

BROCCOLINI

*Planning Justification Report*

# 12304 Heart Lake Road, Caledon, Peel Region, Ontario

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Zoning By-law Amendment



Prepared for 12304 Heart Lake Road Limited Partnership  
by IBI Group  
May 30, 2022

# Table of Contents

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<b>1</b>	<b>Introduction .....</b>	<b>1</b>
<b>2</b>	<b>Site Description and Development Proposal .....</b>	<b>2</b>
2.1	Site Description .....	2
2.2	Development Proposal .....	3
<b>3</b>	<b>Context .....</b>	<b>4</b>
3.1	Surrounding Land Uses .....	4
3.2	Surrounding Development .....	7
3.3	Surrounding Transportation Network .....	9
	Road Network .....	9
	GTA West Environmental Assessment Study .....	10
	Transit Service .....	11
3.4	Surrounding & Planned Infrastructure .....	12
<b>4</b>	<b>Summary of Supporting Studies .....</b>	<b>12</b>
4.1	Phase 1 Environmental Site Assessment .....	12
4.2	Geotechnical Investigation .....	12
4.3	Hydrogeological Investigation and Water Balance Assessment .....	13
4.4	Noise Impact Statement .....	13
4.5	Traffic Impact Study & Parking and Loading Review .....	14
4.6	Functional Servicing Report .....	14
4.7	Stormwater Management Report .....	15
4.8	Environmental and Engineering Summary Report .....	15
<b>5</b>	<b>Policy Framework .....</b>	<b>16</b>
5.1	Provincial Policy Statement .....	16
5.2	A Place to Grow – Growth Plan for the Greater Golden Horseshoe .....	17
5.3	Region of Peel Official Plan .....	18
	Regional Structure .....	18
	Greenfield Area .....	20

## Table of Contents (continued)

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	Employment Areas.....	21
	Transportation System.....	22
	5.3.2 Draft Peel Region 2051.....	24
5.4	Town of Caledon Official Plan .....	25
	Employment Areas.....	27
	Transportation System.....	31
	Settlements .....	33
	Summary.....	34
5.5	Mayfield West Secondary Plan.....	34
5.6	Town of Caledon Zoning By-law 2006-50.....	34
	5.6.1 Zoning By-law Amendment.....	36
<b>6</b>	<b>Additional Guidelines .....</b>	<b>37</b>
6.1	Mayfield West Community Design Plan.....	37
6.2	Caledon Industrial/Commercial Design Guidelines .....	39
<b>7</b>	<b>Planning Analysis and Justification .....</b>	<b>40</b>
7.1	Consistent with Provincial Policy Direction .....	40
7.2	Conforms with Regional Official Plan Policy Direction .....	40
7.3	Consistent with Town Official Plan Direction .....	41
7.4	Consistent with Secondary Plan .....	41
7.5	Consistent with Zoning Intent .....	41
<b>8</b>	<b>Conclusion .....</b>	<b>42</b>
	<b>Appendix A – Proposed Development.....</b>	<b>1</b>
	<b>Appendix B – Zoning By-law Amendment .....</b>	<b>1</b>

# 1 Introduction

IBI Group Professional Services (Canada) Inc. (herein referred to as “IBI Group”) has prepared the following Planning Justification Report on behalf of 12304 Heart Lake Road Limited Partnership, the owners/applicants of the property legally known as PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING PART OF PART 1 PLAN 43R34717 AND PART OF PART 4 PLAN 43R32060 AND PART 3 PLAN 43R32060 AND PARTS 1, 2 PLAN 43R37615 TOWN OF CALEDON, REGION OF PEEL, with no municipal address in the Town of Caledon, Region of Peel.

This Planning Justification Report seeks to support the Phase 2 development of an industrial warehouse and distribution building with an ancillary office component on the subject site through an application to amend the Town of Caledon Zoning By-law 2006-50. The proposed amendments to the Zoning By-law are to bring By-law 2006-50 into conformity with the subject site's permissions outlined in the Town of Caledon Official Plan (OP) and to allow for site specific design exceptions.

**Figure 1: Lands Subject to this Planning Justification Report**



The purpose of this report is to provide:

- A detailed outline of the current planning status of the subject site;
- Context of the subject site and its surrounding area;
- A description of the development proposal;

- An extensive review and consideration of relevant policy documents that guide land use and planning and development in the Town of Caledon, including in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan (Office Consolidation 2018), the Town of Caledon Official Plan (Office Consolidation 2018), Mayfield West Secondary Plan (Office Consolidation 2018), and the Town of Caledon Zoning By-law 2006-50;
- Summaries of background and technical studies supporting the proposed applications; and,
- Planning justification for the development proposal, taking into consideration all of the above.

## 2 Site Description and Development Proposal

### 2.1 Site Description

The subject site is legally described as PART OF LOT 18 CONCESSION 2 EHS CHING PART OF PART 1 PLAN 43R34717 AND PART OF PART 4 PLAN 43R32060 AND PART 3 PLAN 43R32060 AND PARTS 1, 2 PLAN 43R37615 TOWN OF CALEDON, REGION OF PEEL, with no municipal address.

The subject site is situated on the west side of Heart Lake Road, just north of Highway 410. 12304 Heart Lake Road Limited Partnership are the owners of 12210 Heart Lake Road, 12280 Heart Lake Road and 12304 Heart Lake Road, which has a total area of 37.04 ha (91.52 ac), however the Phase 2 lands under this application have a site area of 6.5 ha (16.1 ac).

A Consent to Sever application was submitted as part of the Phase 1 development (RZ 2021-0017 and SPA 2021-0086), to the east of the subject site, to create the parcel associated with the Phase 2 development application. The lands subject to this application are currently comprised of vacant agricultural lands.

**Figure 2: View of Subject Site from Heart Lake Road**



## 2.2 Development Proposal

The development proposal (Figure 3) for the subject site includes one industrial warehouse and distribution building with ancillary office components totalling 29,876 m<sup>2</sup> (321,582 ft<sup>2</sup>) in Gross Floor Area (GFA). The office component totals 891 m<sup>2</sup> (9,590 ft<sup>2</sup>). The proposal includes a total of 69 truck docks, 227 parking stalls, including 7 accessible parking spaces.

