Building	GFA (m2)	Parking and Loading
Block 1	Building A	100,702 m2	Loading: 157 spaces Car Parking: 540 spaces Trailer Parking: 505 spaces
Block 2	Building I	33,516 m2	Loading: 74 spaces Car Parking: 341 spaces Trailer Parking: 55 spaces
	Building J	9,197 m2	Loading: 26 spaces Car Parking: 140 spaces Trailer Parking: 15 spaces
Block 3	Building C	75,423 m2	Loading: 81 spaces Car Parking: 505 spaces Trailer Parking: 488 spaces Cab Parking: 25 spaces
Block 4	Building D	93,759 m2	Loading Bays: 209 spaces Car Parking: 506 spaces Trailer Parking: 152 spaces
Block 5	Building H	67,147 m2	Loading Bays: 216 spaces Car Parking: 477 spaces Trailer Parking: 236 spaces
Block 6	Building K	14,181 m2	Loading Bays: 50 spaces Car Parking: 83 spaces Trailer Parking: 27 spaces
Block 7	Building E	94,365 m2	Loading Bays: 100 spaces Car Parking: 300 spaces Trailer Parking: 300 spaces
Block 8	Building F	74,090 m2	Loading Bays: 178 spaces Car Parking: 528 spaces Trailer Parking: 159 spaces

Three new roads are contemplated that will provide connectivity to the surrounding areas and represent an efficient circulation pattern for the site. Street A is connected to Airport Road, and runs east-west through the Site, connecting to Street B. Street B provides north-south access down the middle of the Subject Lands.

Street B connects from Mayfield Road, and ends with a cul-de-sac in the north of the Subject Lands. Street B also provides access to Streets A and C. Street C is connected to Torbram Road, and provides east-west connection within the Subject Lands in the northern portion, connecting to Street B.

4.1 DESCRIPTION OF PLANNING APPLICATIONS

There are two tributaries of the West Humber River flowing through the Subject Lands. The West Tributary found near Torbram Road is located within the Greenbelt Planning Area and is part of the Natural Heritage System. A Comprehensive Environmental Impact Study and Management Plan by GEI Consultants has been prepared in support of the Applications and provides further detail and analysis of the tributaries and determines the proposed development will avoid the West Tributary and that no impacts are anticipated on this significant valleyland feature.

A proposed SWM block is proposed on the East Tributary within valleylands on the Subject Lands and will service the entire site. According to the report by GEI Consultants, the proposed restoration project is intended to restore more natural valleyland conditions, as well the important valleyland functions will be restored and enhanced from their current degraded and low functioning states.

The cultural heritage resource is a small farmhouse located at 12245 Torbram Road. The listed property is considered to be in poor condition and, as part of the conservation strategy recommendations, will be relocated to Block 10 and incorporated within the existing landscape of the greenbelt portion of the property. Details of the farmhouse and the conservation strategy are outlined in this report and the Cultural Heritage Impact Statement prepared by GBCA Architects.

Applications for an Official Plan Amendment and Draft Plan of Subdivision are being resubmitted to facilitate the proposed employment use on the Subject Lands. An MZO was granted for the subject lands, ultimately zoning the lands as *Prestige Industrial*.

4.2 SUPPORTING MATERIALS

A PARC meeting with the Town of Caledon was held on December 8, 2022 to determine the studies, plans or other materials needed to fulfill the requirements for a complete application submission under the Planning Act. A complete application has been submitted at this time.

The following table outlines the primary studies that have been completed to support the Applications.

A summary of each study listed in Table 3 is provided here for reference. These reports and studies should each be reviewed concurrently with this report.

Table 3: Accompanying Reports and Studies

Material	Prepared by
Draft Plan of Subdivision	Weston Consulting
Official Plan Amendment	
Urban Design Brief	
Planning Justification Report	
Healthy Development Assessment	
Environmental and Engineering Summary Report	
Grading Plan	Crozier Consulting Engineers
Servicing Drawings	
Stormwater Management Report	
Traffic/transportation Impact Study	
Functional Servicing Report	
Erosion and Sediment Control Report	
Slope Stability Assessment	GEI Consultants
Arborist Report and Tree Preservation Plan	
Landscape Cost Estimate	
Landscape Letter of Conformance	
Landscape Plans	
Landscape Restoration Plans	
Environmental Implementation Report/Environmental Impact Study	

Comprehensive Environmental Impact Statement and Management Plan	GEI Consultants
Water Balance Assessment	
Wetland Water Balance Risk Evaluation	
Environmental Management/Reforestation Plan	
Environmental Management/Reforestation Report	
Environmental Summary Map	
Archaeological Assessment	Earthworks Archaeological Services
Heritage Impact Assessment	Goldsmith Borgal and Company Ltd.
Heritage Conservation Plan	
Environmental Site Assessment – Phase 1 & 2	Toronto Inspection Ltd.
Geotechnical Report	Toronto Inspection Ltd.
Hydrogeological Study	Toronto Inspection Ltd.
Noise Study	Valcoustics Canada Ltd.
Draft Reference Plan	Young and Young
Topographical Survey	

Urban Design Brief

Weston Consulting prepared a Master Urban Design Brief (MUDB) to establish a comprehensive design framework for the proposed development. The MUDB finds the proposed development will create a prestigious industrial identity in this area and will support the transformation of this area to an employment hub. The street environ and public realm will benefit from the proposed development's landscaping design strategies and signify the gateway location along the border with the City of Brampton.

The proposed development is in compliance with the industrial area urban design policies of the Caledon Official Plan and the Comprehensive Town-Wide Design Guidelines. The design guidelines established in the MUDB will ensure best practices in urban design are followed throughout subsequent design developments and is supportive of the proposed Applications.

Environmental Implementation Report/ Environmental Impact Study

GEI Consultants prepared a Comprehensive Environmental Impact Study and Management Plan (CEISMP) that addresses the natural heritage features and associated functions found on and immediately adjacent to the Subject Lands. The Report concludes that the proposed development respects the Greenbelt Planning Area and the West Tributary and recommends a 30-metre vegetated buffer being to enhance and protect natural heritage features and functions.

The report finds several ecological inventories are ongoing with data being collected concurrently. Based on the preliminary ecological findings, the following natural heritage features were identified within the Subject Lands:

- Significant habitat of endangered, threatened and special concern species (Reside Dace – contributing and occupied habitat);
- Fish habitat;
- Unevaluated wetlands (MAM2 Mineral Meadow Marsh, MAM2-2 Reed-canary Grass Mineral Meadow Marsh, SWT2-2 Willow Mineral Meadow Marsh, MAS Shallow Marsh);
- Significant valleylands (West Tributary to West Humber River);
- Significant Wildlife Habitat (candidate Bat Maternity Colonies; candidate Turtle Nesting Areas; candidate Colonial Nesting Bird Sites (bank/cliff); candidate Marsh Breeding Bird Habitat; Habitat of Species of Conservation Concern – Snapping Turtle); and
- Permanent (West Tributary to West Humber River) and intermittent (East Tributary to West Humber River) streams.

The CEISMP also recommends the removal of the anthropogenic berms associated with the East Tributary is required as they have been determined to be unstable and could cause negative human and environmental impacts should they fail. In its place, a realigned channel corridor is proposed which will be designed using natural channel design principles.

The findings of the CEISMP determines that adequate buffering and mitigation have been provided to protect and enhance the natural heritage features of the site. The CEISMP supports the proposed development and finds it appropriate for the Subject Lands.

Arborist Report and Tree Preservation Plan

GEI Consultants inventoried 629 trees within the Subject Lands, including 553 individual trees and 76 trees in six hedgerows and determined that 5 individual trees and 15 trees in two hedgerows are recommended for preservation (for a total of 20 preservation trees). The remaining 548 individual trees and 61 trees in four hedgerows are recommended for removal (for a total of 609 removal trees) due to anticipated construction impacts. A total of 918 trees are proposed to be planted as compensation for those removed through the construction of the proposed development. The findings in the Arborist Report support the proposed development.

Cultural Heritage Impact Assessment

Goldsmith Borgal & Company Ltd. Architects (GBCA) was retained by Tullamore Industrial GP Limited to prepare a Cultural Heritage Impact Assessment (CHIA). The report finds a mix of early 19th-century farm houses, new residential and commercial development, as well as open land, historically used for agricultural purposes. A small farmhouse is located at 12245 Torbram Road, estimated to date c1850-1874.

The house has a medium-pitched side gable roof and dichromatic brick patterning and is similar to several other farmhouses in the area.

At the time of their report, the listed property is in poor repair and must be stabilized. The proposed conservation strategy will involve the preservation, rehabilitation and restoration of the house. Details regarding repair, stabilization, preservation and long-term conservation would be explored in a detailed Conservation Plan at a later date. However, the recommendations contained in the report suggest the proposed development and associated heritage resource at 12245 Torbram Road can be accomplished in accordance with accepted conservation principles.

GBCA determined that relocating the small farmhouse at 12245 Torbram Road is required due to the proposed development and proposed to permanently relocate the building to the west-half of Lot 18, which is comprised of 64.77 acres of Greenbelt Plan area. The farmhouse is proposed to be incorporated within the existing landscape of the greenbelt portion of the property and brought closer to Torbram Road. Relocations is seen as a mitigation strategy for the building's long-term preservation. The proposed relocation of the small farmhouse is reflected in the Zoning By-law Amendment schedule and the Draft Plan of Subdivision that have been revised based on comments from Staff and are being resubmitted in support of the proposed development.

GBCA finds that in light of mitigating strategies to reduce impacts to heritage properties, the Applications balance demands for intensification with those of heritage preservation in a manner that allows both objectives to be appreciated as a part of a complex and changing urban environment.

Functional Servicing and Stormwater Management Report

C.F. Crozier and Associates ("Crozier") was retained by Tullamore Industrial GP Limited to provide a Functional Servicing and Stormwater Management Report (FSR/SWM). The FSR/SWM finds the proposed development can be readily serviced from a civil engineering and stormwater management perspective. The proposed civil engineering and servicing and stormwater management design outlined in the FSR/SWM Report meets the objectives of the regulatory agency. The following are the conclusions and recommendations from the report:

Based on the information contained in this report, we offer the following conclusions:

1. The sanitary servicing for Blocks 1, 4 and 5 will outlet to the existing 750 mm diameter sanitary trunk sewer on Airport Road. The sanitary servicing for Blocks 2, 3, 6, 7 and 8 will discharge to the future 600 mm diameter sanitary trunk sewer that is proposed as part of the Block 48-2 (Sandringham East) development.
2. Domestic water and fire flows will be provided for the Site by proposed 300 mm and 400 mm diameter watermains that are proposed in the internal Right-of-Ways. The proposed watermains will be looped through the Site and connect to the existing watermains along Airport Road, Torbram Road and Mayfield Road.
3. External stormwater flows from the adjacent property to the north will continue to be conveyed through the Site under post-development conditions.

4. The Town and TRCA stormwater quantity criteria are satisfied through a combination of measures. Industrial Blocks will be required to control 100-year post development peak flows to the 5-year post development flow on site, prior to discharging to the storm sewer system within Street B. Storage within the Blocks may be in the form of rooftop ponding, surface ponding, and/or underground storage. Stormwater runoff from the controlled Blocks and the Right-of-Ways on Site will be conveyed to the SWM facilities for quantity, quality, and erosion control. The facilities will provide the active storage volume and control required to release the stormwater at the Humber River Watershed unit flow rates. The proposed stormwater management wetlands will discharge towards the NHS/ EPA area on site prior to the existing culvert under Mayfield Road.
5. Erosion control will be provided by the proposed stormwater management facilities by releasing the 25 mm design storm event over a minimum 48-hour period.
6. Stormwater quality control criteria are satisfied by the SWM facilities design. The permanent pool component of the proposed wetlands will provide Level 1 Enhanced Protection for the entire Site.

We recommend approval of the Official Plan Amendment and Draft Plan of Subdivision for the development of the subject lands from the perspective of site servicing and stormwater management requirements. If you have any questions about this report, please call us.

Traffic Impact Study

Crozier has prepared a Transportation Impact Study (TIS) in support of the Applications. The TIS analyzes the following intersections:

- External Road Network
 - Torbram Road at Old School Road
 - Mayfield Road at Torbram Road
 - Mayfield Road at Street "B"
 - Mayfield Road at Airport Road
 - Airport Road at Davis Lane/Perdue Crescent
 - Airport Road at 12333 Airport Road/Street "A"
- Internal Road Network
 - Torbram Road at Street "C"
 - Torbram Road at Site Access 1
 - Torbram Road at Site Access 2
 - Street "B" & Street "A"
 - Street "B" & Street "C"

Below is the summary of recommended improvements:

- Airport Road at 12333 Airport Road/Street "A" (Signalized Access)
 - Construct a northbound left turn lane with at least 80m storage
 - Construct an eastbound left turn lane with at least 65m of storage
 - Construct a westbound left turn lane with at least 50m of storage
- Mayfield Road at Street "B" (Signalized Access)
 - Construct an eastbound left turn lane with at least 95m of storage
 - Construct a westbound right turn lane with 45m of storage. This length is proposed to accommodate projected queues and potential LCVs
 - Construct a southbound left turn lane with at least 45m of storage. This length is proposed to accommodate projected queues and potential LCVs
- Torbram Road and Street "C" (Unsignalized Access)
 - Construct a westbound left turn lane with 15m of storage

- Internal Road Network
 - Sidewalks are recommended to be provided on both sides of all internal roadways
 - Though not warranted from a traffic control perspective, All-Way Stop Controls are recommended to provide safe pedestrian crossings at the internal collector road intersections of:
 - Street “B” and Street “A”
 - Street “B” and Street “C”
 - It is also assumed that given the anticipated building accesses along the internal collector road network, a two-way left turn lane would be recommended to permit trucks to safely queue and turn into the future blocks without impeding through traffic.
- Airport Road at Davis Lane/Perdue Crescent
 - Consider signalization of the intersection to reduce minor street left-turn delays. It is noted that the long delays are generally associated with background traffic volumes and not as a result of the site traffic
 - Increase Westbound left turn lane to 45m storage (5m increase from future background)
- Mayfield Road at Torbram Road
 - Eastbound left turn lane with 175m storage (30m increase from Future Background)
 - Westbound left turn lane with 230m storage (120m increase from Future Background)
- Mayfield Road at Airport Road
 - Eastbound right turn lane with 85m storage (5m increase from Future Background)
 - Westbound left turn lane with 290m storage (can be accommodated as part of 2026-2031 road widening, 105m increase from Future Background)
- Westbound right turn lane with 180m storage (can be accommodated as part of 2026-2031 road widening, 35m increase from Future Background)
- Southbound left turn lane with 135m storage (35m increase from Existing & Future Background)
- Implement a protected WBL turn phase in both peak hours and optimize the signal timing. This includes reducing the pedestrian walk times to 3 seconds, the pedestrian do not walk times remain unchanged from existing.
- Mayfield Road Corridor
 - Implement coordination of the Mayfield Road corridor from Torbram Road to Airport Road including cycle length increases throughout the corridor to 120 seconds and 135 seconds in the a.m. and p.m. peak hours, respectively to match the Airport Road and Mayfield Road intersection. Recommended for Future Background conditions as well.
- Torbram Road Corridor
 - It is understood that the Town has additional considerations for the ultimate buildout of Torbram Road as either a two-lane or four-lane urban cross section. The Town’s Official Plan indicates Torbram will be a Town Arterial Road with a 30m ROW, as such, this study has assumed a two-lane urban cross section to ensure a conservative assessment until additional details are available. The details of the ultimate ROW considerations, and scheduling of this roadway will be subject to the completion of the ongoing Multimodal Transportation Master Plan currently being undertaken by the Town. Relevant excerpts from the Town’s Official Plan can be found in Appendix N.

- Transit Routes
 - The site's orientation offers opportunities for a bus loop route internal to the site for existing transit routes (e.g., Brampton Transit Route 30), as is similarly existing with the industrial development east of Airport Road (12333 Airport Road). Further discussions with the transit agencies are recommended to identify and plan for future transit routes within the site.
 - It is also recommended that bus stops adjacent to the internal intersections Street "B" at Street "A" and Street "B" at Street "C" be projected for, to permit installation when transit routes are finalized.
- Proposed and Recommended Mobility Network
 - Per discussion with the Town of Caledon, a network of continuous collector roadways is preferred as the Town looks to establish a collector road network. A potential collector roadway network beyond the subject lands is capable of meeting the objectives set out by the Town.
 - The development will adopt a 26m ROW urban cross section for the internal collector roadways including a 3.0m multi-use path on both sides of the roadway. This cross-section can adequately support future transit along the internal roadways and facilitate safe and connected active transportation in the area.
- Transportation Demand Management Strategies
 - A number of TDM Strategies have been recommended for consideration at the overall development lands and future Site Plan Application level including:
 - Protect for future transit routes along the internal collector network and potential bus stop locations at the internal collector intersections
 - Encourage bicycle parking during the future development of site plans
 - Encourage off-peak shift changes to reduce automobile traffic demand during the roadway peak hours
 - Encourage implementation of EV charging during the Site Plan development process
 - Encourage future tenants to join Smart Commute
 - Encourage implementation of priority carpool spaces near building entrances etc.

In conclusion, the proposed industrial development at Tullamore Industrial lands in the town of Caledon, can be supported from a transportation operations and safety perspective.

Environmental Noise Impact Study

Valcoustics Canada Ltd. (VCL) was retained to prepare an Environmental Noise Impact Study in support of the Draft Plan of Subdivision application for the proposed industrial development located at 12245 & 0 Torbram Road in the Town of Caledon. Sensitive receptors in the vicinity of the Subject Lands include:

- Existing residential and agricultural lands and a golf course on Torbram Road;
- Existing residential and agricultural lands to the north;
- Existing industrial uses along Airport Road; and
- Existing agricultural lands along Mayfield Road.

The noise impact assessment of the proposed development onto the neighbouring noise-sensitive receptors shows that, with the appropriate mitigation measures, sound emissions from the proposed development comply with the applicable MECP noise guideline limits. According to VCL, the most feasible mitigation measure to implement are sound barriers.

Figures 6 to 9 of the report shows the minimum sound barrier heights and extents required to meet the guideline limits at the closest noise-sensitive receptors.

Sound barriers ranging in height from 3.5 metres to 8.5 metres are needed to meet the guideline limits. Sound barriers must have a minimum face density of 20 kg/m² and be of solid construction with no holes, gaps, or cracks. Earth berms, wood, concrete, masonry, or composites meeting the above specification, or a combination of materials, such as a fence atop a berm, can be used. The analysis finds that mitigation requirements should be confirmed once more detailed information (such as a mechanical design, operational activities at the buildings, etc.) for the industrial buildings, as well as more information on the proposed developments in the area, such as the residential to the south, become available.

Geotechnical Report

Toronto Inspection Ltd. (TIL) was retained to conduct a Geotechnical Report to determine the subsoil and groundwater conditions at the Site. Fieldwork was conducted between May 21, 2021 and June 3, 2021 and included drilling 38 sampled boreholes to make groundwater observations. The subsoil below the surficial topsoil and fill at the borehole locations consist of native deposits of clayey and glacial silt till. Based on the subsoil data obtained at the borehole locations, the Geotechnical report recommendations pertain to general founding conditions, foundation design for foundations, pavement design and construction and other recommendations related to construction. The recommendations include:

- The depths of deleterious material should be determined by test pits. The removal of any deleterious fill and material during the site preparation for site grading may be required;
- If a cut and fill operation is proposed to re-grade the site, the on-site excavated fill and/or native soils, to be used for site grading,

should be organic free and maintained at or close to its optimum moisture content;

- Compressible topsoil and fill material containing relatively high organic content will not be suitable for reuse in areas where future settlement cannot be tolerated;
- Pipe bedding for underground services should consist of OPSS Granular A, 20mm crusher run limestone, or equivalent;
- Existing fill is not competent to support building foundations. The proposed building foundations will have to extend through the fill and founded in the underlying native soil deposits;
- The existing fill in the proposed building areas should be removed and replaced with selected on-site organic free material, compacted in lifts not exceeding 200mm, in accordance with the engineered fill requirement;
- The drainage system should include a free-draining granular backfill or a drainage membrane placed against the concrete wall, together with an effective perimeter weeping tile drainage system at the wall base;
- No groundwater problems are anticipated for excavation of foundations and sewers;

The Geotechnical Report determines that the subsoil and groundwater conditions for the site are suitable and will support the proposed development.

Hydrogeological Investigation

TIL undertook a hydrogeological investigation for the Subject Lands to provide a summary of the regulatory environmental framework relevant to the development of the Site and an overview of soil and groundwater conditions. The report identifies regulations which may be relevant to the development of the Site from a groundwater perspective and developed a conceptual understanding of the Site by characterizing the existing geological and hydrogeological conditions. A preliminary assessment of potential impacts from construction and options for mitigation are provided in the report. Fieldwork was conducted between May 21, 2021 and June 3, 2021 and included drilling 38 sampled boreholes to make groundwater observations. Based on the findings of the report, TIL recommends the following:

- Additional groundwater samples, distributed spatially across the Site, be collected to determine the extent of elevated concentrations for sulphate in groundwater and identify potential alternative on-Site or off-Site sources;
- A private water well survey is recommended prior to construction activities to verify and document the status of active water wells; and,
- A Spill Prevention and Response Plan, ESC Plan and Dewatering Management Plan should be implemented with routine monitoring during construction to limit potential impacts to the groundwater system and surface water system as well as the off-Site release of sediment during open excavation.

The findings of the Hydrogeological Investigation are supportive of the proposed development.

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5. PLANNING POLICY FRAMEWORK

5.1 REGION OF PEEL APPROVED OFFICIAL PLAN 2022

As mentioned above, a comprehensive review of the Provincial Policy Statement (2020), A Place to Grow: Growth plan for the Greater Golden Horseshoe (2020) and the Greenbelt Plan (2017) were undertaken as part of the previously submitted Planning Justification Report. The review of these policies are still applicable to the proposed development and should be read in conjunction with this report. Provincial policy is still applicable to the proposed development and the previously submitted Planning Justification report should be reviewed in conjunction with this report.

The following section outlines the applicable planning policy regime and provides an evaluation of the proposed development in the context of the existing statutory Regional and Local policy framework and respond to comments and feedback received from Staff on the previous submission material. The following policies are considered in this report: the Peel Region Official Plan, the Town of Caledon Official Plan, the Future Caledon Official Plan, and the Town of Caledon Zoning By-law 2006-50.

The Peel Region Official Plan (“PROP”) provides the Regional Council of Peel with a long-term policy framework for decision making and sets the context for more detailed planning by protecting the environment, managing resources and directing growth across the region. The PROP also sets the basis for regional services in an efficient and effective manner.

The Region of Peel undertook a Municipal Comprehensive Review (MCR) and Official Plan Review process to address several planning issues. The Official Plan Review began in May 2013 and incorporated new provincial legislation, regulations, and policies to implement new regional policy initiatives, and guide growth and development in the Region to the year 2051.

The Peel Regional Official Plan was adopted by Regional Council on April 28, 2022 and was subsequently approved by the Minister of Municipal Housing and Affairs with 44 modifications on November 4, 2022.

Based on the MCR process, the PROP re-established the regional structure comprised of the Urban System, the Rural System, and the Greenlands System. The PROP also established the 2051 Regional Urban Boundary to provide certainty as to which lands are proposed for urban purposes and which lands will remain agricultural or rural within the timeframe of the Plan.

The Regional Urban Boundary indicates where urban growth is planned to occur. Per Schedule E-1 – Regional Structure of the approved PROP, the Subject Lands are now located within the *Urban System* and a small southerly portion remains within the *Rural System*.

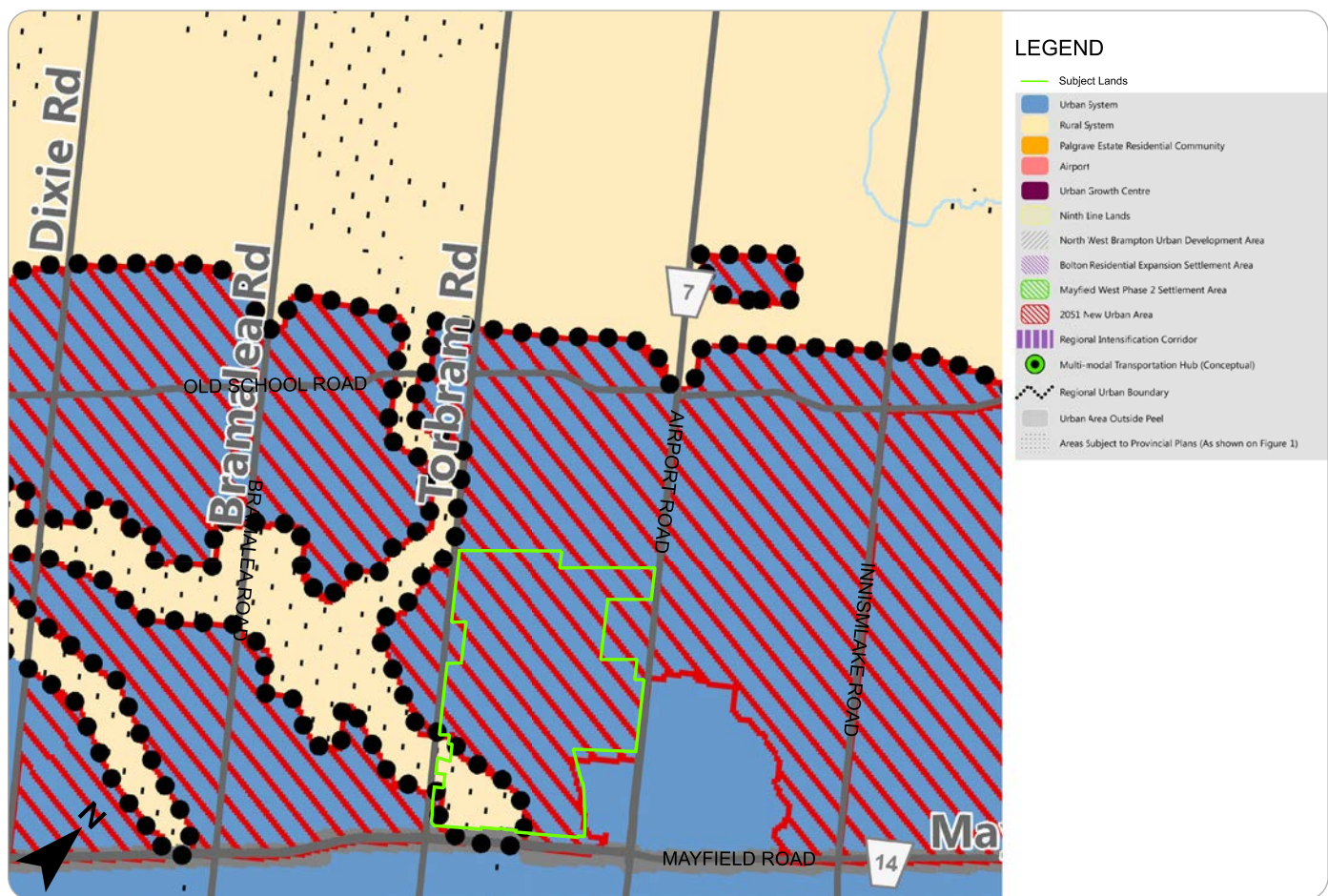


Figure 6: Peel Region Schedule E-1

Chapter 2 – Natural Environment

Per Schedule B-5 – Greenbelt Plan Area Land Use Designations of the PROP, a small southerly portion of the Subject Lands is Designated as *Natural Heritage System* within the Protected Countryside of the Greenbelt Area.

In accordance with section 2.12, the policies of the Greenbelt Plan relevant to the proposed development are:

2.12.2 To implement the Greenbelt Plan through Regional planning documents and decisions in a manner that respects the Five Principles of this Plan, and refines the policies of the Greenbelt Plan to reflect the Regional and local context.

2.12.4 To undertake Regional responsibilities in a manner that respects the intent of the Greenbelt Plan.

2.12.5 Recognize the requirements and policies of the Greenbelt Plan.

2.12.6 Read and interpret the policies of Section 2.12 of this Plan in conjunction with all other applicable policies of this Plan and the Greenbelt Plan and apply the most restrictive policies, except where prohibited by the Greenbelt Plan.

Schedule D-1 – Rural System of the PROP identifies a small southerly portion of the Subject Lands with the Rural Land designation.

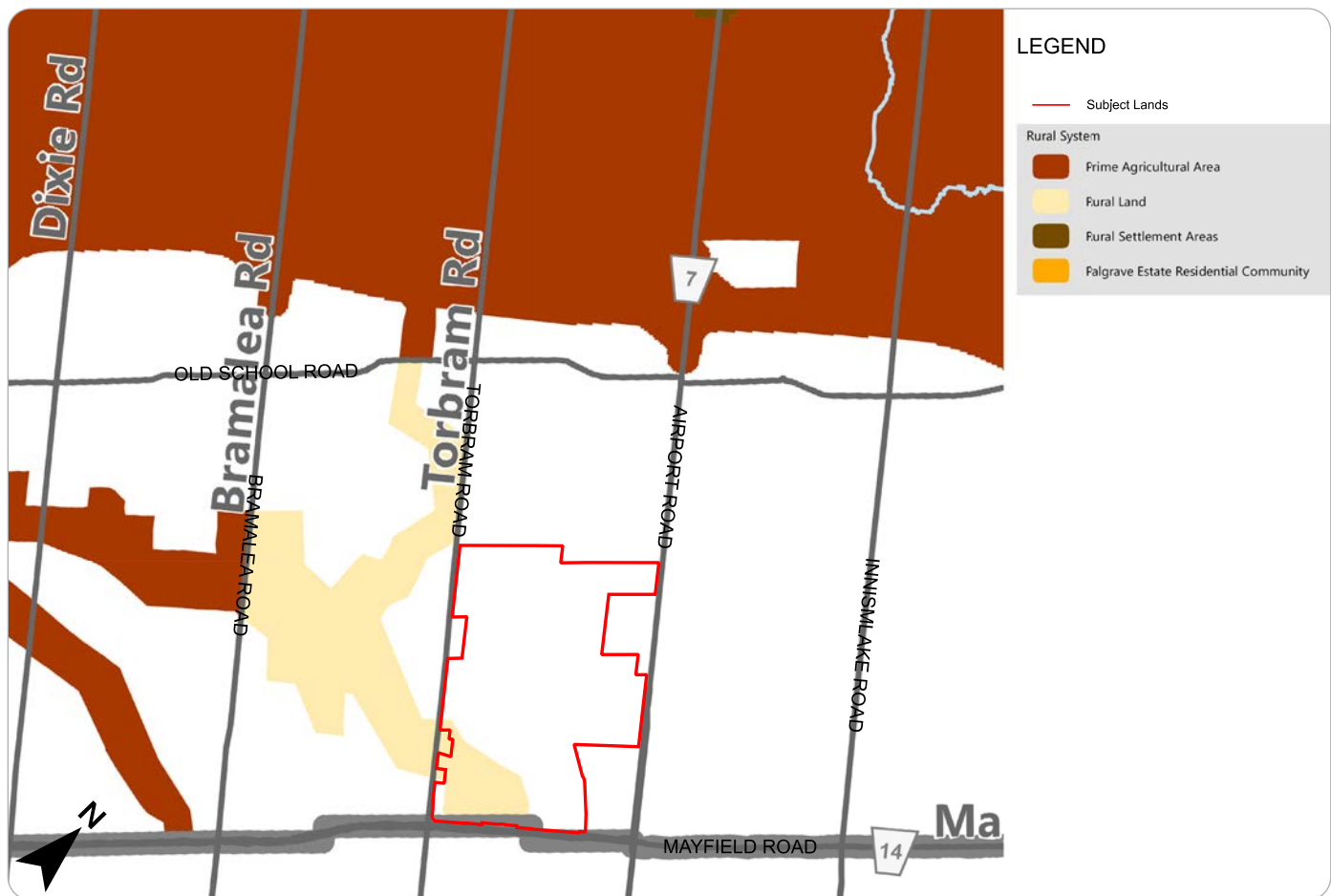


Figure 7: Peel Region Official Plan, Schedule D-1 – Rural System

According to policy 2.12.12.2, it is the policy of Regional Council to:

2.12.12.2.1 Direct the City of Brampton and the Town of Caledon to include, in their Official Plans, policies to recognize within the Rural Lands of the Protected Countryside existing uses and allow a consideration of other uses, consistent with the requirements of the Greenbelt Plan.

2.12.12.2.4 Direct the City of Brampton and the Town of Caledon to permit non-agricultural uses in Rural Lands subject to Section 2.12.16 of this Plan and in accordance with the Greenbelt Plan. With the exception of mineral aggregate operations, the requirement of an agricultural impact assessment should be considered.

2.12.12.2.6 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to require compliance with the minimum distance separation formulae within the Rural Lands of the Protected Countryside.

Section 2.12.13 of the PROP specifies policies that apply to the *Natural Heritage System* as defined and mapped in the Greenbelt Plan.

In accordance with section 2.12.13.1, the following Natural Heritage System policies apply:

2.12.13.1.4 Direct the Town of Caledon and the City of Brampton to include policies in their official plans for development and site alteration in the Natural Heritage System, as permitted by the Greenbelt Plan, to demonstrate that:

- a) there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
- c) the removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided;*

Section 2.12.16 provides policies related to non-agricultural uses within the Protected Countryside.