**Table 1: Development Summary**

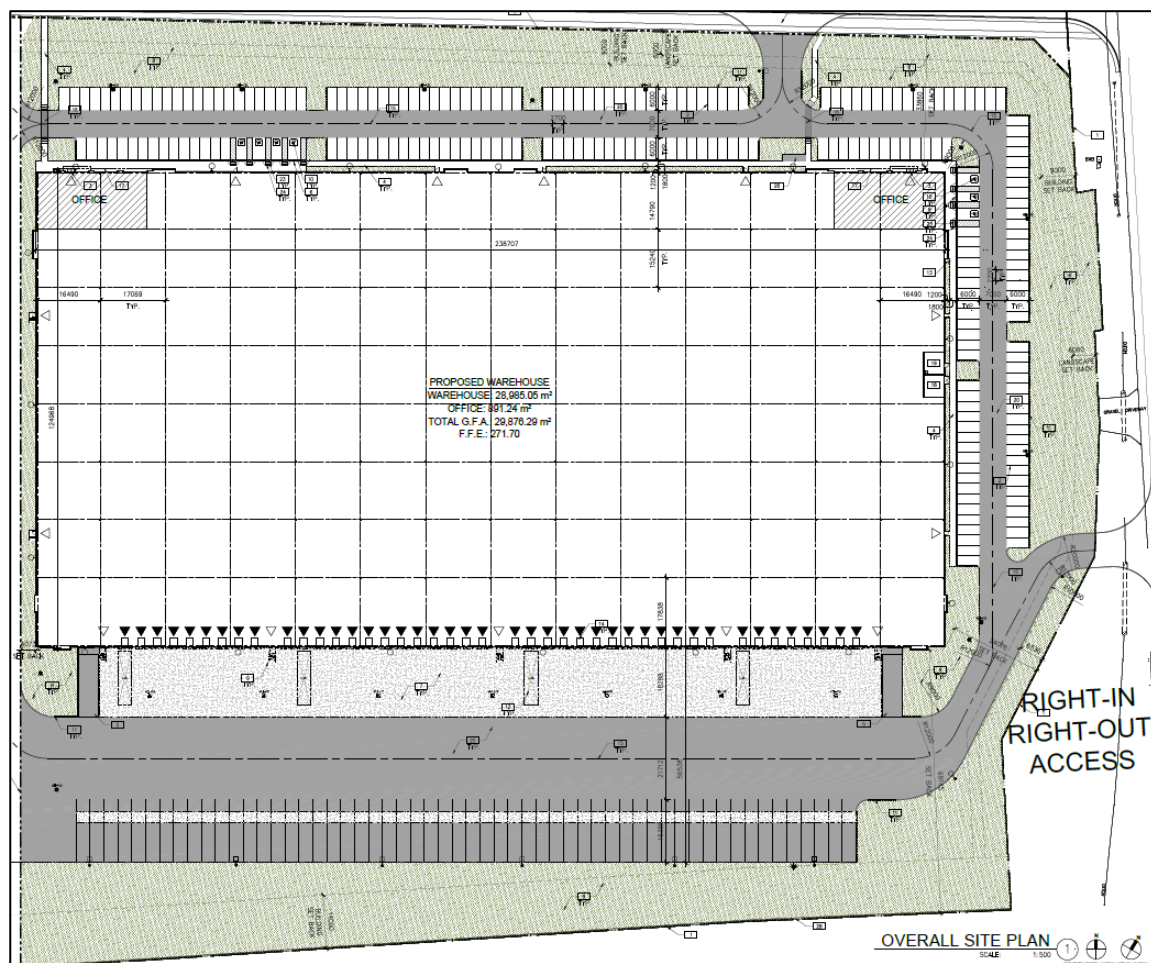
BUILDING	GROSS FLOOR AREA	DOCKS	PARKING STALLS
1	29,876 m <sup>2</sup> (321,582 ft <sup>2</sup> )	45	227

The development will be proceeding by way of a Zoning By-law Amendment (ZBLA) and Site Plan Application (SPA). Access will be provided through a proposed extension of Abbotside Way, to be completed as part of the Phase 1 works through a Development Agreement. Abbotside Way is anticipated to be extended from Bonnieglan Farm Boulevard to the east, to Heart Lake Road to the west.

As alluded to above, the subject site is part of a larger parcel of land. As referred to in Section 2.1 of this Report, a Consent to Sever application has been submitted to sever the lands included in the development proposal from the larger landholding and is under review by the Town. The intent of the severance is to create separate parcels associated with the Phase 1 development and Phase 2 developments, providing 12304 Heart Lake Road Limited Partnership with flexibility in the future with respect to long-term ownership of the parcel(s).



**Figure 3: Site Plan Concept**



The primary vehicular ingress and egress to the subject site will be provided off of the extension of Abbotside Way, with a right-in-right-out access proposed off of Heart Lake Road. The development will share an access point with the Phase 1 building to the west. Both exit points to Abbotside Way will use stop signs, and no signalized intersections are proposed.

The subject site is within the vicinity of the proposed 400-series highway, the GTA West corridor. A defined Focus Analysis Area (FAA) has been defined for this major transportation project which includes lands surrounding the proposed route. Lands within the FAA may be directly impacted by the corridor, ancillary uses, or if refinements are made to the preferred route. Notably, the subject site sits inside the FAA and is potentially impacted by the planning of the GTA West corridor. Additional details of the GTA West corridor are included in Section 3.3 of this Report.

## 3 Context

### 3.1 Surrounding Land Uses

The subject site is located within the community of Mayfield West, which is one of several designated areas for both residential and employment growth in the Town of Caledon. While the

site currently is within a largely agricultural area abutting Highway 410, this area is currently being developed for more intensive land uses. To the east of the subject site are lands designated for *Employment*, which have several proposals for employment developments, as further discussed in Section 3.2 of this Report. Directly to the west of the subject site is a newer residential community. This community is growing, and the Town of Caledon is currently undergoing a process to expand the Mayfield West boundary and designate additional lands for residential development. More information on the policies applicable to Mayfield West is detailed in Section 5.5 of this Report. The following are the surrounding land uses of the subject site:

**North:** Directly north of the subject site along Abbotside Way are agricultural and rural areas along Heart Lake Road by farming activity and agricultural operational buildings.

**Figure 4: View N of Subject Site**



**East:** Heart Lake Road is located east of the subject site, extending from the northwest to the southeast and providing a connection to Highway 410 at the intersection with Mayfield Road. Further east are additional agricultural and rural lands; however, the OP designates the majority of the land on the eastern side of Heart Lake Road as *Prestige Industrial* or *General Industrial*, so these lands are intended to contain industrial uses. As further discussed in Section 3.3 of this Report, a leg of Highway 410 is proposed to extend to the proposed GTA West corridor in lands located east of the subject site, and east of Heart Lake Road.

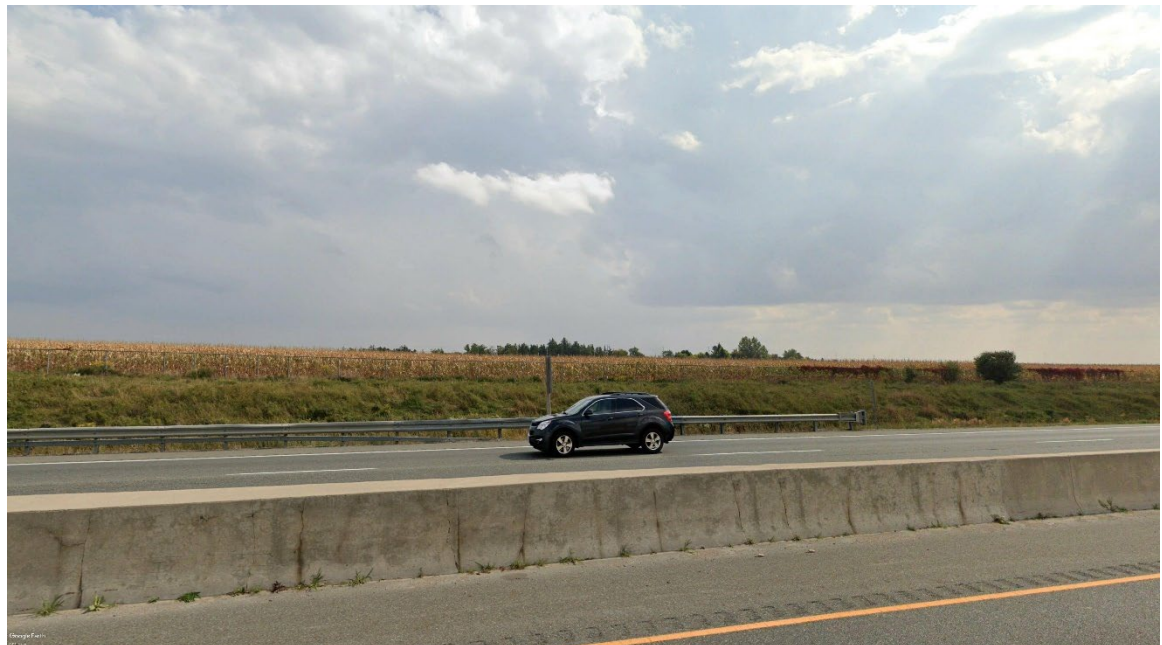


**Figure 5: View E of Subject Site, eastern side of Heart Lake Road**



**South:** Highway 410 abuts the subject site to the south, followed by additional agricultural and rural lands further south. Highway 410 is a *Provincial Road* connecting the Town of Caledon to the southern areas of Peel Region including Brampton and Mississauga. Mayfield Road runs south of Highway 410 and is the municipal boundary between the Town of Caledon and City of Brampton.

**Figure 6: View S of Subject Site from Highway 410 Towards Agricultural and Rural Lands**



**West:** Directly west of the subject site is Mayfield West, a low-rise residential community. This is a growing area of the Town with local parks, a community centre, restaurants/food establishments, and a pharmacy. The primary land designations within this community include *Residential Area*, *Mixed High/Medium Density Residential*, *Environmental Policy Areas*, and *Prime Agricultural Areas*. Mayfield West primarily comprises of low-rise residential homes, however, there are current development applications for other forms of housing including townhomes.

**Figure 7: Looking N along Bonnieglan Farm Blvd, Lands W of Subject Site**



### 3.2 Surrounding Development

The subject site is located in an area of transition. The Town of Caledon has received several development applications to facilitate the intensification of land uses near the subject site. While the existing predominant land uses to the north and east of the subject site include agricultural and rural purposes, as detailed in the Regional Official Plan and Town of Caledon Official Plan, it is expected that these land uses will change. More information on the Regional and Town policies are included in Sections 5.3 and 5.4 of this Report.

As discussed earlier, the Mayfield West area is a growing community and additional residential development is expected here, to absorb a portion of the forecasted employment and population growth in the Town of Caledon.

The proposed GTA West corridor further impacts the potential development in the area and would determine the structure and land uses given the new connectivity the proposed highway would create. Several developments are proposed nearby the subject site that would also be affected by the GTA west corridor.

The following table and map represent a summary of the proposed and active development applications within the vicinity of the subject site:

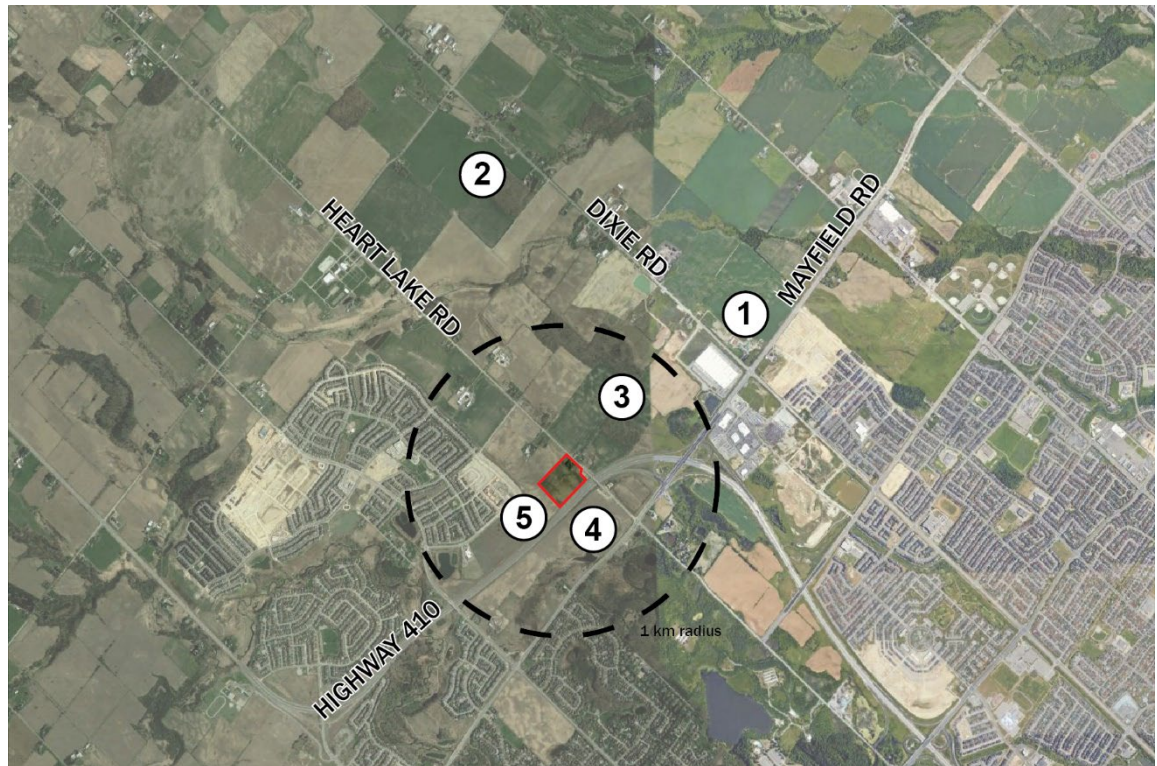
**Table 2:** Surrounding Development Applications