2.12.16.2 Direct the Town of Caledon and the City of Brampton to require that proponents for proposals for non-agricultural uses in the Rural Lands of the Protected Countryside demonstrate that:

- a) the use is appropriate for location on Rural Lands;*
- b) the type of water and sewage servicing proposed is appropriate for the type of use;*
- c) there are no negative impacts on key natural heritage features and/or key hydrologic features or their functions; and*
- d) there are no negative impacts on the biodiversity or connectivity of the Natural Heritage System.*

2.12.16.9 Permit all existing, expanded or new infrastructure, that is subject to and approved under the Federal Impact Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act, or the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, within the Protected Countryside provided it meets one of the following two objectives:

- b) it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.*

2.12.16.10 Require the location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside, to be subject to the following:

- a) planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such infrastructure;*
- b) planning, design and construction practices shall minimize, wherever possible, the negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;*
- c) where practicable, existing capacity and coordination with different infrastructure services will be optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the Greater Golden Horseshoe established by the Greenbelt Plan and the Growth Plan are supported and reinforced;*

- d) *new or expanding infrastructure shall avoid key natural heritage features, key hydrologic features, key hydrologic areas and prime agriculture area unless need has been demonstrated and it has been established that there is no reasonable alternative;*
- e) *where infrastructure crosses the Natural Heritage System or intrudes into or results in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, including related landform features, planning, design and construction practices shall minimize negative impacts on and disturbance of the features or their related functions, and where reasonable, maintain or improve connectivity*

The proposed development supports the objectives of the Rural System as the existing natural resources on the Subject Lands are proposed to be preserved and protected as per the findings of the CEISMP prepared by GEI Consultants. Further, technical studies have been provided by Crozier and GEI Consultants that demonstrate the servicing availability and the protection of key natural heritage features on the Subject Lands. the proposed natural heritage block has been identified on the Draft Plan of Subdivision based on the delineated feature boundaries prepared by GEI and Crozier. The proposed development conforms to the above noted natural environment policies as no development is proposed within the designated *Natural Heritage System* area that traverses the subject lands.

Chapter 3 – Resources

The proposed development conforms to the PROP's policies related to Cultural Heritage pursuant to Section 3.6, which states, *"The Region encourages and supports conservation of the cultural heritage resources of all peoples whose stories inform the history of Peel."*

The Region recognizes the significant role of heritage in establishing a shared sense of place, contributing to environmental sustainability and developing the overall quality of life for residents and visitors to Peel. The Region supports the identification, conservation and interpretation of cultural heritage resources, including but not limited to the built heritage resources, structures, archaeological resources, and cultural heritage landscapes (including properties owned by the Region or properties identified in Regional infrastructure projects), according to the criteria and guidelines established by the Province."

It is the Policy of Regional Council to:

3.6.7 In cooperation with the local municipalities, ensure the adequate assessment, preservation or mitigation, where necessary or appropriate, of archaeological resources, as prescribed by the Ministry of Heritage, Sport, Tourism and Culture Industries' archaeological assessment standards and guidelines.

3.6.8 Require cultural heritage resource impact assessments, where appropriate for infrastructure projects, including Region of Peel projects and ensure that recommended conservation outcomes resulting from the impact assessment are considered.

3.6.12 Direct the local municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site, consistent with provincial requirements. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

The Cultural Heritage Impact Assessment report prepared by GBCA provides details of the how the proposed development, and the existing cultural heritage resources, conforms to these policies.

Chapter 5 – Regional Structure

Section 5.4 of the PROP deals with the objectives and policies of growth management within the Region of Peel. It is the policy of the Regional Council to:

5.4.2 To establish minimum intensification, employment density, and greenfield density targets

5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.

5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.

The proposed development incorporates 562,381 square metres of industrial/warehouse/distribution space contained within an Industrial Park that includes nine buildings which will contribute to Peel Region's employment targets to 2051.

Section 5.4.19 of the PROP deals with Greenfield Density and recognizes that part of Peel's growth will occur through greenfield development. It is the policy of Regional Council to:

5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

- a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;*
- b) rights-of-way for:*
 - i. electricity transmission lines;*
 - ii. energy transmission pipelines;*
 - iii. Freeways, as defined by and mapped as part of the Ontario Road Network; and*
 - iv. railways.; and*
- c) Employment Areas (as shown on Schedule E-4); and*
- d) cemeteries*

5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- Town of Caledon: 67.5 residents and jobs combined per hectare.*

5.4.19.8 Not support the expansion of the Regional Urban Boundary or any other settlement areas unless a municipal comprehensive review as set out in Policy 5.5.7 demonstrates the ability to meet the density and intensification targets established in this Plan.

In accordance with Policies 5.5.19.6 and 5.5.19.7, the proposed development conforms to the Greenfield Density policies of the PROP. The proposed development will contribute to the minimum employment density targets on lands that have been identified as Employment Area per Schedule E-4 – Employment Areas of the PROP. The Subject Lands were brought into the Urban Area as part of the Region's MCR, in accordance with Section 5.4.19.8 of the PROP.

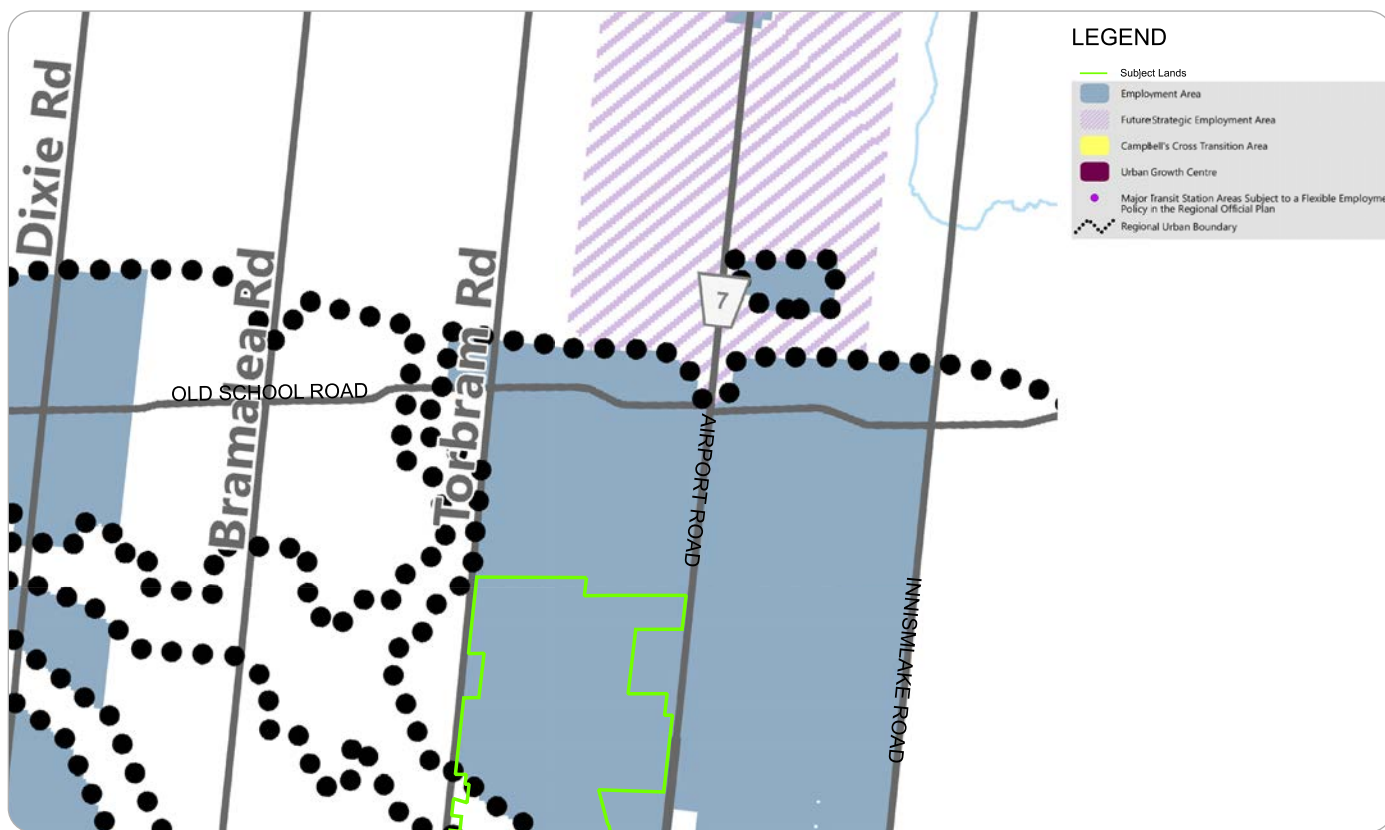


Figure 8: Peel Region Official Plan, Schedule E-4 – Employment Areas

Section 5.5 of the PROP provides policy guidance concerning the Regional Urban Boundary. It is the policy of Regional Council that the Regional Urban Boundary is intended to:

5.5.1 To provide for an appropriate amount of land to accommodate urban growth to 2051.

5.5.2 To maintain a firm Regional Boundary to provide long-term certainty to the development industry, the agricultural industry and Peel residents.

5.5.3 To phase urban development within the Regional Urban Boundary to ensure development occurs in a well planned and cost-effective manner and contributes to achieving the goals. Objectives and targets of this Plan.

5.5.4 To maintain and enhance the Rural System outside of the 2051 Regional Urban Boundary

In accordance with the aforementioned policies of section 5.5 of the PROP, the proposed development is situated within the Regional Urban Boundary, which will ultimately ensure that development is occurring in a well-planned and cost-effective manner.

Section 5.6 of the PROP provides policies related to the *Urban System* as shown on Schedule E-1. It is the policy of Regional Council to:

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

5.6.8 To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.

5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System

5.6.10 Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

5.6.16 Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, and major truck terminals, and use major facilities to serve as a transition buffer with sensitive uses.

The 2051 New Urban Area identifies new *Designated Greenfield Areas* to accommodate growth to 2051 and the subject lands are among those identified. The 2051 New Urban Area will accommodate approximately 175,000 people and 38,000 supporting jobs as the focus for new residential communities and Employment Areas. It is the policy of Regional Council to:

5.6.20.14.3 To ensure that planning for the 2051 New Urban Area is undertaken in a manner that provides for the robust protection and management of natural heritage and water resources, and recognizes the importance of conserving and enriching cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.

5.6.20.14.4 To require staging and sequencing of development within the 2051 New Urban Area to support orderly development of new communities, ensure the efficient delivery of infrastructure and the protection of the financial and economic well-being of the Region and its local municipalities.

5.6.20.14.6 To ensure that development of the 2051 New Urban Area is supported by a Caledon-wide and multi-modal transportation system that provides for transit and active transportation, and integrates new residential, retail and employment uses.

The proposed development conforms to the Greenfield Density policies of the PROP in that it will contribute to the minimum employment density targets on land that has been identified as Employment land.

In particular regard to section 5.6.20.14.17 d) and e), the Subject Lands are situated outside of the Tullamore Secondary Plan area. The plan will align with the existing Tullamore Secondary Plan area, and will not preclude or impede development associated within the Secondary Plan Area.

Section 5.7 of the PROP provides policy direction related to the Rural System. It is the policy of Regional Council to:

5.7.1 To promote sustainable development and conserve the environmental and resource attributes of the Rural System.

5.7.10 Encourage and support planning by the Town of Caledon and City of Brampton for a healthy, integrated and viable Rural System by:

- i) Conserving biodiversity and considering the ecological benefits provided by nature; and*
- j) Providing opportunities for economic development*

5.7.19.7 Permit the following uses in Rural Lands without the requirement for an amendment to the Region of Peel Official Plan, subject to the other policies of this Plan and the applicable local official plan:

- c) non intensive, resource-based recreation uses*

The proposed development contemplates employment uses, and preserves lands that are situated within the Rural System designation, notably Block 11 and 33 on the Draft Plan of Subdivision. Furthermore, a park use is being permitted as Block 34 on the Draft Plan of Subdivision, in accordance with Policy 5.7.19.7.c of the PROP.

Section 3.2.2 of the Greenbelt Plan permits site alteration in the Natural Heritage System, provided that there will be no negative impacts on key natural heritage features, connectivity along the system will be maintained, and the removal of natural features is avoided. The proposed parkland satisfies these criteria and is appropriately situated in area that permits outdoor recreational use. Details of how the proposed development conforms to the policies of the Greenbelt Plan have been provided in Planning Justification Report previously submitted. The park area is situated within the portion of lands designated *Rural Lands* under the PROP, which is permissive of recreational uses.

The proposed development contemplates employment uses, and preserves lands that are situated within the Rural System designation, notably Block 11 on the Draft Plan of Subdivision.

Section 5.8 provides policy direction related to *Employment Areas*. These areas are considered key centres of economic activity and remain important areas for the Region to maintain a healthy economy and will accommodate uses such as manufacturing, warehousing, offices, and associated retail and ancillary facilities. The proposed development contributes to the objectives of the *Employment Areas* in accordance with Section 5.8 of the PROP, specifically the following policies:

5.8.1 To provide sufficient lands in Employment Areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.

5.8.2 To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.

5.8.3 To provide infrastructure and services that are required for the development of Employment Areas

to facilitate economic development and support the achievement of the Region's employment forecasts.

5.8.4 To promote sustainable development of Employment Areas, in accordance with the Overarching Themes in Section 1.6 of this Plan.

5.8.5 To attract and retain a range of employment types in Peel.

5.8.7 To plan for, protect and preserve, Employment Areas for employment uses, including preserving the long-term viability by avoiding, minimizing, or mitigating the adverse impacts of residential development and other sensitive land uses on Employment Areas.

5.8.10 To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.

5.8.11 To provide sufficient land in Employment Areas in Peel to support a vibrant and sustainable regional economy.

5.8.12 To support the development, maintenance, and implementation of a coordinated employment strategy between the local municipalities and Region.

5.8.15 Designate and protect Employment Areas in Peel as shown on Schedule E-4

5.8.22 Protect existing and future Employment Areas to meet the 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.

5.8.23 Direct the local municipalities to include policies in their official plans that support the

intensification of existing Employment Areas with compatible employment uses.

5.8.26 Protect and support Employment Areas as identified on Schedule E-4 of the Region of Peel Official Plan for employment uses.

5.8.27 Employment Areas are encouraged to be planned to achieve a minimum employment density of:

- *26 jobs per hectare in Caledon*

5.8.28 Protect and support existing and future Employment Areas in the vicinity of the Toronto Pearson International Airport, the Brampton-Caledon Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.

Employment areas are considered key centres of economic activity in the PROP and remain important areas for the Region to maintain a healthy economy. These areas are intended to accommodate uses such as manufacturing, warehousing, offices, and associated retail and ancillary facilities. The 2022 PROP designates the Subject Lands *Employment Area* and an MZO was granted to rezone a portion of the Subject Lands *Prestige Industrial*. An amendment to the Town of Caledon's Official Plan is required to align the Subject Lands with the PROP and MZO and a Draft Plan of Subdivision is also being resubmitted to permit the industrial/warehouse/distribution centres on the Subject Lands. As such, the proposed development contributes to the objectives of the Employment Areas in accordance with the above noted policies.

According to Section 5.10 of the PROP, the transportation system in Peel is comprised of the network of freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, bikeways and trails, and transportation services that serves the communities in Peel Region.

The objectives of the PROP with respect to the transportation system are to:

5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.

5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

5.10.3 To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

5.10.5 To support a transportation system that enhances economic vitality and growth in the Region.

5.10.8 To strengthen the multi-modal function of Regional roads and support first and last mile connections in Peel.

5.10.10 Work with the Province, local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:

- a) Are safe, sustainable accessible, and equitable;*
- b) Facilitate the efficient movement of people and goods while reducing fatal and injury collisions;*
- c) Offer travellers a variety of mobility choices; and*
- d) Encourage the most financially and environmentally appropriate mode for trip-making.*

5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local

municipalities to do the same for infrastructure under their jurisdiction.

5.10.18 To support the achievement of complete communities, plan for the development, optimization and/or expansion of new or existing Regional transportation corridors, including:

- a) Support opportunities for accessible multi-modal use;*
- b) Prioritize sustainable transportation and goods movement ahead of single-occupant vehicles; and*
- c) Consider the separation of modes within corridors, where appropriate, to promote the safe mobility of all road users.*

5.10.22 Ensure, in accordance with the requirements of the Region and the local municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.

5.10.25 Work with the Province, local municipalities and adjacent regions and municipalities to ensure that road linkages across municipal boundaries will accommodate the intra- and interregional multi-modal movement of people and goods.

The proposed development optimizes the existing transportation system in accordance with Policy 5.10.16 and 5.10.22 listed above. Mayfield Road and Airport Road are identified as High-Capacity Arterial roads and Torbram Road is classified as a Collector Road in the Caledon Official Plan.

As discussed in Section 3 of this Report, the Subject Lands are accessible by public transit via Route 30 of Brampton Transit, which connects to Brampton Transit's greater network and provides connection to major transit routes, including Züm, the TTC, the York Region Transit (YRT) system, and the Malton GO Station. Additionally, the Subject Lands are situated within proximity to the 400 series highway system, including the proposed GTA West Corridor

expansion project, which will connect goods and services to Peel Region, the GTA, and Province.

It should be noted that Policy 5.10.36.13 states, *“Notwithstanding the right-of-way widths identified on Schedule F-3, ensure that future road widenings within the Greenbelt, Niagara Escarpment Plan Area, Oak Ridges Moraine Conservation Plan Area, Protected Countryside and the Parkway Belt West Plan Area are consistent with the policies of the Greenbelt Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and the Parkway Belt West Plan.”* The intent of this policy is to ensure future road widening associated with development, in accordance with Schedule F-3 of the PROP, does not impact environmentally sensitive areas or areas with natural features. The proposed development will provide road widening of approximately 30.5 metres for Airport Road, and an approximate road widening of 35.5 metres for Mayfield Road. The proposed road widening is not anticipated to have any negative impact on the natural environment on the Subject Lands .