MAP ID	ADDRESS	DESCRIPTION	STATUS	APPROXIMATE DISTANCE
1	0 and 12305 Dixie Road	The proposed development includes an e-commerce development consisting of warehousing, distribution centres and industrial uses in four industrial buildings totaling 204,386.7 m <sup>2</sup> .	In Circulation	~1.75 km
2	12862 Dixie Road	The proposed development includes an e-commerce development consisting of warehousing, distribution centres and industrial uses in four industrial buildings totaling 241,547.9 m <sup>2</sup> .	In Circulation	~2 km
3	Heart Lake Road Portfolio Inc.	The proposed development proposes to create 11 blocks of land for Prestige Industrial and General Industrial development. Additional blocks are to be created for stormwater management, drainage, woodlot buffer, open space and roads.	Draft Approval Extension Granted	Less than 100 m
4	Kennedy Road & Mayfield Road	The Applicant has applied for an Official Plan Amendment for a Secondary Plan study for Snell's Hollow East. The community will consist of a mixture of residential (low, medium and high density), park, open space and commercial uses along with an internal road network.	In Circulation	Less than 100 m
5	12304 Heart Lake Road (Phase 1)	The Applicant has applied for Zoning By-law Amendment and Site Plan Approval applications for an industrial warehousing and distribution building	In Circulation	Less than 100 m



		with ancillary office. The project consists of one building with a gross floor area (GFA) of approximately 48,656 m <sup>2</sup> .		
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**Figure 8: Surrounding Developments**



Based on this review of the surrounding development context, the subject site would join several other similar developments in creating a new employment and industrial centre in the Town of Caledon. All proposed developments outside the Mayfield residential area utilize access to Highway 410 and would likely benefit from the proposed GTA West corridor.

### 3.3 Surrounding Transportation Network

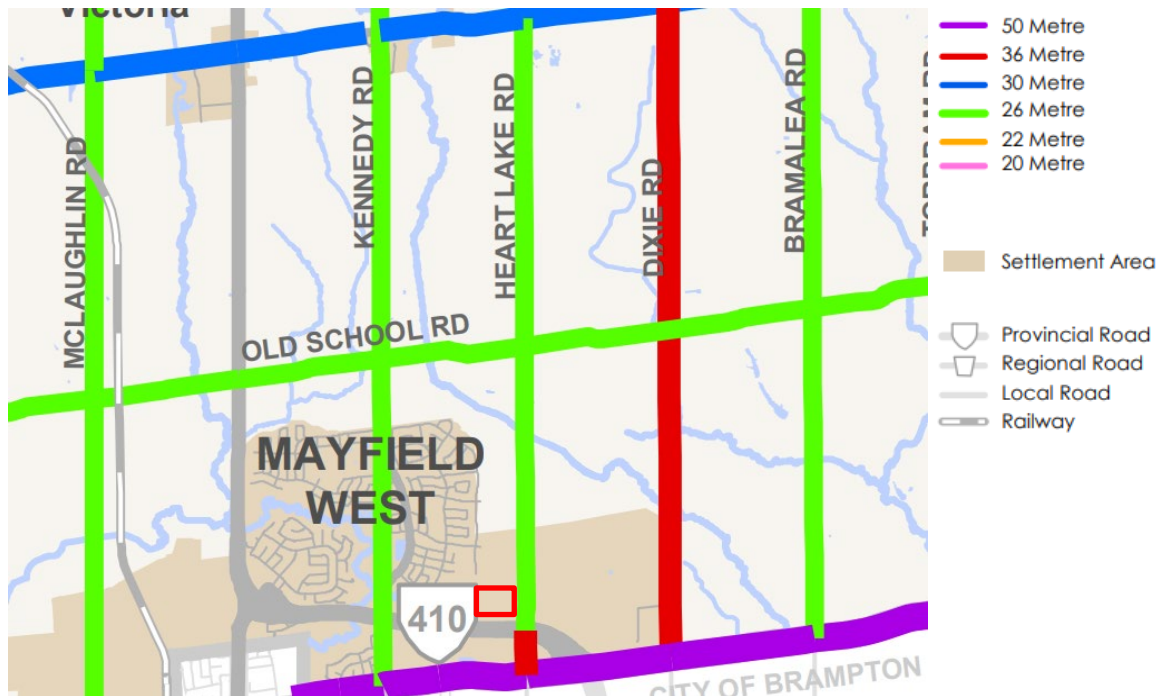
#### Road Network

The subject site is strategically located in proximity to the intersection of Highway 410 and the proposed GTA West corridor and is well connected in terms of a goods movement perspective. The following road network connections exist and are planned in proximity to the subject site:

- The subject site will maintain frontage along Heart Lake Road, which is a Collector road under the Town of Caledon's jurisdiction. According to Schedule K – Right-of-Way (ROW) Widths of the Town of Caledon Official Plan (Figure 10), Heart Lake Road has a planned ROW of 26 m north of Highway 410, and a ROW width of 36 m south of Highway 410.

- An extension of Abbotside Way is proposed to be extended from Bonnieglen Farm Boulevard to the west, to Heart Lake Road to the east. The extension crosses through the entirety of the landholding and is planned to be constructed to match the existing cross section at its current terminus. This segment of road is anticipated to be constructed by way of a Development Agreement in accordance with the Phase 1 development.
- Highway 410 also abuts the subject site to the south. Highway 410 runs through Brampton and extends northeast to southwest connecting from Highway 10 (Caledon) to Highway 403 and 401 (Mississauga). Due to the proximity to Highway 410, the subject site is required to adhere to the setback regulation set by Ministry of Transportation (MTO). All development on the subject site must respect a 14 m setback from the highway property line.
- The subject site is located within the Ministry of Transportation's GTA West Transportation Corridor Route Planning and Environment Assessment Study. As previously mentioned, the subject site is within the Focused Analysis Area (FAA) boundaries. The FAA is a zone surrounding the preferred route of the proposed highway which may be potentially impact by the GTA West corridor, its ancillary uses, or any potential route refinements.

Figure 9: Schedule K - Right-of-Way Widths



### GTA West Environmental Assessment Study

After Stage 1 of the Ministry of Transportation's GTA West Corridor Environment Assessment Study was completed November 2012, Phase 2 was initiated in 2014. Stage 2 focuses on the identification of the route and developing the preliminary design for the new multimodal transportation corridor. As shown in Figure 11, the subject site falls inside the bounds of the Study Area.



**Figure 10: Focused Analysis Area of the GTA West corridor**



Overall, the subject site has access to a large road network that allows for movement to other areas of the Region and Town to access employment opportunities and other necessary services. The site's location within the FAA also should be considered given the potential impact from the proposed GTA West corridor.

Further to a meeting between the applicant and its representatives with MTO, held on January 24, 2022, it was determined that the MTO may be further reducing the limits of the FAA. While no updated mapping has been shared by MTO since this date, it is IBI Group's understanding that all lands east of Heart Lake Road will be removed from the FAA in the fullness of time.

### **Transit Service**

The closest transit stop to the subject site is located approximately 1.27 km west of the site at Kennedy Road, south of Larson Peak Road, which provides access to the *81 Bus Route* that is operated by Brampton Transit. Service along this route is available for weekday AM/PM peak service and travels in a north-south direction. *Route 81* connects the residential community west of the subject site to the Sandalwood Loop where access to additional bus lines is provided.

Based on the transportation review, the subject site has good connectivity to the road networks which allows for ease of movement through other areas of the Town as well as the rest of Peel Region and GTA via Highway 410, supporting the proposed uses of industrial warehouse and distribution buildings on the subject site.

### 3.4 Surrounding & Planned Infrastructure

The subject site is proposed to be serviced by the surrounding water, sanitary, and stormwater services as follows:

**Water Servicing:** Per the proposed Abbotside Way extension plan and profiles, prepared by SCS Consulting, proposed water infrastructure within Abbotside Way consists of a 300 mm watermain, a local 400 mm watermain within Heart Lake Road, and both a 900 mm and a 1200 mm feedermain within Heart Lake Road.

As part of the Mayfield West FSR, the existing 300 mm watermain within Abbotside Way shall be extended within the proposed Abbotside Way extension and connected to the existing 400 mm watermain within Heart Lake Road.

**Sanitary Servicing:** Per the Mayfield West Functional Servicing Report, the Phase 2 portion in the southeast corner has been allocated to the approved 300 mm sanitary sewers which have been identified as part of the plan and profiles (#409 and #410) for the Abbotside Way Extension. These sanitary sewers will convey flows in an easterly direction to the Spiers Giffen Avenue sanitary sewer system east of Heart Lake Road which is approved but has not yet been extended to Heart Lake Road.

**Stormwater Management (SWM):** Storm flows from the subject site will be controlled and attenuated through rooftop storage and will be discharged to the existing 1950 mm storm sewer within Abbotside Way at the allowable release rate as identified in the Mayfield West Functional Servicing Report. Storm flow are then conveyed in a westerly direction to SWM Pond E4.

## 4 Summary of Supporting Studies

### 4.1 Phase 1 Environmental Site Assessment

EXP Services Inc. (EXP) was retained to complete a Phase I Environmental Site Assessment for the subject site. The objective of the Phase I ESA was to identify areas of potential environmental concern (APECs) to the Site. Based on the Phase I ESA findings, including Site observations, information provided by the Site representative, the review of environmental databases, available historical information, and the pending information requested from the Ministry of Environment, Conservation and Parks (MECP), any potential issues of environmental concern were found to be of low risk. Therefore, no Phase II ESA is recommended at this time.

### 4.2 Geotechnical Investigation

EXP was retained to complete a Geotechnical Investigation for the proposed development. The purpose of the study was to determine the subsurface conditions at the subject site. Based on surface elevations at the borehole locations, relief of approximately 3.5 m exists over the southeast portion of the site. As such, it is anticipated that some regrading (cut and fill operations) will be carried out at the site.

The proposed structure can be supported on conventional spread and strip footings or augered piers founded at 1.0 to 2.0 m below all fill on the undisturbed native clayey silt till. Based on the soil and groundwater conditions, underfloor drains will not be required. Perimeter drains are not required if the floor slab of the building is set at least 200 mm above the existing exterior grade. Based on the relief over the Building 2 portion of the site, retaining walls and loading dock walls may be required.

Additionally, based on MECP standards for soil, ground water and sediment use, the subject property has not been identified as a sensitive site. However, given that the subject property and surrounding properties are located in an area which is rural; there may still be properties in the surrounding area which utilize local groundwater for potable purposes. Full depth restoration of contamination (if encountered) is assumed.

### 4.3 Hydrogeological Investigation and Water Balance Assessment

EXP was retained to prepare an updated Hydrogeological Investigation and Water Balance Assessment associated for the proposed development. The updated hydrogeological assessment was completed for the current proposed developments, Building 1 (Phase 1) and Building 2 (Phase 2).

Based on the findings, no significant assessments were made which could impact the proposed development. Some recommendations are made to mitigate any outstanding points of concern including:

- Updating the report with results of one-year bi-monthly water level monitoring program;
- An EASR from MECP will be required to facilitate the construction dewatering program for the site;
- Approval from agencies to discharge to the natural environment and/or municipal sewer system in a 15 mm precipitation event;
- Conduct a door-to-door well survey prior to commence construction activities at the site; and
- A suitable treatment method be implemented during construction dewatering activities to discharge to the applicable sewer system.

### 4.4 Noise Impact Statement

Valcoustics Canada Ltd. (VCL) was retained to prepare a Noise Impact Statement for the proposed Phase 2 industrial development. The report found that noises sources at the development with potential to impact the nearby noise-sensitive receptors are anticipated to be the rooftop mechanical units, truck movements/activities and loading/unloading operations.

The noise sensitive receptors in the vicinity of the site are the existing residential dwellings on the north side of Abbotside Way, the existing dwellings on Heart Lake Road and future residential development south of Highway 410. The anticipated worst-case sound levels from the proposed warehouse operation have been determined at surrounding noise-sensitive receptors and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation.

To meet the applicable stationary noise source guideline limits, it is recommended that the 3.0 m high sound barrier recommended for Phase 1 be extended for Phase 2.

The assessment was completed using assumed mechanical equipment layouts and selections as well as facility operations. The assessment should be reviewed when these details become available.

## 4.5 Traffic Impact Study & Parking and Loading Review

IBI Group was retained to prepare a Traffic Impact Study (TIS) for the proposed warehousing, logistics, and distribution centre at the subject site. The study includes both Building 1 and Building 2 in its analysis.

The purpose of this report is to analyze the impacts that the proposed development may have on the surrounding transportation network. The report takes into consideration future road configurations, background traffic growth, and other proposed developments in the area. Upon consultation with the Town, Region, and MTO staff, and as per the TIS guidelines, the opening of the proposed development (Year 2023), 5-year after the opening year (Year 2028), and 10-year after the opening year (Year 2033) were considered as the horizon years.

The proposed development (Building 1 and 2) is expected to generate 168 two-way (124 inbound and 44 outbound) trips during the weekday AM peak hour, and 183 two-way (56 inbound and 127 outbound) trips during the weekday PM peak hour. Of the total trips, 16 trips in the AM peak hour and 26 trips in the PM peak hours are truck trips. For the purposes of this study to provide a more conservative estimate, no trip reductions were considered for proposed development trip generation due to a lack of quantitative data.