The proposed development is situated within proximity to the proposed GTA West Corridor, and is within proximity of other provincial highways, including Highway 427. The proposed development's proximity to these major transportation corridors satisfies the requirement of Policy 5.10.24, which states *“Pursue, in cooperation with the appropriate agencies, the improvement of connections to Toronto Pearson International Airport from all parts of the GTHA and particularly from Peel, including the planned connection of the Eglinton Crosstown West Expansion (ECWE) from Renforth Station to Pearson International Airport.”*

Summary

The proposed development conforms to the applicable policies of the Peel Region Official Plan. The Subject Lands are located within the Urban Boundary and the proposed industrial uses conform with the Employment land use designation. The proposed development will contribute to the

minimum density targets outlined in the PROP and provide significant employment opportunities in the Town of Caledon.

Furthermore, the location of the Subject Lands in proximity to the 400 series Highway network will ensure the Subject Lands remain well connected to the broader Region.

No development is anticipated within lands identified as part of the Greenbelt Plan area and the natural heritage features that exist within the boundaries of the Subject Lands will be protected and enhanced. The existing heritage building that exists on the lands will be conserved and relocated, thus preserving the cultural heritage features.

In our opinion, the proposed development conforms to the policies outlined in the PROP and is appropriate for the Subject Lands.

5.2 CALEDON OFFICIAL PLAN, 2018

The COP provides goals, principles, objectives and policies intended to guide future use and physical development and change within the Town. The COP incorporates the detailed local basis upon which the Town and the Region offer services within the municipality and provides a basis for preparing the Draft Plan of Subdivision in order to implement the land use policies of the Plan.

Section 2.2 of the COP establishes principles, strategic direction and goals on which the Plan is based. The principles of the Plan are set out in Section 2.2.1 and include:

- a. *That the Town will seek to preserve, protect and enhance natural physical features and biological communities, and cultural heritage resources.*
- b. *That the Town will seek to improve the health and well-being of residents, employees, landowners and businesses by fostering the development of communities where individuals can pursue diverse goals for personal development and where individual needs for employment, learning, culture, recreation, physical and social wellbeing can be satisfied.*
- c. *That the Town will seek to achieve fiscal sustainability by protecting, expanding and*
- d. *diversifying the Town's employment and assessment base and balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to the Town's taxpayers.*

These principles inform the key objectives of the COP, which is to promote and encourage sustainability in land use planning and ensure that the principles of sustainability are guiding planning and decision making in the Town. The pillars of sustainability are economic, environmental, and social/cultural (Policy 3.1.2.1). According to the COP, sustainability refers to the wise use of available resources to meet the needs of the present without compromising the ability of future generations to meet their own needs.

The Town's principles of sustainability include:

- *Growth management policies that focus new development into areas that can be planned as compact, diverse and transit supportive communities while minimizing impacts on the natural environment and rural/agricultural resources;*
- *Economic development and employment policies which pursue an enhanced tax base and promote live-work opportunities;*
- *Fiscal and economic management policies aimed at ensuring Caledon's continued and enhanced fiscal sustainability;*
- *Advanced ecosystem planning and management policies which ensure the continued health and integrity of Caledon's natural heritage;*
- *Innovative policies fostering a vibrant, economically vital, rural and agricultural community;*
- *Resource management policies that strive to balance the wise use of renewable and non-renewable natural resources with community/social values and the protection and stewardship of natural and cultural resources;*
- *Progressive cultural heritage conservation policies; and,*
- *Protection and promotion of health and well-being.*

The proposed development conforms to Section 2.2.1 of the COP as it represents an opportunity to increase economic development and employment across the Town in a manner that respects, preserves, and protects the existing natural environmental features on the site. The proposed employment uses will expand the employment and assessment base, thereby improving the fiscal sustainability of the Town. The FSR/SWM provided by Crozier finds the proposed development can be readily serviced from a civil engineering and stormwater management perspective.

The proposed development also conforms to the sustainability principles outlined Section 3.1 by providing a balance between intensification, economic development, and resource protection. The balance of consideration has been outlined in the material prepared in support of the Applications, including the Cultural Heritage Impact Assessment and the CEISMP.

The COP establishes a Town Structure shown on Schedule A (Land Use) that includes Provincial Plan Areas, a hierarchy of settlement areas, the Palgrave Estate Residential Community, the Prime Agricultural Area and General Agricultural Area, the Rural Lands, the Natural Systems, Major Transit Station Study Areas, and Coulterville Special Study Areas.

Section 3.3 of the COP deals with cultural heritage conservation. The Town seeks to wisely manage cultural heritage resources within its municipal boundaries that are of historical, architectural and archaeological value. A number of policies for cultural heritage are established and organized around three key components: archaeology; built heritage; and cultural heritage landscapes. Policy 3.3.3.1.5 provides direction related to Cultural Heritage Impact Statements.

3.3.3.1.5 Cultural Heritage Impact Statements

- a. *Where it is determined that further investigations of cultural heritage resources beyond a Cultural Heritage Survey or Cultural Heritage Planning Statement are required, a Cultural Heritage Impact Statement may be required. The determination of whether a Cultural Heritage Impact Statement is required will be based on the following:*
 - i) *the extent and significance of cultural heritage resources identified, including archaeological resources and potential, in the Cultural Heritage Survey or Cultural Heritage Planning Statement and the recommendations of the Cultural Heritage Survey or Cultural Heritage Planning Statement;*
 - ii) *the potential for adverse impacts on cultural heritage resources; and,*
 - iii) *the appropriateness of following other approval processes that consider and address impacts on cultural heritage resources.*
- b. *Where it is determined that a Cultural Heritage Impact Statement should be prepared, the Cultural Heritage Impact Statement shall be undertaken by a qualified professional with expertise in heritage studies and contain the following:*
 - i) *a description of the proposed development;*
 - ii) *a description of the cultural heritage resource(s) to be affected by the development;*
 - iii) *a description of the effects upon the cultural heritage resource(s) by the proposed development;*
 - iv) *a description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resource(s); and*
 - v) *a description of how the policies and guidance of any relevant Cultural Heritage Planning Statement have been incorporated and satisfied. Where a Cultural Heritage Impact Statement is required, the proponent is encouraged to consult with the Town and other relevant agencies concerning the scope of the work to be undertaken.*

A listed farmhouse is located on the Subject Lands and a Cultural Heritage Impact Statement (CHIA) has been prepared by GBCA Architects in accordance with the requirements of the COP. GBCA reviewed the proposed development with respect to its location and the nearby heritage resources (as defined in the Town's Official Plan) and the overall "fit" of the development into the existing site and context.

The CHIA determines that the proposed development balances demand for intensification with heritage preservation in a manner that allows both objectives to be appreciated as a part of a complex and changing environment.

Section 3.3.3.3 of the COP provides policy direction related to the retention and relocation of heritage buildings:

The Town shall encourage the retention of significant built heritage resources in their original locations whenever possible. Before such a building is approved for relocation to another site, all options for on-site retention shall be investigated. The following alternatives, in order of priority, shall be examined prior to approval for relocation:

- a. Retention of the building on-site in its original use. In a residential subdivision, a heritage dwelling could be retained on its own lot for integration into the residential community;*
- b. Retention of the building on-site in an adaptive re-use, e.g. in a residential subdivision, a heritage dwelling could be retained for a community centre or a day care centre;*
- c. Relocation of the building on the development site. A heritage building, if of significant historical, architectural or contextual importance, could be relocated to another location within the proposed development; and,*
- d. Relocation of the building to a sympathetic site. If interest is demonstrated, the heritage building could be relocated to an available lot at a sympathetic site within the Town.*

According to the CHIA prepared by GBCA Architects, the required alternatives have been considered and relocation is seen as a mitigation strategy for the building's long-term preservation.

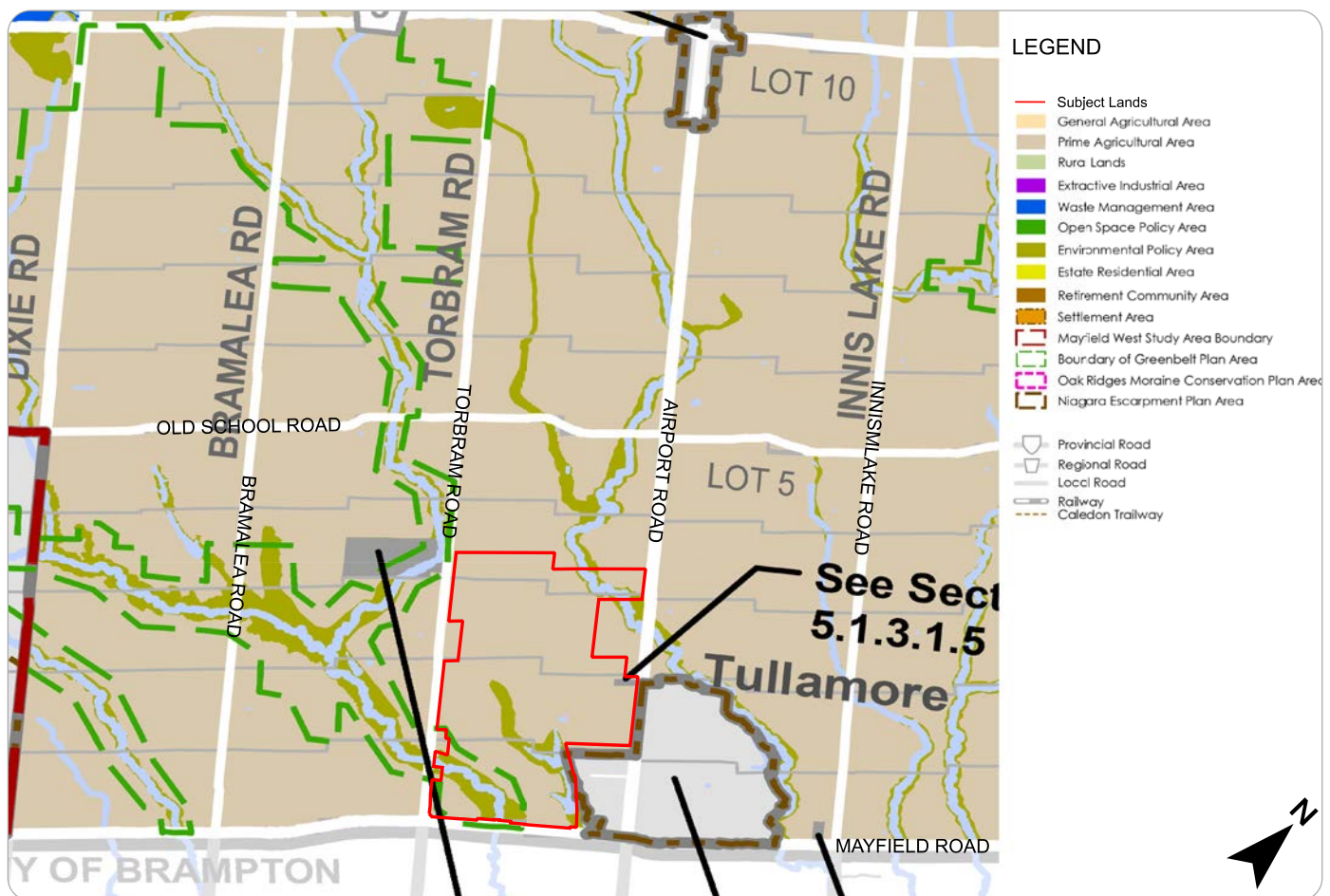


Figure 9: Caledon Official Plan Schedule A

The Subject Lands are designated Prime Agricultural Area, Environmental Policy Area (EPA) and are within the Boundary of the Greenbelt Plan Area, based on Schedule A. In accordance with Section 4.1.3, the function of the Prime Agricultural Area and General Agricultural Area within the Town Structure is to protect and promote agricultural uses and support the conservation of agriculturally productive soils and lands. Furthermore, the Prime Agricultural Areas and General Agricultural Areas generally 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 through the PROP. Smaller pockets of land with lower capability for agriculture have been included in the Prime Agricultural Area.

Specific objectives and policies for the Prime Agricultural Area and General Agricultural Area designations are contained in Section 5.1 of this Plan. In accordance with Policy 5.1.1.1, the goal of the COP with respect to the Prime Agricultural Area is to *“protect Prime Agricultural Areas by encouraging the business of agriculture, by providing for innovation and diversification within agriculture, by providing additional economic opportunities through On farm Diversified Uses, and by limiting non-agricultural uses and non-agricultural severances.”*

In our opinion, the Prime Agricultural Area is not an appropriate designation for the Subject Lands in light of the Region of Peel's new Official Plan, which has incorporated the Subject Lands into the Region's Urban Area designation, specifically to be used as employment lands. It is recognized that the COP has not been amended to conform to the PROP.

The COP recognizes the changing nature of the agricultural industry. Although the industry remains an important component to the local economy, *"the industry is undergoing fundamental changes challenging the business of agriculture with issues such as declining farm populations and commodity prices, increasing competition and consumer preferences and increasing environmental requirements."* The proposed development contemplates industrial/warehouse space that will reflect modern economic requirements and is in high demand. The Prime Agricultural Area designation is therefore not appropriate as the proposed development will provide significant employment and economic development opportunities, which is a priority of the COP.

According to Policy 3.2.5.18.3, land designated EPA includes Greenbelt Key Natural Heritage Features and Key Hydrological Features and their associated Vegetation Protection Zones. New development is prohibited within Greenbelt Natural Heritage Features and Key Hydrologic Features and their related Vegetation Protection Zones in accordance with Section 5.7 and 7.13 of the COP (Policy 3.2.5.18.2). However, "new development within 120 metres of a Greenbelt Key Natural Heritage Features within the Natural Heritage System, and within 120 metres of Key Hydrologic Features within the Protected Countryside designation, but outside the features themselves and the related Vegetation Protection Zones may be permitted subject to the provisions of the applicable land use designation and the provisions of Section 7.13" in accordance with Policy 3.2.18.3. The proposed Official Plan Amendment contemplates an EPA designation to accommodate the Greenbelt Areas of the Site and recreational uses in these areas.

Policy 5.7.3.7.1 states that new development adjacent to an EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies.

A Comprehensive Environmental Impact Study and Management Plan (CEISMP) prepared by GEI Consultants has been provided in support of this application and finds the proposed development "respects the Greenbelt Planning Area and West Tributary" and recommends a 30 metres vegetated buffer to enhance and protect the natural heritage features and functions.

The Prime Agricultural Area designation is not appropriate for the Subject Lands, as the Region of Peel MCR process has been concluded, and designates the Subject Lands as part of the *Urban Area*, ultimately permitting employment uses, as proposed in the Draft Plan of Subdivision submission and as permitted through the approved MZO. The Official Plan Amendment seeks to bring the Official Plan designation into conformity with the Regional Official Plan and reflect the Zoning By-law for the subject lands.

The development of the Subject Lands will provide economic development opportunities pursuant to the COP's objectives related to fiscal and economic management outlined in Section 3.4 of the Official Plan. According to Policy 3.4.3.5,

Individual developments requiring Official Plan Amendment, Rezoning, or Draft Plan of Subdivision approval shall be assessed utilizing a fiscal impact model designed to determine the net fiscal impact on the municipality, of each development, based on estimated assessment revenues and annual service costs. A fiscal impact analysis shall not be required for renovations or minor additions to existing industrial or commercial development, any application proposing ten or fewer residential dwelling units, nor to applications for new, or expansions of, gravel pits, pending the completion of the Caledon Community Resource Study.

The Fiscal Impact Assessment prepared by urban Metrics has determined that the proposed development will provide the following economic development benefits:

- Approximately \$113 million in Development Charges;
- Planning Application Fees in the order of \$5.2 million dollars;
- \$9.5 to \$10 million in annual property tax revenue;
- ± \$795 million in total GDP value-added to the Canadian economy;
- ± 5,900 direct, indirect and induced full-time equivalent employment ("FTE") positions across Canada associated with the construction, planning and design of the development, with approximately 5,500 of those FTE positions located directly within Peel Region; and,
- ± \$306 million in government revenues across Canada

Having these lands function as employment uses will contribute to the Town's objectives related to community form and complete communities outlined in Section 4.1.8 of the COP. According to Policy 4.1.8.2.1, an objective of the COP is to *"plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs"*. The policies of Section 4.1.8 for the bases of the Growth management strategy described in Section 4.1.1 of the COP. The proposed development conforms to these policies by providing necessary employment opportunities to the Town's residents.

Employment Areas are outlined in Section 5.5 of the COP. These areas, according to Section 5.5.1, play a key role in maintaining, expanding and diversifying the Town's employment and assessment base.

Employment Areas also provide opportunities for local residents to work in Caledon which furthers the economic development goals of the Town outlined in Section 2.2.1. The Employment Areas are comprised of three designations: Prestige Industrial, General Industrial and Dry Industrial.

The objectives of the Employment Areas are outlined in Section 5.5.2. According to Policy 5.5.2.10, an objective of the COP is to "prevent the development of noxious uses that will conflict with the orderly development of the Town and be detrimental to the natural and cultural environment." The proposed development represents the orderly development of industrial/warehouse use on the Subject Lands and will include mitigation strategies to prevent adverse effects on the surrounding sensitive land uses. Details of this mitigation strategies have been outlined in the report prepared by Valcoustics and will be further outlined through future submissions when more details are available. According to Policy 5.5.2.10, the COP seeks to "promote sustainable development of employment areas in accordance with the sustainable development principles set out in Section 3.1 of this Plan." Further details of the sustainable development principles for the proposed development will be discussed in future submissions.

The COP directs development of Employment Areas primarily to the Rural Service Centres of Bolton and Mayfield West and the Industrial/Commercial Centre of Tullamore, according to policy 5.5.3.1 of the COP. According to the COP, this will maximize the:

- Existing and future labour pool;
- Existing and proposed transportation linkages;
- Servicing systems;
- Proximity to markets; and,
- Develop a critical mass of employment land development in the Town

It should be noted that the Subject Lands are not located within a Rural Service Centre or an Industrial/Commercial Centre, however the MZO rezones the Subject Lands to the Prestige Employment Zone. An amendment to the COP is being submitted to permit the proposed development in accordance with the Peel Region Official Plan.

The location of the Subject Lands within 3.4 kilometres of the Provincial Highway network will enable the proposed development to capitalize on existing and proposed transportation linkages. This will maximize the existing and future labour pool, transportation linkages, servicing systems, proximity to markets and develop a critical mass of employment lands in the Town. Further, the Subject Lands are within a kilometre from the proposed location of the GTA West Corridor. The final alignment of GTA West Corridor will be determined during the conclusion of the Federal Environmental Assessment process. Design policies contained within Section 5.5.7 of the COP will be incorporated and discussed in future submissions when the details are available.

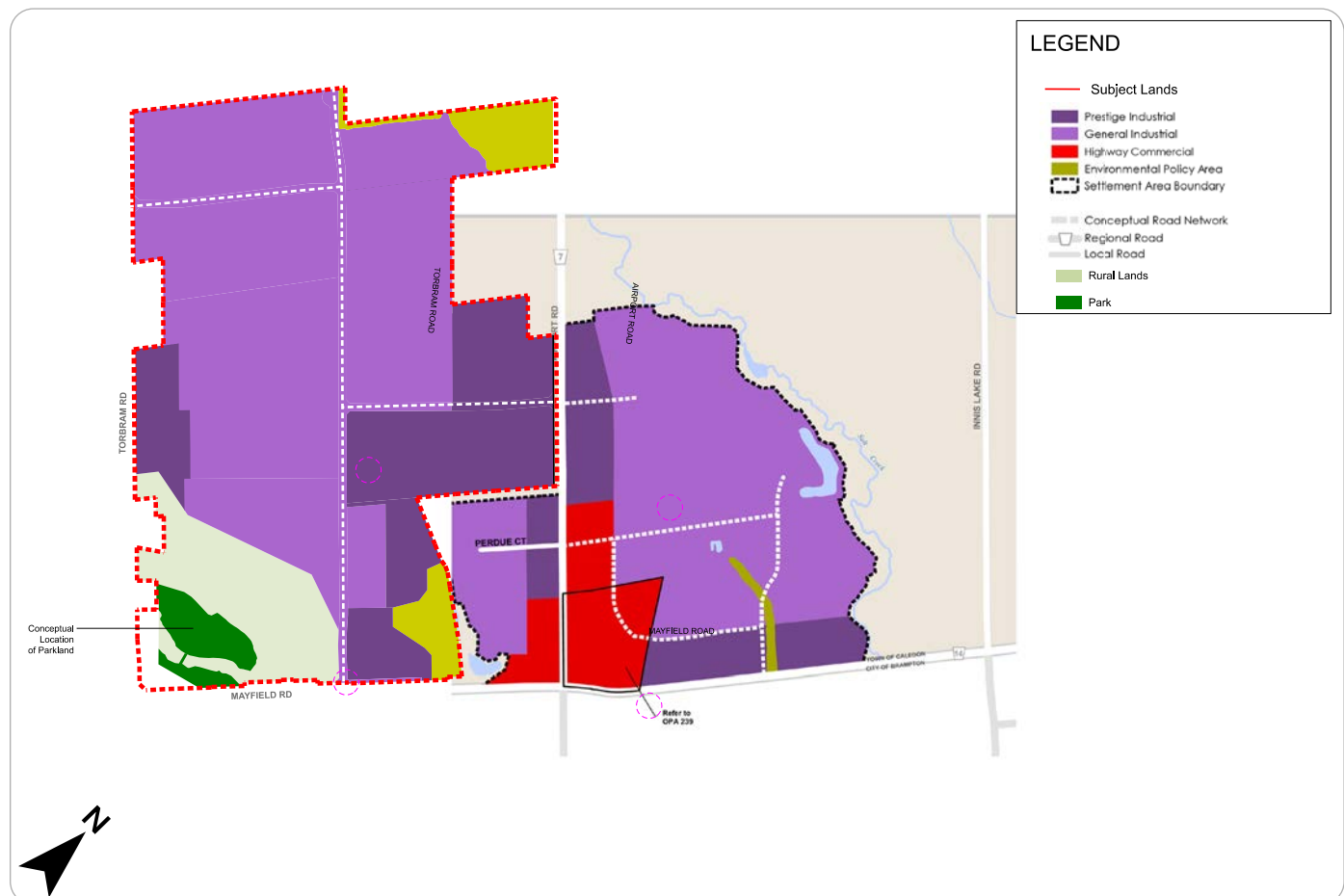


Figure 10: Caledon Official Plan Schedule N

An Official Plan Amendment is required in order to align the Subject Lands with the PROP designation and permissions of the MZO. The proposed development conforms to the goals and policies of the COP outlined in Section 5.2.3 and 5.2.4, concerning the objectives and permitted uses of Rural Lands:

- a) *To protect the unique open rural character and view sheds of the countryside landscape and in particular, the Oak Ridges Moraine Complex, the Niagara Escarpment and other natural features.*
- b) *To create a sustainable, compatible and environmentally friendly local tourism industry that respects a community carrying capacities*
- c) *To identify, protect and promote its historic structures and resources through adaptive re-use opportunities such as bed and breakfasts and country inns.*

5.2.4 Permitted uses in the Rural Lands shall include uses permitted in the Prime Agricultural Area and General Agricultural Area noted in Section 5.1. Limited institutional uses in accordance with Section 5.6.2.3, rural economic development uses and intensive recreation may be permitted subject to an amendment to this Plan and Zoning By-law to an appropriate designation. All applicable policies of this Plan and criteria for each use must be met. Permitted uses will be compatible with surrounding land uses, with the natural environment and with the open landscape characteristics of the Rural Lands. The specific policies to be considered in the development and control of such land uses are contained within the following policies.

The proposed development conforms to the objectives of the Employment Area. An Official Plan Amendment is required to align the Subject Lands with the PROP designation and the permissions of the MZO. Generally, the proposed development conforms to the goals of the COP outlined in Section 5.5.2, with respect to the objectives of Employment Areas:

5.5.2.1 To attract a broad range of industries, including corporate office commercial uses, to provide for long-term local employment and economic stability

5.5.2.2 To promote the expansion of existing businesses and attract new industrial enterprises.

5.5.2.3 To ensure that a diverse and sufficient supply of employment land is available to accommodate the employment forecasts in Table 4.1 and meet the demands and needs of various industries.

5.5.2.4 To ensure that all industrial developments are visually attractive and enhance the aesthetic qualities of the Town.

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

5.5.2.6 To encourage higher overall employment land densities.

5.5.2.9 To develop employment areas at density that contributes to achieving the overall Greenfield Density Target for Caledon as per Policy 4.2.2.1 and Policy 4.2.2.3.1.

5.5.2.10 To support the provision of leading-edge telecommunications services including broadband technology in employment areas, to attract knowledge-based industries and the growth of existing businesses.

The following policies from Section 5.5.3 of the COP apply to the proposed development. This section of the COP deals with the general policies of Employment Areas. According to Policy 5.5.3.1:

5.5.3.1 Employment areas within the Town will be focused primarily in the Rural Service Centres of Mayfield West, and Bolton, and will also be permitted in the Industrial/Commercial Centres of Tullamore, Sandhill, and Victoria, in order to: concentrate industrial activities and employment opportunities within the Town; maximize use of available sanitary, water, and transportation infrastructure; and, provide locations for industrial growth proximate to larger markets to the south and east.

The enclosed Official Plan Amendment will amend this policy to permit the proposed development on land outside the Industrial/Commercial Centre of Tullamore in accordance with the approved MZO. Policy 5.5.3.2 requires that an adequate supply of employment land will be designated within the Rural Service Centres and Industrial/Commercial Centres to achieve the employment forecasts in Table 4.1.

5.5.3.3 A range of employment designations will be provided to meet the locational and market requirements of a variety of employment uses.

Policy 5.5.3.4 requires that the Town of Caledon will encourage the planning and development of employment areas in a manner consistent with the sustainability objectives and policies of Section 3.1 of this Plan. Energy efficient buildings that meet Regional green development standards, as may be prepared by the Region, will be encouraged.

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

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

5.5.3.9 Commercial uses may only be permitted in employment areas provided that: a) The commercial use is accessory to an employment use; b) The commercial use only serves the industrial area, such as a bank or restaurant; or, c) The commercial use is not a major retail use.

5.5.3.10 In an Employment Area, no commercial use shall be permitted adjacent to a provincial highway or arterial road but shall be located internally within the employment area.

5.5.3.12 Conversions of employment lands to non-employment uses will only be permitted through a municipal comprehensive review where it has been demonstrated that:

5.5.3.13 Employment Areas will be developed either on full regional piped services, individual private services or a combination of both. The servicing requirements of employment areas are set out in each land use designation.

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

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

5.5.3.17 Employment Areas that abut the City of Brampton or Mayfield Road shall be developed as Prestige Industrial. The lands shall be developed in a manner that shall minimize the impact on adjacent uses in the City of Brampton by utilizing such provisions as buffering, berming, landscaping and site design.

5.5.3.18 Reverse frontage development onto provincial highways and major arterial roads shall be discouraged.

5.5.3.19 Development of Employment Areas will generally be by plan of subdivision or plan of condominium. Exceptions may be permitted where appropriate provision is made for access, internal road networks, and servicing for the industrial area.

5.5.3.20 Policy Area - Industrial designations will be used to manage the release of land for industrial development consistent with the Policies of the Plan. The Policy Area - Industrial designations will be redesignated subject to the provisions of Section 5.10.3.26 to industrial classifications as detailed in Section 5.5.

Policy 5.5.3.21 establishes and defines the hierarchy of Employment Area designations accordingly:

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

The proposed development contemplates prestige industrial uses, and are therefore subject to the policies of Section 5.5.4 of the COP. The following policies impact the proposed development:

5.5.4 Lands designated Prestige Industrial are shown on Schedule B, Schedule B-2, Schedule C, Schedule C-5 and Schedule N.

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

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

- a) Manufacturing, fabricating, printing, processing, assembling and packaging options;
- b) Warehousing and wholesale operations;
- c) Laboratories;
- d) Computer and data processing;
- e) Research and development facilities;
- f) Corporate offices;
- g) Offices related to permitted industrial uses;
- h) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses.

5.5.4.3 The development of Prestige Industrial areas may require a secondary plan and will require a subdivision plan or condominium plan, and a site plan prepared in accordance with the policies of this plan.

Section 5.5.5 provides policy direction concerning general industrial uses. Permitted uses within the General Industrial designation are provided in Section 5.5.5.1 and include:

- a. Manufacturing, fabricating, printing, processing, assembling and packaging operations;
- b. Warehousing and wholesale operations;
- c. Laboratories;
- d. Computer and data processing;
- e. Research and development facilities;
- f. Transportation terminals;
- g. Contractor's yards;
- h. Offices related to industrial uses;

- i. *Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from and which are compatible with the development and operation of industrial uses;*
- j. *Automotive uses, excluding motor vehicle sales, rental or leasing agencies;*
- k. *Accessory outdoor storage; and*
- l. *Commercial uses in accordance with Section 5.5.3*
- m. *Adult videotape stores*

The proposed development contemplates 562,381 square metres of industrial/warehouse/distribution space contained within nine building. The proposed uses are outlined in the approved MZO and generally conforms to Section 5.5.3, 5.5.4 and 5.5.5 of the COP.

The Draft Plan of Subdivision incorporates lands that are intended as an *Environmental Policy Area*, on Blocks 9 and 12 of the Draft Plan, and is subject to the policies of Section 5.7 of the Official Plan. According to Policy 5.7.3.1.1 new development is prohibited within areas designated EPA on the Land with the exception of the permitted uses as specified in policy 5.7.3.1.2, which include 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. No development is proposed on lands that will be redesignated EPA.

The proposed EPA lands on Blocks 9 and 12 of the Draft Plan are to facilitate the existing Greenbelt Plan area and TRCA regulated lands on the Subject Lands. In accordance with 5.7.3.1.9 *"it may be determined that certain EPA lands should be in public ownership or accessible to the public. In such cases, the Town, or other relevant agencies, shall explore options for bringing these lands into public ownership or providing appropriate public access to these lands."*

We understand that EPA land that is within the Greenbelt Plan area will be wholly owned by the Toronto Region Conservation Authority (TRCA).

Transportation policies are outlined in Section 5.9 of the COP. According to the COP, the transportation system is essential to the Town, and has a significant influence for land-use patterns and quality of life in the Town of Caledon. With respect to Policy 5.9.5.1, concerning Transportation Study Areas, the Subject Lands are not situated in one of the designated areas, as per Schedule J of the COP.

Policy 5.9.5.2.9 outlines the functional classification system for the road network, which will apply to the proposed development on the Subject Lands. The Site Plan prepared by Turner Fleischer Architects shows three roads with a right-of-way width of 26 metres. The measurement classifies the roads as a Collectors, as outlined in Policy 5.9.5.2.9.e:

- i. *Are roadways under the Town's jurisdiction*
- ii. *Serve low to moderate volumes of short distance traffic between local and arterial roads.*
- iii. *Provide individual property access with some limitations*
- iv. *Will generally have a 20 to 26 metre road allowance with 2 to 4 lane capability.*
- v. *On-street parking may be permitted*

The proposed roads will all be considered under the Town's jurisdiction. Additionally, given the industrial nature of the proposed development, it is intended that the road network will serve a low to moderate volume of traffic. The proposed road network connects to two High-Capacity Arterial roads, being Mayfield Road to the south, and Airport Road to the east. Additionally, the road network connects to Torbram Road to the west, which is classified as a Collectors road. The road network for the proposed development conforms with the criteria of a Collectors road.

The COP outlines policies related to public transit in Section 5.9.5.4. It is intended that the Town of Caledon work with the Region, Province, Metrolinx and neighbouring municipalities for the provision of transit services to key growth areas. As outlined in the Traffic Impact Study, prepared by Crozier Consulting Engineers, the Tullamore Industrial Area is serviced by Brampton Transit Route 30 Airport Road, which operates along Airport Road from Westwood Square Terminal to Mayfield Road. The route runs on a regular schedule from Monday to Sunday. Additionally, an existing stop at Airport Road and Mayfield Road would provide limited access to the Subject Lands. Additionally, the report states that the internal collector roadway can accommodate future transit vehicles, and that the right-of-way is adequate to accommodate future transit stops and bus pads. It states that further discussions with the transit agencies are recommended to identify and protect for future transit routes within the site. As a result, the proposed development conforms to COP Policy 5.9.5.4.3, stating “the Town, with the assistance of the Region of Peel and other appropriate jurisdictions, will initiate discussions with the City of Brampton for the extension of Brampton transit services to serve the residents and businesses in Bolton and also to provide future services to the Mayfield West Community in the Town”. A proposed public transit connection conforms to the COP.

The Traffic Impact Study prepared by Crozier Engineering Consultants provides information with respect to Parking Management and demonstrated the way in which the proposed development conforms to Policy 5.9.5.8 of the COP. The proposed development provides adequate parking to facilitate efficient functioning of the transportation system.

Policy 5.9.5.10 requires the efficient movement of goods and services to promote sustainable economic growth for the Town. The proposed development integrates its road network with the Town’s, and provides access to the broader regional and provincial road and highway network. The connection of the proposed development connects into the 400-series highway system, and the future GTA West Corridor. The connection of the proposed development with the Town’s existing road network puts it in conformity with this policy of the COP.

The proposed development conforms to the general policies of Settlements, which are outlined in Section 5.10.3 of the Official Plan:

5.10.3.18 The objectives and policies of the Greenbelt Plan, as generally incorporated into Section 7.13 of this Plan, shall apply to the growth and development of those portions of the Rural Service Centre of Caledon East, the Villages of Caledon and Alton, the Hamlet’s of Campbell’s Cross, Claude and Melville and the Industrial/Commercial Centre of Victoria that are within the Greenbelt Plan Protected Countryside, and shall apply to the consideration for expansion of any Settlement Area within or abutting the Greenbelt Plan Area. Notwithstanding any policy contained in Section 5.10, where the provision of Section 7.13 are more restrictive, the more restrictive policies shall apply.