The study found several existing signalized intersections operating above capacity in the Existing Traffic Conditions, and Future Background Conditions and Total Conditions for 2023, 2028 and 2033. Mitigation measures and improvements at these intersections are summarized in the TIS.

Traffic analysis of unsignalized intersections concluded that no capacity or queuing concerns were observed at the unsignalized intersections within the study area during the Weekday AM and PM peak hours under Existing Traffic Conditions, and Future Background Conditions and Total Conditions for 2023, 2028 and 2033.

The Parking and Loading Review is provided in Sections 14.5 and 14.6 of the TIS. According to this Review, the proposed Building 2 would be required to provide 226 parking spaces under the Town's ZBL 2006-50 parking requirements. With a proposed parking supply of 226 parking spaces, including 6 accessible parking spaces, for Building 2 which meets the ZBL requirement.

The proposed Building 2 development would be required to provide 6 loading areas under the Town's ZBL loading area requirements. With a proposed loading area supply of 43 loading areas, the proposed parking meets the requirements of the ZBL.

In general, the existing active transportation network in the area provides a pedestrian-friendly and inviting environment.

## 4.6 Functional Servicing Report

IBI Group was retained to prepare a Functional Servicing Report and a set of engineering drawings for the proposed development and the extension of Abbotside Way. The purpose of this report is to provide a municipal servicing strategy for both sanitary discharge, and water supply.

The report finds the receiving sanitary system within Abbotside Way, which was designed as part of the Mayfield West FSR, and detailed as part of the Livingston Estates FSR, has been sized to accommodate sanitary flows from the subject site. Additionally, the existing watermain network has been designed in accordance with the Mayfield West FSR. It is noted that additional hydrant testing will be conducted shortly, and it is expected that the watermain network will easily support the proposed fire and domestic water demands for the proposed development.

The report concludes that both the Zoning By-Law Amendment and Site Plan Application can be supported from a municipal site servicing perspective subject to further fire flow testing.

## 4.7 Stormwater Management Report

IBI Group was retained to prepare a Stormwater Management Report for the proposed development. The purpose of the report is to provide a municipal strategy for storm drainage and stormwater management. The report concludes that stormwater shall be conveyed to the existing SWM Pond E4, located west of the subject site at the intersection of Abbotside Way and Kennedy Road. SWM Pond E4 has been designed to accommodate storm flows from the subject site, provided the outflow is limited to the 10-year release rate. By incorporating rooftop storage, the subject site shall be attenuated on-site and released to the SWM Pond via the municipal storm sewer within Abbotside Way at the 10-year release rate.

By conveying stormwater to the existing SWM pond, which has been designed to provide quality control for the entire tributary area, the Town's requirement for quality control has been met. The Water Balance requirement has been achieved by directing rooftop areas to infiltration galleries throughout the site.

The report concludes the Town's requirement for quality control and water balance has been met and both the Zoning By-law Amendment and Site Plan application can be supported from both a storm servicing and a stormwater management perspective.

## 4.8 Environmental and Engineering Summary Report

IBI Group was retained to prepare an Environmental and Engineering Summary Report. The Summary Report provides an overview of the study area and summarizes the findings of the Phase 1 ESA, Geotechnical Investigation, Hydrogeological Investigation and Water Balance Assessment, Functional Servicing Report, Stormwater Management Report, Grading, and Erosion and Sediment Control. The Summary Report concluded that the proposed development will not have significant impacts on the natural environment or the municipal infrastructure if the appropriate recommendations within the various supporting studies are implemented.

## 4.9 Cultural Heritage Impact Assessment (CHIS)

Broccolini Construction Toronto Inc. retained WSP Canada Inc. (WSP) to complete a Cultural Heritage Impact Assessment (CHIS) for proposed Phase 2 development at 12304 Heart Lake Road, Town of Caledon (the subject property).

The following has been determined:

- The impact due to the loss of 16 acres of agricultural fields as part of the Phase 2 development is negligible due to the remaining expense of agricultural fields on the subject property. Please note, the remaining agricultural fields will be impacted by the Phase 1 & 3 development which is included in the CHIS and CHIS Addendum dated January 19, 2022, but this Addendum memo is limited to consideration of the Phase 2 development.
- An archaeological assessment may be required by the Town of Caledon prior to land disturbances.
- There are no impacts to adjacent heritage properties.

WSP has no further recommendations for the Phase 2 development of 12304 Heart Lake Road.



## 5 Policy Framework

### 5.1 Provincial Policy Statement

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

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

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

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

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

It is also stated in Policy 1.3.2.3 that within *Employment Areas* planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. As such, the industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

The proposed development is supportive of the policies outlined in Section 1.3 by promoting economic development in a growing area of Peel Region, and further is catalysing investment into road infrastructure to improve traffic capacities. While the proposed development is within the

vicinity of residential areas, the concept considers how to best mitigate issues from locating employment uses adjacent to sensitive land uses, which include providing appropriate screening and buffers.

Policy 1.6.8.3 also outlines that the planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. As a result, new development proposed on adjacent lands to existing or planned corridors and planned transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impact on and from the corridor and transportation facilities. The proposed development is supportive of Policy 1.6.8.3 by proposing a land use which is compatible to areas with efficient access to major goods movement facilities. The proposed development will further be compatible with the intended uses of lands within the GTA West corridor's study area.

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

Based on this review, the proposed development will support and adhere to the high-level direction of the PPS by providing a mix of employment uses to support the area's long-term needs, will diversify the existing employment base, and promote economic development in a growing area of Peel Region. The proposed development's adjacency to major goods movement facilities is a logical area to introduce intensified employment uses. The proposed development is expected to mitigate any potential impacts to nearby sensitive residential land uses.

## 5.2 A Place to Grow – Growth Plan for the Greater Golden Horseshoe

A Place to Grow – Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides policy direction to support the development of strong, prosperous communities, and assist in future growth within the Greater Golden Horseshoe (GGH). The Growth Plan was prepared under the *Places to Grow Act, 2005*, and provides a framework to manage growth in the GGH. The 2020 Growth Plan is the most recent update of the Growth Plan that, similar to the PPS, forms part of the comprehensive suite of changes to Ontario's land use planning framework in response to Bill 108. The Growth Plan encourages the vast majority of growth to be directed to settlement areas with a delineated built boundary, that have existing infrastructure, and can support complete communities (Policy 2.2.1.2.a).

Policy 2.2.5.1 states that economic development and competitiveness in the GGH will be promoted by: making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities, ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan, planning to better connect areas with high employment densities to transit, and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Policy 2.2.5.5 states that municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

Policy 2.2.5.7 directs municipalities to plan for *Employment Areas* by limiting sensitive land uses to be located nearby employment uses, as well as by providing an appropriate interface between employment and non-employment areas to maintain land use compatibility.