The Town’s hierarchy of Settlements is outlined in Section 5.10.1 of the COP, which also establishes the detailed land use policies for Settlements. In accordance with Section 5.10.2, the objectives of the settlements include:

- c. *To provide for orderly and efficient residential, commercial and industrial growth within settlements*
- e. *To ensure that development within settlements has regard for environmental and cultural heritage resources, including Escarpment Natural or Protection Areas as designated in the Niagara Escarpment Plan.*

- f. *To encourage the concentration of industrial and commercial development with employment opportunities within settlements, with adequate provision of housing opportunities for the labour force*

In accordance with Schedule 5.10.3.5, “*Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development.*” A Phasing Plan prepared by Turner Fleischer Architects is being submitted in a support of the proposed applications. In addition, the FSR/SWM prepared by Crozier provides details related to the servicing for the Subject Lands.

Further, the COP provides policy direction for fiscal and economic management in Section 3.4. Fiscal sustainability is a key aspect of the COP principles and is achieved by managing service level standards and tax levels. According to Policy 3.4.2.1, an objective of the COP with respect to fiscal sustainability is to encourage “*industrial, commercial, and other assessable non-residential growth in the Town, in particular through economic development in areas of competitive advantage.*” Policy 3.4.3.1 directs the Town to consider the use of financial mechanisms such as provisions in the Development Charges Act and the Planning Act to ensure the fiscal sustainability objectives are being met.

Furthermore, Policy 3.4.3.2 recognizes the potential financial benefits of additional industrial/commercial development directs the Town to:

- a. *Commit an effective level of financial resources and staff effort to formulating and implementing promotion strategies that will attract such development;*
- b. *Streamline any necessary approval process associated with industrial or commercial development proposals;*

- c. *Ensure, at all times, the availability of an adequate supply of appropriately located, lotted, priced, and designated serviced and unserviced land for industrial or commercial purposes; and,*
- d. *Review its parking standards, building setbacks, landscaping and site plan standards, from time to time, considering changing market trends, to ensure that appropriate standards for industrial and commercial uses are maintained.*

Policy 5.5.3.2 requires adequate supply of employment land to be designated within the Industrial/Commercial Centres to achieve the employment forecast in Table 4.1 (Population and Employment Forecasts). Although the Subject Lands are not currently located within an Industrial/Commercial Centre, an Official Plan Amendment is being submitted to bring the Subject Lands into the Town’s settlement area boundary, in alignment with the PROP and the approved MZO. As such, the proposed development will contribute to the Town’s forecasts Employment growth to 46,000 by 2031.

Year	Population	Employment
2021	87,000	40,000
2031	108,000	46,000

Settlement Category or Land Use Area	2021 Population	2031 Population
Industrial/Commercial Centres	175	175

Population Allocations	2021 Population	2031 Population
Total (from Table 4.20)	175	175
Historically Establish Population		
Tullamore	40	

Summary

The proposed development will provide significant employment opportunities while protecting and enhancing the natural and cultural heritage resources on the Subject Lands. An Official Plan Amendment is required to bring the Subject Lands into the Town's settlement area boundary in alignment with the PROP and the approved MZO. The Draft Plan of Subdivision will incorporate lands intended for Industrial uses, and will further maintain EPA lands. The proposed Draft Plan will help to direct employment growth within the Town and optimize existing infrastructure and servicing to ensure efficient development patterns. Approximately 2,092 to 3,348 jobs will be created and will provide economic development opportunities for the Town.

The Draft Plan of Subdivision further supports the Peel Region OP settlement area boundary expansion, which incorporates the lands as a designated employment area. In our opinion, the proposed OPA represents good planning.

5.3 TOWN OF CALEDON DRAFT OFFICIAL PLAN 2022

The Town of Caledon is currently undertaking an Official Plan Review named “Future Caledon” to prepare a road map to guide development, housing, transportation, employment, and community facilities for the next 30 years. As per the approval of the Peel Regional Official Plan on November 4, 2022, the Town of Caledon is now reviewing the changes and their impacts on draft documents and schedules. The latest iteration of the Caledon Draft Official Plan (“OP”) is from 2022 and Council has approved moving the final adoption of Caledon’s Official Plan to 2023 to take further steps in its Official Plan Review.

Based on Schedule “A1” – Town Structure, the subject lands are designated as *Urban Area* and a small southerly portion is designated as *Environmental Policy Area*.

Chapter 3 – Shaping our Community

Chapter 3 of the OP provides a Town Structure plan and growth management policies. The following policies are relevant to the proposed development:

3.1 Town Structure

3.1.1 Caledon is a community of communities, each with their own unique character ranging from rural hamlets and villages to evolving urban areas. Caledon’s Town Structure recognizes this range of diverse contexts and how each plays a role in shaping our community to 2051. The Town Structure identifies the following key contexts that make up the Town of Caledon:

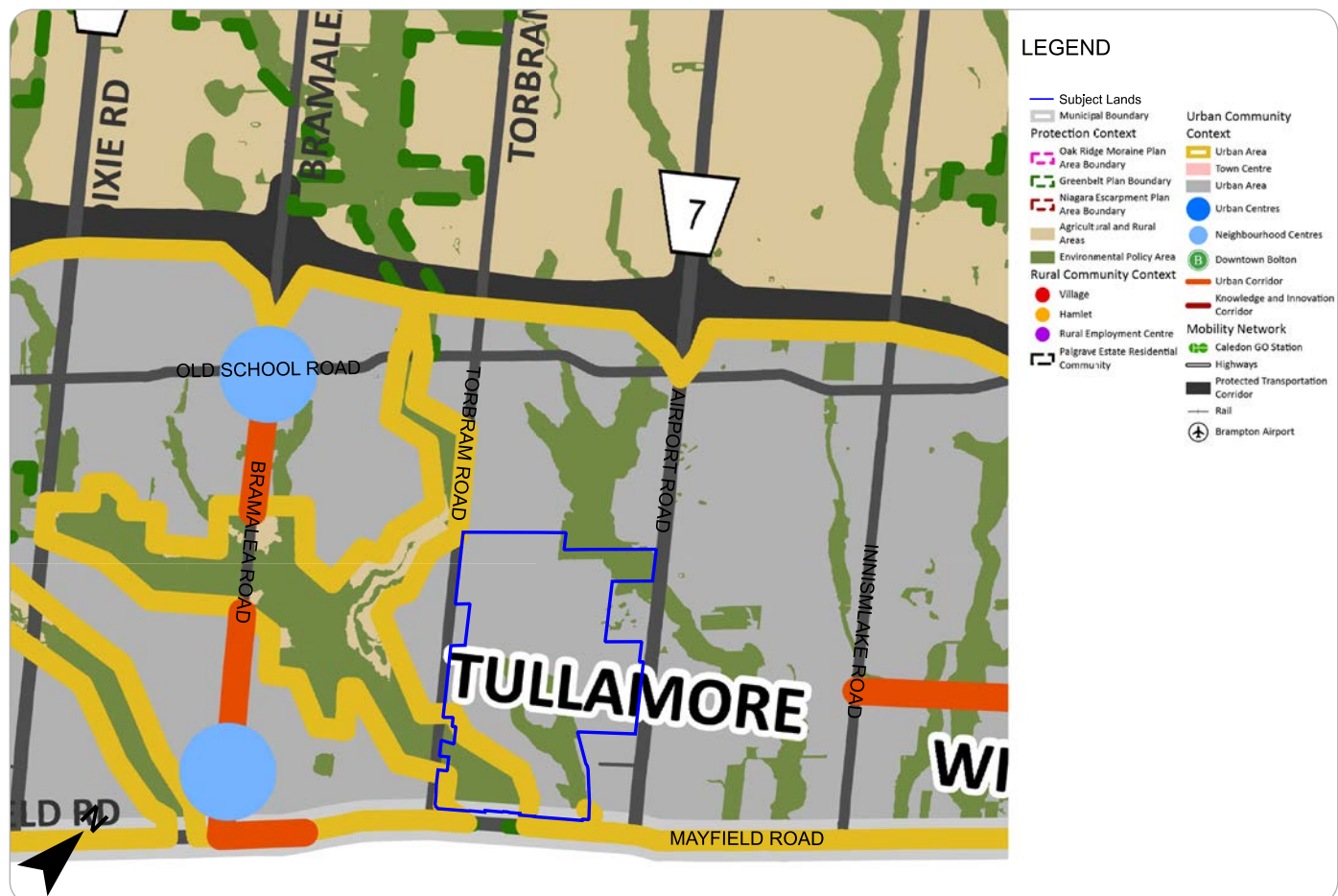


Figure 11: Town of Caledon Draft Official Plan, Draft Schedule “A1” – Town Structure

- c) *Urban Community Context – The Town’s urban communities are the principal centres for growth in the area and will be home to most residents, while serving as primary hubs for the rural community and surrounding municipalities.*
- d) *Employment Lands Context – Employment lands are the primary economic generators of the community and will be further enhanced and protected through Future Caledon.*
- e) *Mobility Network – The mobility network is the foundation of the community, and the means of connection between each of the Town’s communities. Multi-modal options including enhanced active transportation connections and transit are central to the vision of this Plan.*

3.1.2 This Town Structure will direct growth across the Town, as shown on Schedule A1 to:

- b) *Efficiently use land, infrastructure, and services;*
- c) *Focus people and jobs in areas that are or can be supported by transit to achieve complete, vibrant and walkable communities;*
- g) *Stimulate economic development;*
- k) *Protect the Natural Heritage and Water Resource System.*

3.2 – Components of the Town Structure

3.2.2 The Town Structure contains a number of components, which are interrelated, that shape the Town and are described as follows:

- c) *Urban Areas – include 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 accessible close to home.*
- d) *Employment Areas – those areas where a large number of people work, and protects these areas for employment uses, while protecting against conflict with sensitive uses.*
- f) *Natural Heritage System – protects natural heritage features, such as woodlands, rivers, valleylands, open spaces and wetlands, which require protection and enhancement recognizing their environmental, economic, social, and health benefits.*
- h) *Greenbelt Plan – a provincial plan that protects agricultural, ecological and hydrological features within the designated Greenbelt area. Much of the Town’s Agricultural and Rural Areas are protected by the Greenbelt Plan.*

3.2.3 New development will conform with the Town Structure, including public investments in facilities, designing the public realm, the provision of transit services, constructing infrastructure.

3.3 – Protection Context

3.3.2 The Town will:

- a) *Implement the policies of the Region’s Official Plan as they relate to the Region’s Greenlands System, which includes the Natural Heritage Systems of the Growth Plan and the Greenbelt Plan, Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan.*

3.3.8 The Agricultural and Rural System is comprised of the Prime Agricultural Areas, and Rural Lands designated on Schedule C4. The function of the Prime Agricultural Area is to protect and promote agricultural uses and support the conservation of agriculturally productive soils and lands.

The proposed development contributes to the *Town Structure* policies above in that it will provide approximately 549,079 square metres of industrial/warehouse/distribution space on *Urban Area* land, and is employment ready and has adequate servicing capacity. Additionally, the proposed development provides adequate buffering and mitigation to protect and enhance the natural heritage features of the site.

3.6 – Employment Lands Context

3.6.1 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.

3.6.2 Employment Areas will accommodate accessory commercial uses, including along employment-focused corridors, to support the viability and vibrancy of the Employment Areas.

3.6.3 Employment Areas will provide an appropriate mix and range of employment uses to meet long-term needs of the Town.

3.6.4 The Town will preserve employment lands and necessary infrastructure for employment uses to ensure the Town's current and future employment needs are met.

3.6.5 Employment Areas are to be planned to achieve a minimum employment density of 24.8 jobs per hectare.

3.6.6 High-density employment uses will be directed to areas with planned transit services.

The proposed development contemplates 549,079 square metres of industrial/warehouse/distribution space contained within eight buildings, which will create a vibrant hub of employment, business, and economic activities in the Town. The Subject Lands are located inside the Urban Area, which makes the lands available for servicing capacity and infrastructure, in order to provide for a more efficient use of land and namely employment uses in accordance with the above noted policies.

3.7 – Mobility Network

3.7.1 The Town's Mobility Network consists of the existing and proposed street network, transit, cycling, pedestrian, trucking, rail, and air facilities. The Mobility Network plays a major role in shaping and supporting the form, character and growth of the Town.

3.7.2 The Mobility Network consists of the following structural components as shown on Schedule G1:

- b) Protected Transportation Corridor - The Protected Transportation Corridor represents the preferred route of the GTA West Transportation Corridor and is protected under direction of the Province. It is anticipated that higher order transit that operates in partially or completely dedicated rightsof-way, outside of mixed traffic, will be planned within and along this corridor*
- b) Protected Transportation Corridor - The Protected Transportation Corridor represents the preferred route of the GTA West Transportation Corridor and is protected under direction of the Province. It is anticipated that higher order transit that operates in partially or completely dedicated rightsof-way, outside of mixed traffic, will be planned within and along this corridor.*
- c) Provincial Highway - Highways are primary movement corridors for local and regional traffic.*

- d) *Major Roads - Major Roads include Town arterial and collector roads, together with Regional Roads which operate as primary movement corridors for people and goods.*

3.7.3 The Town and Region will endeavour to create a comprehensive transportation system consisting of all modes and their related elements which is accessible to all residents and visitors of the Town. As warranted a comprehensive set of specific programs will be created to support each of the strategic elements that will contribute towards the sustainability and economic vitality of the Town.

3.7.5 The Mobility Network will be accessible and inclusive of the needs of people with disabilities and older adults by:

- a) *Ensuring that new transit facilities and vehicles are accessible;*
- c) *Introducing specialized services throughout the transit system;*
- d) *Making existing transit infrastructure more accessible over time;*

3.7.7 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.

3.7.8 Caledon's road network consists of Town roads, Regional roads, and Provincial highways. The Town will work with appropriate jurisdictions to ensure the Town's road network is geared to respond to the changing urban development patterns and travel demands. The role and function of each element of the road system should be well-defined within an effective road classification system to support the provision of an efficient, safe and accessible road network with adequate capacity for both passengers and goods movement.

The Subject Lands are accessible by public transit via Brampton Transit. Route 30 operates along Airport Road and extends into the Town of Caledon for limited service from Monday to Saturday. Route 30 connects to Brampton Transit's greater network, and provides connection to major transit routes, including to Züm route 501 at Queen Street East, which provides access to the TTC and York Region Transit (YRT) systems. Route 30 also connects to Züm route 505 at Bovaird Drive East, which provides access to the Malton GO Station.

The Subject Lands are located approximately 3.5 kilometres east of Highway 410, which connects to Highway 401, and south of the proposed GTA West Transit corridor. The 400-series highways are Provincial Freeways intended to serve large volumes of interregional and long-distance traffic. The location of the Subject Lands in proximity to the Provincial Highway System, regional and municipal roads support the proposed Employment Use by providing access for shipping and receiving goods and services across the Region.

3.8 – Managing Growth

Based on Schedule "A2" – Growth Management, the Subject Lands are designated as Greenfield Area. The Growth Management Strategies that are listed in the Town of Caledon Draft Official Plan form the basis for land use planning and development decisions in the Town with implementation from Provincial and Regional policy direction. The following growth management and greenfield area policies are relevant to the proposed development:

3.8.4 Population, household and employment forecasts, as shown in Table 1: Growth Forecasts, will be monitored, extended, and revised through future comprehensive reviews of this Plan. They will also be used to guide policy, land use and infrastructure decision making within the planning horizon of this Plan.

Forecast Type	2051 Forecast
Population	300,000
Households	90,000
Employment	125,000

Figure 12: Town of Caledon Draft Plan Growth Forecasts

3.8.5 Growth management performance targets for Caledon conform to those identified in the Region's Official Plan. These targets include:

- b) The minimum greenfield density target applicable to much of Caledon's Designated Greenfield Area;
- c) The minimum Employment Areas density target applicable to Caledon's Regionally designated Employment Areas;

3.8.7 Urban growth will be directed to appropriate opportunities within Caledon's Community and Employment Areas. Such growth opportunities will be prioritized according to the following order of precedence:

- c) The Designated Greenfield Area.

3.8.19 In addition to residential intensification, compatible employment uses that represent a greater intensity of use and create jobs within Caledon will also be encouraged, subject to the policies of this Plan. Where permitted, some forms of mixed-use development will include commercial and/or institutional uses and associated employment.

3.8.25 Development within the Designated Greenfield Area as shown on Schedule A2 will be planned to support the Town's complete communities objectives and policies. This will include ensuring that development within the Designated Greenfield Area creates high-quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

3.8.26 Development within the Designated Greenfield Area will be designed to meet or exceed the minimum overall density of 67.5 people and jobs per hectare.

3.8.27 Greenfield density targets will be measured over the Town's Designated Greenfield Area, excluding the following:

- a) Natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;
- b) Rights-of-way for electricity transmission lines and energy transmission pipelines;
- c) Freeways, as defined by and mapped as part of the Ontario Road Network;
- d) Railways;
- e) Employment Areas designated by the Region; and,
- f) Cemeteries.

3.8.30 Caledon will protect and support Employment Areas identified in the Region's Official Plan for employment uses. The identification of opportunities to convert lands within Regionally identified Employment Areas to nonemployment uses will only occur through a municipal comprehensive review, subject to the policies of the Region's Official Plan.

3.8.31 Caledon supports the intensification of Employment Areas with compatible employment uses in accordance with the land use compatibility policies of this Plan.

3.8.32 Caledon will work with the Region to monitor the supply of employment lands and employment lands within employment areas on an annual basis to determine if an adequate supply exists to accommodate the employment forecast.