Overall, the proposed use is consistent with the direction of the Growth Plan by making more efficient use of existing *Employment Areas* and intensifying underutilized land resources. The proposed development will also be considerate of the existing adjacent residential area and will mitigate any potential conflicts through sufficient buffers and screening. The proposed development is expected to retain and attract new investment and employment opportunities in a growing part of the Region.

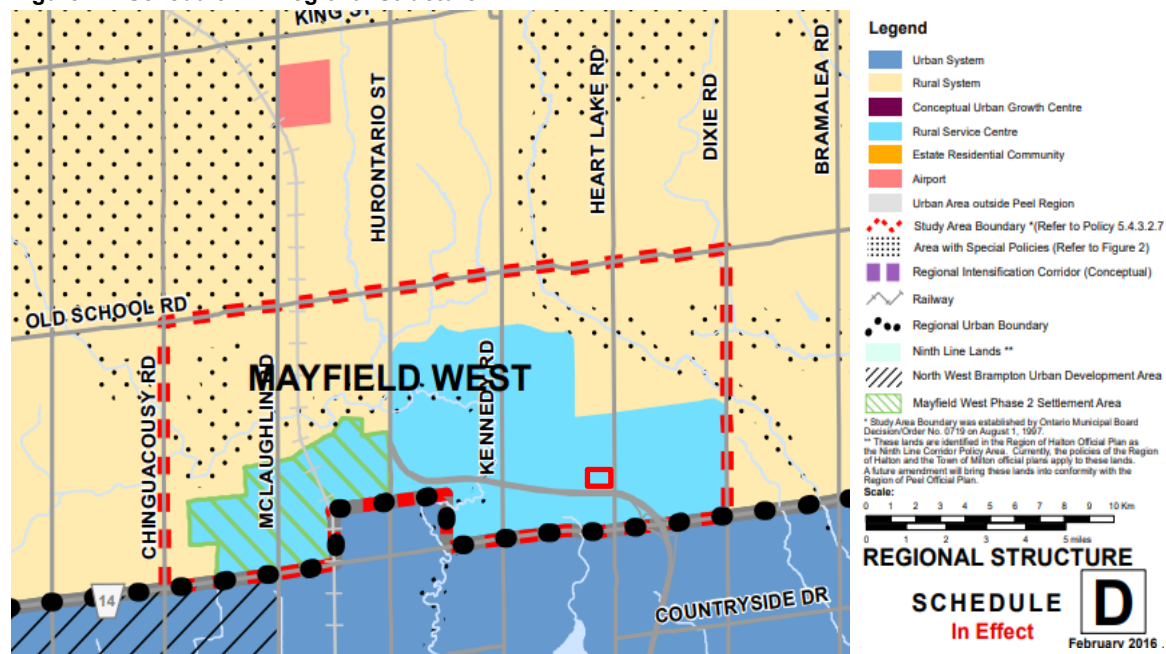
## 5.3 Region of Peel Official Plan

The Region of Peel Official Plan (ROP), consolidated as of September 2021, was approved by Peel Regional Council in October 1996. The ROP provides Peel Regional Council with a policy framework for decision making. The ROP guides how Peel will grow and develop while protecting the environment, managing resources, and setting a structure that efficiently manages Peel's growth. The ROP conforms to Provincial legislation and policies while maintaining Peel's distinct needs as a priority. The ROP is currently being updated to conform to recent provincial updates, as discussed in Section 5.3.2 of this Report.

### Regional Structure

As shown in Schedule D – Regional Structure, the subject site is designated as *Rural Service Centre* (Figure 12) within the Rural System. According to Section 5.4.3 of the ROP, the Mayfield West, Bolton, and Caledon East *Rural Service Centres* are considered the primary foci for growth within the Rural System. Growth is planned to occur in these areas in a phased manner subject to the financial capabilities of the Region.

Figure 11: Schedule D – Regional Structure



*Rural Service Centres* provides opportunities for a wide range and mix of land uses and activities. Section 5.4.3.1 of the ROP outlines key objectives for *Rural Service Centres*, some of which include: promoting a safe and secure community and improving the quality of life, and preserving and enhancing the distinct character, cultural attributes, village atmosphere and historical heritage. Policy 5.4.3.2.4 further directs the Town of Caledon to include policies for the *Rural Service Centres* in its OP, addressing the following:

- a) *The intended role, function and distinct character of each Rural Service Centre;*
- b) *The population and employment forecasts for the year 2031;*
- c) *The regional greenfield density and intensification targets;*
- d) *The policy requirements of the Greenbelt Plan for lands within Towns/Villages and Hamlets in the Protected Countryside;*
- e) *The minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles; and*
- f) *Other relevant issues.*

Policy 5.4.3.2.5 further stipulates to direct the Town of Caledon to prepare growth management and phasing strategies for its *Rural Service Centres*. The strategies are to address and incorporate issues such as the timing and efficient provision of financing of necessary services, fiscal impacts, staged build out and logical extensions to development and the sustainable rate of employment growth in relation to population growth.

The proposed development supports the above-mentioned sections and policies of the ROP as it provides intensification onto designated greenfield lands that are identified for growth. The subject site represents a logical decision for development to accommodate the growth in the Mayfield West area as it is an extension of the existing community and will provide employment opportunities for residents.

Policy 5.4.3.2.8.1 addresses the GTA West planning study and directs the Town of Caledon to identify which portions of the GTA West study area extends into the Mayfield West Phase 2 Settlement Area. The policy further states development for lands within the study area will not preclude the planning and implementation of the GTA West Transportation Corridor. This includes provisions for the phased release of lands within the study area as it does not impact the implementation of the GTA West Transportation Corridor. While the subject site is not located within Phase 2 of the Mayfield West Settlement Area, the proposed development conforms with the above policy as the development proposal is located outside the FAA of the GTA West corridor.

## Greenfield Area

As shown in Schedule D3 – Greenbelt Plan Area Land Use Designations, the subject site falls within the bounds of the *Settlement Areas Outside the Greenbelt* (Figure 13). Policy 2.2.10.4.31 states that *Settlement Areas Outside the Greenbelt* shall be prohibited from expanding into the Greenbelt. *Settlement Areas* are expected to accommodate the majority of forecasted growth for the Region. The proposed development meets the intent of this Policy as it does not encroach into the Greenbelt.