The proposed development will contribute to the Town's efforts to achieve their 2051 employment growth targets listed above, through the intensification and development of these vacant lands within an Employment Area, along a major transit corridor. The proposed development contemplates providing approximately 2,092 to 3,348 employment opportunities and will support the long-term economic needs of the Town.

Chapter 4 – Planning for Prosperity: Town-wide Policies

Chapter 4 of the OP establishes detailed policies to address economic opportunity, cultural heritage, mobility and transportation, and protecting and enhancing the natural environment, to a name a few.

4.2 – Creating Economic Opportunities

Section 4.2 provides policy direction related to economic and employment advancement in the Town. The proposed development contributes to the economic and employment objectives in section 4.2, specifically the following policies:

4.2.1 The Town will promote a vibrant economy by:

a) Supporting business by attracting a talented labour force and investment;

e) Encouraging modest intensification within existing employment areas to expand economic diversification;

f) Expanding and enhancing the land base to accommodate employment type development;

i) Supporting a connected and multimodal transportation system within the Town and Region to help provide employment opportunities and encourage ongoing investment;

4.2.11 The Town will:

a) Designate and protect lands for all types of industry including dry, heavy, general, prestige industrial designations;

b) Ensure infrastructure and services required for the development of Employment Areas will facilitate and support to meet the Town's and Region's employment forecasts for this planning horizon;

e) Ensure land use compatibility between employment uses and sensitive uses to promote the long-term sustainability of employment lands;

f) Plan for, protect and preserve, Employment Areas for employment uses;

i) Provide for a diverse range of employment opportunities near the Brampton Airport, 400 series highways, rail corridors and planned transit corridors;

4.2.12 The Town will require a diverse range of employment uses to help achieve the projected forecasts and to accommodate a variety of employment uses as locational and market trends require.

4.2.13 Major facilities and sensitive land uses will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety.

4.2.14 To ensure the long-term operational and economic viability of major facilities is minimized, major facilities and sensitive land uses will be planned in accordance with provincial guidelines, standards and procedures not located inappropriately close to one another.

4.2.18 The Town will monitor the supply of Employment Lands on an annual basis to determine if adequate supply exists to meet the forecasts for this planning horizon by:

- a) Monitoring employment land absorption and employment density levels;*
- b) Maintaining a 10-year supply of shovel-ready Employment Area lands;*

The Draft Plan of Subdivision for the Subject Lands incorporate employment type uses, in accordance with the Peel Region Official Plan, and will maximize the existing and future labour pool, transportation linkages, servicing systems, proximity to markets and develop a critical mass of employment lands in the Town. The proposed development contemplates 549,079 square metres of industrial/warehouse/distribution space contained within eight building and ultimately conforms to Section 4.2 of the OP.

4.4 – Conserving our Cultural Heritage

The proposed development conforms to the OP's policies related to Cultural Heritage pursuant to Section 4.4.

4.4.1 To identify and conserve the Town's cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community.

4.4.2 To promote the continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage resources through educational activities and by providing guidance on sound conservation practices.

4.4.5 To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Funeral, Burials and Cremation Services Act, the Niagara Escarpment Planning and Development Act, and the Growth Plan for the Greater Golden Horseshoe, in order to conserve Caledon's cultural heritage.

4.4.10 A Heritage Impact Assessment may be required as part of a complete application for any planning application, building permit application or Ontario Heritage Act legislated process directly or indirectly impacting cultural heritage resources. The determination of whether a Heritage Impact Assessment is required will be based on the following:

- a) The extent, concentration and significance of known and potential cultural heritage resources on, adjacent or near to the Subject Lands, including archaeological resources, built heritage resources, and cultural heritage landscapes and the interrelationship of these cultural heritage resources; and,*
- b) The potential for adverse direct or indirect impacts to cultural heritage resources, both individual and collective.*

4.4.15 Appropriate conservation measures identified in Heritage Impact Assessment may be required as a condition of any development approval or Ontario Heritage Act legislated process.

4.4.50 The Town will encourage the retention of significant built heritage resources in their original locations whenever possible. The following alternatives, in order of priority, will be examined prior to approval for relocation:

- c) Relocation of the built heritage resource on the Subject Lands; and,
- d) Relocation of the built heritage resource to a sympathetic site in the Town, or elsewhere to the satisfaction of the Town.

A listed farmhouse is located on the Subject Lands and a Cultural Heritage Impact Statement (CHIA) has been prepared by GBCA Architects in accordance with the requirements of the OP. According to the CHIA prepared by GBCA Architects, the required alternatives have been considered and relocation is seen as a mitigation strategy for the building's long-term preservation.

4.9 – Protecting and Enhancing our Natural Environment

Based on Schedule “C4” – Agricultural and Rural System, a small southerly portion of the Subject Lands are identified within the *Greenbelt Plan Boundary* as *Prime Agricultural Area*. The proposed development conforms to the following OP policies regarding natural heritage and protecting the environment:

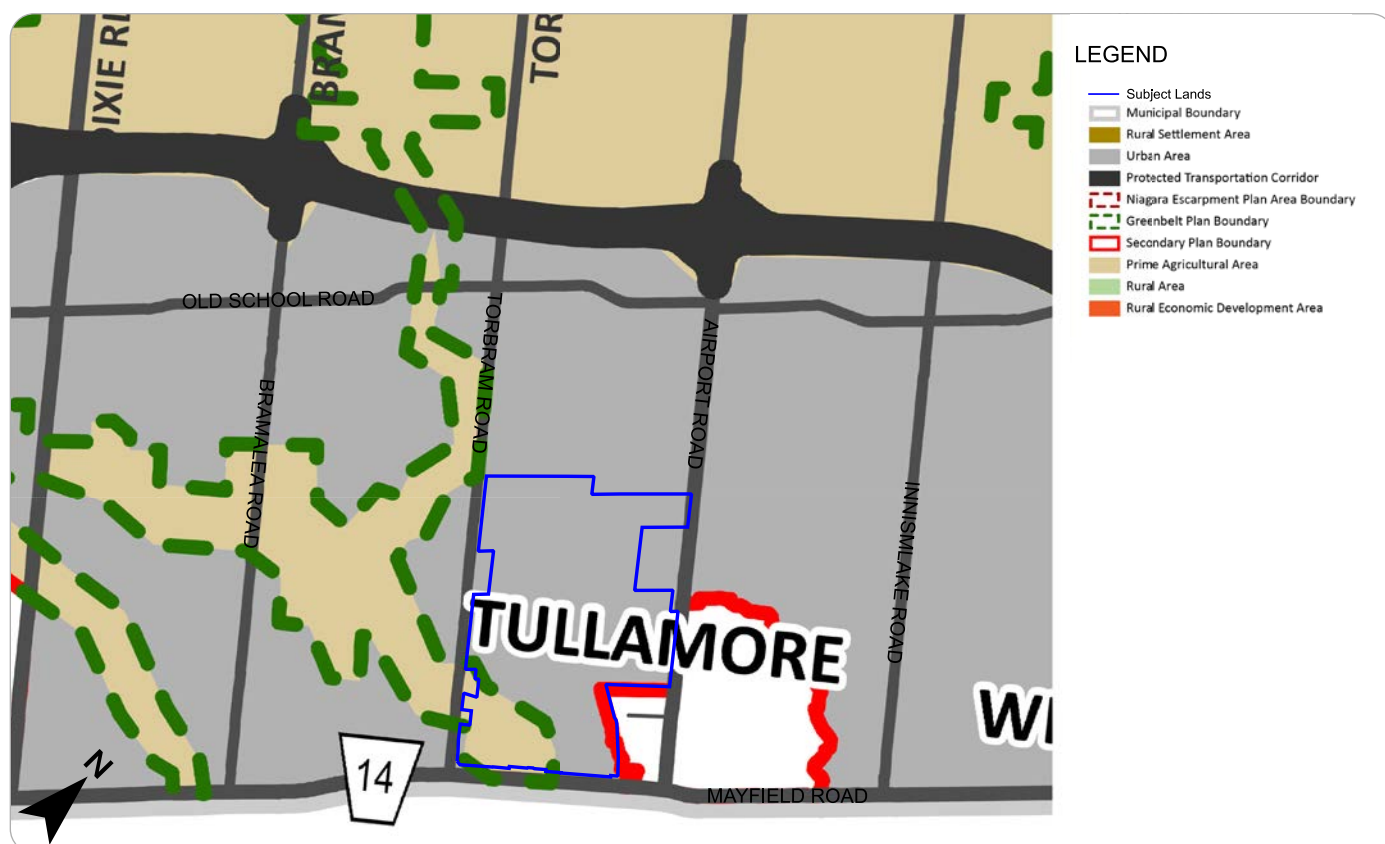


Figure 13: Town of Caledon Draft Official Plan, Draft Schedule “C4” – Agricultural and Rural System

4.9.3 To ensure the Town's Natural Environment principles, goals and objectives form the primary basis for all land use planning decisions.

4.9.4 To identify, protect, maintain, enhance and restore Natural Environment forms, functions and integrity through the implementation of appropriate designations, policies and programs.

4.9.23 All development proposals (at the Town's discretion) within, containing or adjacent to an Environmental Policy Area are required to submit appropriate environmental studies/investigations, up to, and including an Environmental Impact Studies and Management Plans, in accordance with the provisions of Section 4.9.

4.9.24 All development proposals (at the Town's discretion) within, containing or adjacent to an Environmental Policy Area are required to submit appropriate environmental studies/investigations, up to, and including an Environmental Impact Studies and Management Plans, in accordance with the provisions of Section 4.9.

4.9.37 All development within the Town of Caledon must satisfy these environmental performance measures. Development applications adjacent to an Environmental Policy Area will address the performance measures through the required EIS and MP. Development applications outside of these areas will be required to demonstrate adherence to the policies and performance measures of this plan through the completion of appropriate investigations and studies, or through specific implementation requirements, as determined jointly by the Town and relevant agencies, prior to any approvals being granted. This may include the completion of an EIS and MP.

4.9.40 With the exception of the permitted uses, development within Woodland Core Areas is prohibited in accordance with the Section 5.13 section.

4.9.41 Development will not be permitted in Other Woodlands unless it can be demonstrated that such development will not result in the degradation of ecosystem integrity, to the satisfaction of the Town and Province, or other delegated approval authority.

4.9.75 Protect, improve or restore the quality and quantity of water resources, including Water Resource System features and areas, key hydrologic areas and key hydrologic features, and their hydrologic functions, and related natural systems, features and areas, including their linkages and relate functions, jointly with the Region of Peel, Conservation Authorities and other related agencies.

4.9.95 Development within Wetland Core Areas is prohibited in accordance with the Section 4.9 and 5.13 with the exception of the permitted uses.

4.9.96 Development will not be permitted in Other Wetlands unless it can be demonstrated that such development will not result in the degradation of ecosystem integrity, to the satisfaction of the Town, the Conservation Authorities, the Ministry of Northern Development, Mines, Natural Resources and Forestry, or other delegated authority and Provincial Plan requirements.

4.9.117 Development within 120 metres of a Greenbelt Key Natural Heritage Features within the Natural Heritage System, and within 120 metres of Key Hydrologic Features within the Protected Countryside designation, but outside the features themselves and the related Vegetation Protection Zones may be permitted subject to the provisions of the applicable land use designation.

4.9.128 Lands designated Environmental Policy Area are not to be damaged or destroyed, unless as a result of an approved permitted use pursuant to Section 5.13 above, and, within the Oak Ridges Moraine Conservation Plan Area, pursuant to this section and within the Greenbelt Protected Countryside designation, pursuant to to this section.

In the event that Environmental Policy Area is damaged or destroyed without required approvals, there shall be no adjustment to the boundary or redesignation of these areas, and the Town and Region will require replacement or rehabilitation of the affected ecosystem features, functions and/or landforms.

4.9.157 Development proposals adjacent to Environmental Policy Area will be required to complete an Environmental Impact Study and Management Plan.

4.9.158 The Environmental Impact Study and Management Plan shall:

- a) Identify existing ecosystem forms, functions and integrity within Environmental Policy Area, and further refine the limits of Environmental Policy Area, at a detailed scale to the satisfaction of the Town.*
- b) Identify and assess the existing and potential function and integrity of Supportive Natural Systems and Natural Linkages and existing and potential ecological linkages between Environmental Policy Area lands, adjacent lands, and broader ecological systems;*
- c) Assess the anticipated immediate and longer term environmental impacts of the proposal and to identify all mitigation measures necessary to satisfy the Town's environmental policies and performance measures;*
- d) Demonstrate how the proposed development satisfies the environmental policies and performance measures contained in this Plan;*
- e) Identify site-specific protection, enhancement, restoration and management programs necessary to satisfy the Town's environmental policies and performance measures, and to identify mechanisms for implementing such programs; and,*

- f) To provide base line environmental data which will support environmental monitoring programs.*

In our opinion, the Prime Agricultural Area is not an appropriate designation for the Subject Lands in light of the Region of Peel's new Official Plan, which has incorporated the Subject Lands in the Urban Area as an Employment Area. An Official Plan Amendment to the in force and effect COP is required to bring the Subject Lands into the Town's settlement area boundary in conformity with the 2022 Peel Official Plan and in compliance with the approved MZO.

Chapter 5 – Planning Designations

Chapter 5 of the OP establishes planning designations that allow for a range of permitted uses, intensity, and built form. Prestige Employment Areas are clusters of lighter industrial uses with a broader mix of employment uses including integrated office and industrial uses, Major Office, and employment-supportive uses. General Employment Area are clusters of traditional employment uses, that include manufacturing, construction, and at strategic locations, warehousing and transportation uses.

Based on Schedule “A4” – Urban Community Context, the subject lands are designated as *Employment Area*. The following policies are relevant to the proposed development:

5.9 – Prestige Employment

5.9.1 Prestige Employment areas are situated at gateway locations within Employment Areas, with direct access and exposure to arterial roads. Prestige Employment Areas would limit the amount of logistics, warehousing and other associated transportation operations to prestigious developments which are typically integrated with office uses (e.g., distribution centre and corporate office).

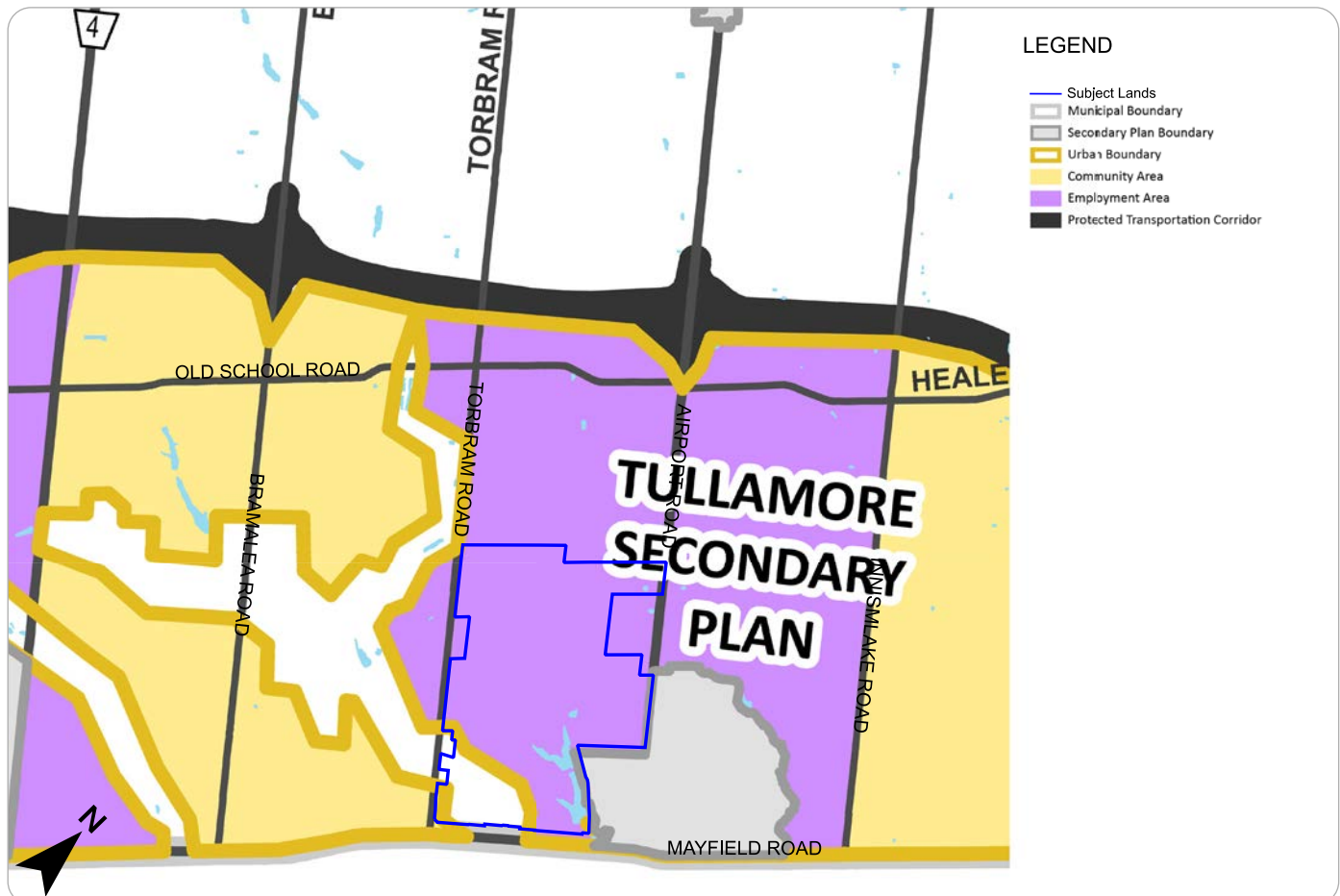


Figure 14: Town of Caledon Draft Official Plan, Draft Schedule “A4” – Urban Community Context

- a) *Lands designated as Prestige Employment Area will support the knowledge base sector and light industrial uses;*
- b) *Permit uses supportive of the goods movement sector excluding warehousing and storage uses;*
- c) *Prohibit warehousing, storage and trucking terminal uses;*
- d) *Implement excellence in urban design and green standard guidelines in the design of buildings, and be encouraged through the zoning by-law to be of a higher density and compact form than General Employment Areas;*
- e) *Permit a wide range of employment supportive uses;*
- f) *Be in proximity to higher order corridors; and,*
- g) *Designed to back onto environmental open spaces and linkages to trail systems and positioned strategically at gateway locations.*

5.9.2 Uses permitted in Prestige Employment areas include:

- a) *Major office and other offices including research and development facilities;*
- b) *Industrial trade schools and training if they are directly integral to the function of the area and do not accommodate sensitive uses;*
- c) *Flex-office/industrial multi-tenant;*
- d) *Integrated logistics/warehousing with office component*
- e) *Light manufacturing; and*
- f) *Employment supportive use.*

5.9.3 Trucking terminals and associated uses with the primary function of facilitating trucking activity are prohibited.

5.9.4 The employment density for Prestige Employment Area is 41 jobs per hectare.

5.9.5 Development proposals within the Prestige Employment areas will be oriented along arterial roads with connections to future public transportation options, high-quality landscaping, urban amenities and open spaces/trails with moderate buffers from sensitive uses and will require an urban design brief, in accordance with the Town-wide Design Guidelines as amended.

5.10 General Employment Areas

5.10.2 General employment areas:

- a) *Provide for a range of parcel sizes and are suitable to accommodate manufacturing activities that have frequent noise, ground borne vibration, intense and persistent dust and odours;*
- a) *Provide for a range of parcel sizes and are suitable to accommodate manufacturing activities that have frequent noise, ground borne vibration, intense and persistent dust and odours.*

5.10.3 Permitted uses in General Employment Areas include:

- a) *Manufacturing (light and heavy);*
- b) *Construction and/or contractor yards, and other sites requiring open storage;*
- c) *Ancillary office uses;*

- d) *Limited amount of logistics and warehousing operations based on the Trucking Strategy and Traffic Impact Study for proposed development; and,*

- e) *Ancillary employment supportive uses*

5.10.6 *The employment density for the General Employment Area is 21 jobs per hectare.*

5.16.1 Objectives for the Rural Areas will be to:

- a) *Provide opportunities for economic development that are compatible with the rural character and natural environment of the area and with the other objectives of this Plan;*
- b) *Support and enhance the Agricultural System;*
- c) *Preserve and enhance the distinct cultural heritage character and attributes*
- d) *Support forestry and conservation and the continued health and viability of the Agricultural System within the Rural Area.*
- e) *Maintain the role of Rural Lands in providing linkages among Prime Agricultural Areas within Peel Region and beyond its borders;*
- f) *Protect the unique open rural character and view sheds of the in particular, the Oak Ridges Moraine Complex, the Niagara Escarpment and other natural features*
- g) *Create a sustainable, compatible, and environmentally friendly local tourism industry that respects community carrying capacities*
- h) *Identify, protect and promote its historic structures and resources through adaptive re-use opportunities such as bed and breakfasts and country inns;*

5.16.9 Permitted uses in the Rural Area include:

- d) *Passive, resource-based recreation uses;*
- f) *Conservation of the natural environment;*

The proposed development contemplates 562,381 square metres of industrial/warehouse/distribution space contained within nine buildings, in accordance with the Peel Region Official Plan and the MZO. Parkland is also contemplated in Block 34 of the Draft Plan, which is a permitted use under the Rural designation of the Subject Lands. The proposed development conforms to the policies of the Draft OP and will maximize the existing and future labour pool, transportation linkages, servicing systems, proximity to markets and develop a critical mass of employment lands in the Town.

5.4 TULLAMORE SECONDARY PLAN

The Subject Lands are located adjacent to the Tullamore Industrial/Commercial Area and were granted special zoning rights through an MZO to permit employment uses. Furthermore, the Region of Peel's new Official Plan identifies the Subject Lands within an Employment Area and permits the proposed industrial use. An amendment to the COP is being submitted to bring the Subject Lands into the Town's settlement area boundary in alignment with the MZO and the Regional Official Plan. Accordingly, participation in the expansion of the Tullamore Secondary Plan area is no longer required. The proposed development of the Subject Lands will align with the existing Tullamore Secondary Plan area, and not preclude or impede development associated within the Secondary Plan area. as it represents a logical extension to the Secondary Plan Area and aligns with its planned context.

5.5 MZO

A Minister's Zoning Order (MZO) was issued for the Subject Lands on September 9, 2022. The MZO rezones the Subject Lands to *Prestige Industrial*. The *Prestige Industrial* zone permits all uses permitted within the *Prestige Industrial (MP)* zone in Zoning By-law 2006-50, including a warehouse, and warehouses for public self-storage and wholesale uses. The permitted uses also include cold storage warehouses, accessory open storage areas, accessory outside display or sales areas, and retail stores. The zoning requirements outlined in the MZO are outlined in Table 4 below.

Table 4: MZO Provisions

Performance Standard	Requirement
Minimum lot frontage	30 metres
Minimum lot area	925 m2
Maximum building area	50%
Minimum front yard setback	9 metres
Minimum exterior side yard setback	7.5 metres
Minimum interior side yard setback	6 metres
Minimum rear yard setback	7.5 metres
Maximum building height	25 metres
Maximum height for cold storage warehouse	45 metres
Minimum landscaping area	10%
Minimum landscaping for a corner lot	12.5%
Minimum planting strip width	6 metres
Minimum planting strip width abutting an arterial road	9 metres

Please see Appendix A for the full MZO.

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6. DRAFT PLAN OF SUBDIVISION

The Draft Plan of Subdivision Application proposes to establish eight industrial blocks, a future development block, a block for the relocated cultural heritage resource, two greenbelt blocks, two stormwater management blocks, an environmental block and blocks for internal streets, easements, road widenings and reserves.

The proposed road network connects to two High-Capacity Arterial roads, being Mayfield Road to the south, and Airport Road to the east. Additionally, the road network connects to Torbram Road to the west, which is classified as a Collectors road. The proposed development also includes road widening blocks along the perimeter of the site to provide an appropriate transition at grade from the proposed industrial subdivision to the surrounding area. The block breakdown is as follows:

Table 5: Draft Plan of Subdivision Blocks

Block	Size	Use
Block 1	36.409 hectares	Industrial
Block 2	11.844 hectares	Industrial
Block 3	21.191 hectares	Industrial
Block 4	18.796 hectares	Industrial
Block 5	17.455 hectares	Industrial
Block 6	3.907 hectares	Industrial
Block 7	18.162 hectares	Industrial
Block 8	17.232 hectares	Industrial
Block 9	5.632 hectares	Environmental Protection Area
Block 10	2.135 hectares	Location for Heritage House
Block 11	19.723 hectares	Greenbelt Block
Block 12	0.560 hectares	Greenbelt Block
Block 13	4.259 hectares	Environmental Protection Area
Block 14	4.661 hectares	SWMP Block
Block 15	4.756 hectares	SWMP Block
Block 16	5.482 hectares	Park Block
Block 17	0.788 hectares	Buffer Block
Block 18, 24-34	0.3 metre reserve	
Block 19	0.246 hectares	Sanitary Easement
Block 20 – 23	Road Widening	

The proposed development will transition between the adjacent low-rise residential development by being adequately buffered from the existing residential uses.

The proposed Draft Plan of subdivision satisfies the criteria outlined in Section 51(24) of the *Planning Act*:

Criteria

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;

- (j) the adequacy of school sites;
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the *City of Toronto Act, 2006*. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

Rationale

- a) The proposed development is consistent with the Provincial Policy Statement and therefore has regard for matters of provincial interest outlined in Section 2 of the Planning Act. The proposed Draft Plan of Subdivision will implement the proposed development of the subject lands;
- b) The proposed development conforms to the Growth Plan and the Peel Region Official Plan and will create significant employment opportunities within the Town of Caledon and the broader Region. An Industrial Business Park is being proposed on land that is identified as Employment in the ROP. The cultural and natural heritage features that exist on the Subject Lands will be preserved, protected and enhanced through the development as per the recommendations of the CEISMP. The proposed Draft Plan of Subdivision is provided to facilitate the development of the proposed development and is therefore in the public interest.

- c) The Regional Official Plan identifies the Subject Lands within an Employment Area and a Ministerial Zoning Order was granted to zone the subject lands Prestige Industrial. An amendment to the Town of Caledon's Official Plan is required to bring the subject lands into conformity with the ROP and the MZO.
- d) The proposed Draft Plan of Subdivision will create nine development blocks to facilitate the development of an industrial business park. The lands are within a Regional Employment Area, are serviceable and employment ready. The land is suitable for subdivision to permit the proposed development.
 - d.1) not applicable
- e) Three new roads will be created through the subdivision that represent an efficient vehicular circulation pattern. The proposed street network will connect to the wider road and highway network in the Town of Caledon and the Region and increase connectivity throughout. Details of the road network and connection to the highway system are provided in this report and the Transportation Impact Study.
- f) The dimensions and shapes of the proposed lots are appropriate to facilitate the development of nine industrial buildings, protect the natural heritage features on the site, and ensure adequate servicing. Further details are provided in the CEISMP and the FSR/SWM.
- g) n/a
- h) The CEISMP confirms the proposed development will protect and enhance the natural resources on the site.
- i) The FSR/SWM provides details to confirm adequate servicing.
- j) n/a
- k) The proposed Draft Plan of Subdivision includes Parkland to be conveyed to the Town which will contribute to the development of a complete community.
- l) The proposed Draft Plan Subdivision will create an efficient development pattern for the proposed industrial/business park development. Buildings are sited appropriately with adequate frontage to create a strong relationship to the street and promote a sense of place.
- m) The proposed Draft Plan of Subdivision will create appropriate development blocks to facilitate the development of an industrial/business park. Future Site Plan applications will be submitted to the Town to permit the development of individual buildings.



7. PUBLIC ENGAGEMENT SUMMARY

This section of the Planning Justification Report describes the public consultation strategy for the proposed development. As part of a complete application under the Planning Act for an Official Plan Amendment and Draft Plan of Subdivision, a Public Engagement Summary is required to determine public opinion and address public concerns and questions that may arise due to the applications. The proposed public consultation strategy is outlined below:

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the Subject Lands by the municipality, detailing the nature of the applications and the requested amendments to the Official Plan within 30 days of the submission of applications;
- Application Notice Sign(s) will be posted on the subject lands by the proponent identifying the request for amendments to the Official Plan and the intent of the proposed development;
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the Subject Lands; and
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.

In addition to the above, Tullamore Industrial GP Limited and Weston Consulting will monitor the public response to the applications and engage in discussions with area owners, respond to local resident's inquiries and provide information as needed to interested parties. It is our understanding that the above noted Public Engagement Strategy is consistent with the requirements under the Planning Act.



8. PLANNING ANALYSIS AND JUSTIFICATION

Policy Context

Our research and analysis have led to the conclusions setout herein that the proposed development takes into consideration the applicable policy regime, applies sound planning principles, facilitates the implementation of the provincial and regional policy framework and supports the intent of the COP and Draft COP. Therefore, the applications for Official Plan Amendment and Draft Plan of Subdivision represents an opportunity for quality employment development in the Town of Caledon. An Official Plan Amendment is being submitted as part of this development application to bring the proposed development in conformity with the Peel Region Official Plan, and to comply with the approved Ministerial Zoning Order for the Subject Lands. In our opinion, the proposed development represents good planning and is in the public interest in that it:

- Is consistent with Provincial Policies and conforms to Provincial Plans;
- Seeks to implement the Region of Peel's recent MCR update and Settlement Area Boundary Expansion through a local Official Plan Amendment;
- Seeks to implement the recent MZO;
- The proposed development of the Subject Lands will occur on land that is "Employment Ready";
- Protects Greenbelt lands, and Environmental Protection Areas.

The PPS and the Growth Plan require planning authorities to make land available for Employment growth to meet projected growth targets. It was established, through the Regional MCR, that Caledon had a deficiency of Employment Lands to meet the projected growth targets, and additional land was brought into the urban boundary and identified as employment lands. Through this process, the Subject Lands are designated as an *Employment Area*, which permits employment uses. An Amendment to the Town of Caledon Official Plan is required in order to seek conformity with the Peel Region Official Plan, and to comply with the MZO issued for the Subject Lands.

Built Form and Natural Heritage

As the Subject Lands are located adjacent to the Tullamore Industrial/Commercial Area, it is our opinion that the proposed built form and use of the development of the Subject Lands is compatible with the surrounding area. The Tullamore Industrial/Commercial Area provides for a mix of industrial and highway commercial uses. The proposed development conforms to these uses by providing a mix of high-quality industrial uses that will contribute to the Town's employment and industrial assessment base.

The proposed Prestige Industrial and General Industrial land uses are compatible with the existing Tullamore Settlement Area and supports the Secondary Plan, and does not conflict with its policies.

The proposed development and associated uses will be compatible with the existing uses in the area and will enhance its prominence as an Employment Area.

Portions of the Subject Lands are designated as Protected Countryside and Natural Heritage System within the Greenbelt Plan, however, no employment development is proposed within the Greenbelt portion of the site. Adequate buffering is being provided that will protect and enhance the existing Greenbelt Plan Area. The West Tributary located near Torbram Road is located within the Greenbelt Planning Area and is part of the Natural Heritage System and a proposed SWM block is proposed on the East Tributary within valleylands that will service the entire site. The SWM block will restore the area to a more natural valleyland condition. The important valleyland functions will be restored and enhanced from their current degraded and low functioning states.

Infrastructure and Services

The Functional Servicing and Stormwater Management Report prepared by Crozier demonstrates the available service capacity for the Subject Lands. This includes an existing 750 mm diameter gravity sanitary sewer on Airport Road and an existing sewer on the west side of the Airport Road Right-of-Way that currently services Caledon East. This sanitary sewer conveys sanitary sewage south along Airport Road past Mayfield Road.

Additionally, a future development located south of the Subject Lands proposed to construct a 525 mm diameter trunk sanitary sewer and will accommodate an external population north of Mayfield Road of 7,750 persons, or 155 ha of land. This sanitary sewer is entering the detailed design stage of the project in the fall of 2021, with an estimated construction start in 2022/2023. The timing of the construction of this servicing line will support the proposed development. There are also multiple existing watermain surrounding the Subject Lands, including an existing 300 mm diameter local watermain on Airport Road that connects to an existing 300 mm diameter watermain on Mayfield Road. A 200 mm diameter watermain on Torbram Road is connected to the existing 300 mm diameter watermain on Mayfield Road.

Multiple watermain connections are proposed to service each Block of the proposed development for domestic and fire protection purposes. Each building is proposed to have a dedicated water service connection, except for Buildings I and J, as well as Buildings D and E. These sets of buildings will share one water connection. Service connection locations will be determined as part of detailed design.

Finally, the proposed grading and drainage and external drainage channel, as well as the stormwater management criteria and the proposed stormwater management for the proposed development will provide adequate stormwater management.

Based on the existing and proposed servicing for the area, the proposed development represents an efficient use of infrastructure and optimizes available resources. The existing servicing demonstrates the appropriateness of the Subject Lands for Employment development.

Urban Design

The proposed design vision is to establish a high-quality employment development at a gateway location in the Town of Caledon. The building design will reflect a distinguished industrial identity through high quality building design, site design, and landscaping. Compatibility with adjacent lands will be achieved through appropriate built form design, scale and massing, and site design. Design strategies to reduce the impact of loading and services will be put in place to maintain streetscapes and frontages. The proposed development will also protect and enhance the existing natural heritage features on the site with adequate setbacks, buffering and landscaping.

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9. CONCLUSION

The proposed development contemplates 562,381 square metres of industrial/warehouse/distribution space contained within 8 building that will provide approximately 2,092 to 3,348 jobs jobs and service the municipality, region and province. Based on our review of the applicable land use planning policy framework, area context and the supporting technical studies, it is our opinion that the proposed development is based on good planning and is in the public interest.

In our opinion, the proposed development represents good planning for the following principal reasons:

- Supports the General Policies of the Provincial Policy Statement;
- Is consistent with the policies for Employment of the Provincial Policy Statement and conforms to the policies for Employment of the Growth Plan;
- Implements the Guiding Principles of the Growth Plan;
- Implements the Urban Boundary Expansion of the Peel Region Official Plan;
- Optimizes and makes efficient use of existing infrastructure and services;
- Supports the COP growth and employment policies; and
- Implements the approved Minister's Zoning Order.



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