Figure 12: Schedule D3 – Greenbelt Plan Area Land Use Designations



The subject site also falls within the bounds of the *Designated Greenfield Area*, as shown in Schedule D4 – The Growth Plan Policy Areas in Peel (Figure 14). As outlined in Section 5.5 of the ROP, these policy areas were established to ensure that growth management objectives are achieved, and sustainability objectives are satisfied. The policies applicable to Greenfield Density (Section 5.5.4) indicate that *Greenfield* communities should be compact, transit-supportive, and support walking, cycling, high quality public open spaces, and support the early integration and sustained viability of transit services. According to Section 5.5.4.1 of the ROP, objectives of *Greenfield* communities shall be:

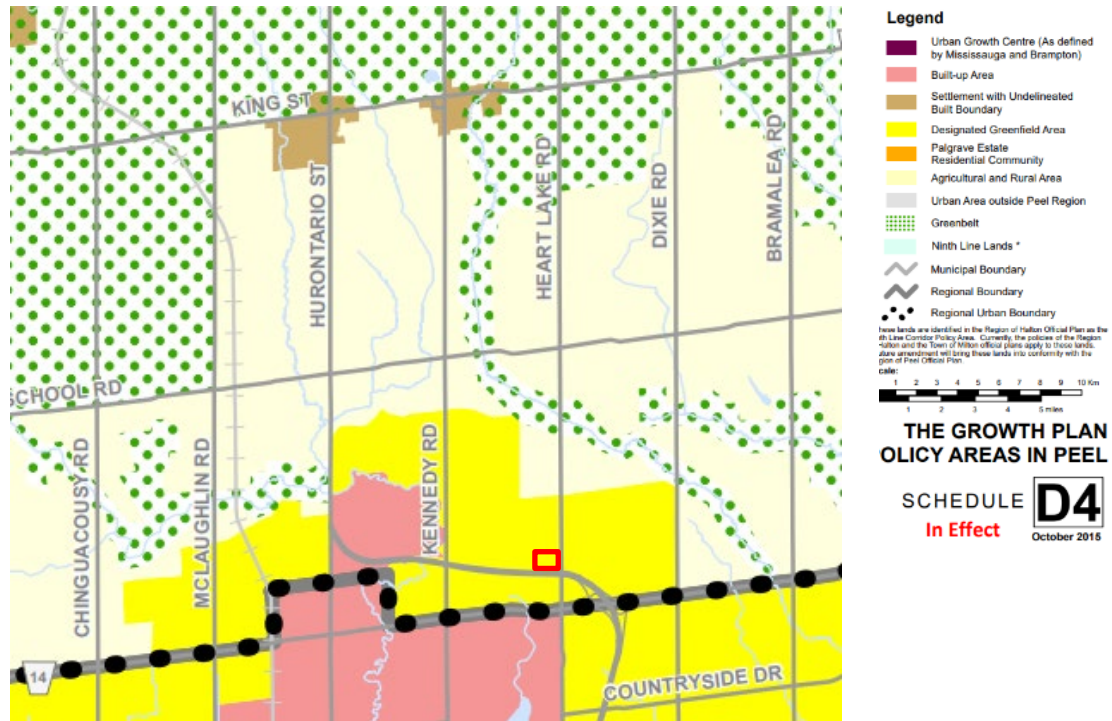
- To plan and designated greenfields to contribute to complete communities. (Policy 5.5.4.1.1)
- To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services. (Policy 5.5.4.1.2)
- To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods. (Policy 5.5.4.1.3)
- To optimize the use of designated greenfield area. (Policy 5.5.4.1.4)
- To enhance the natural environment and resources. (Policy 5.5.4.1.5)
- To manage greenfield growth to support Peel's economy. (Policy 5.5.4.1.6)



Policy 5.5.4.2.2 indicates that development within the *Designated Greenfield Areas* should be designed to meet the minimum density of 42 residents and jobs combined per hectare in the Town of Caledon.

The proposed development supports the *Greenfield* policies in the ROP by introducing employment uses in Mayfield West, supporting the creation of a complete community. The intensification of uses on the subject site will also assist the Town of Caledon achieve the minimum resident and job density required by the ROP without affecting the Greenbelt.

**Figure 13: Schedule D4 - The Growth Plan Policy Areas in Peel**



## Employment Areas

Section 5.6 of the ROP provides objectives and policies for the land use planning of *Employment Areas*. *Employment Areas* are key centres of economic activity and are important to maintain a healthy economy. The Region is forecasted to accommodate 340,000 new jobs by 2031, compared to 2001. The following objectives apply to *Employment Areas* in the Region of Peel:

- 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 area 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. (Objective 5.6.1.1)
- To provide infrastructure and services that are required for the development of employment areas to facilitate economic development. (Objective 5.6.1.2)
- To promote sustainable development of employment areas with the Themes of the Plan in Section 1.3.5 of this Plan. (Objective 5.6.1.3)
- To attract and retain a range of employment types in Peel. (Policy 5.6.1.4)

- *To concentrate higher density employment uses in appropriate locations such as urban growth centres, the Regional Intensification Corridor, mobility hubs and in other areas served by transit. (Objective 5.6.1.5)*
- *To plan for, protect and preserve, employment areas for employment uses. (Objective 5.6.1.6)*

Additionally, policies in Section 5.6.2 of the ROP direct municipalities to designate an adequate supply and range of employment uses for *Employment Areas* within the *Urban System*, *Rural Service Centres*, and *Industrial/Commercial Centres* to achieve the employment forecasts (Policies 5.6.2.1 and 5.6.2.2).

The proposed development supports the *Employment Areas* policies set out in the ROP by introducing a land use which conforms to the intent of the *Prestige Industrial* designation and intensifies employment utilization of a site within a *Rural Service Centre*. The proposed development will also initiate infrastructure improvement to roadways and services to enable development of the *Employment Area* in the eastern portion of Mayfield West.

## Transportation System

Section 5.9 of the ROP provides policies related to the transportation system in the Region, which includes the network of freeways, major roads, local roads, public transit system, airports, rail lines, intermodal terminals, sidewalks, bikeways and trails. Policies in this section of the ROP generally are designed to foster increased sustainability of the transportation. The ROP includes several applicable objectives related to connectivity, including:

- *To optimize the use of the Region's transportation infrastructure and services. (Objective 5.9.1.5).*
- *To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles. (Objective 5.9.1.6)*
- *To support a transportation system that enhances economic vitality and growth in the Region. (Objective 5.9.1.8)*
- *To support the integration of transportation planning, transportation investment and land use planning. (Objective 5.9.1.10)*

Policy 5.9.2.8 requires the magnitude and timing of development proposals to be relative to the anticipated transportation demand of the proposed development and consider the anticipated cumulative transportation effects on Regional facilities. Additional applicable policies related to the transportation system in Peel include:

- *Ensure, in accordance with the requirements of the Region and area 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. (Policy 5.9.2.11)*
- *Work with the area municipalities to ensure that development in planned transportation corridors does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. (Policy 5.9.2.19)*
- *Work with the Province and area municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure. (Policy 5.9.2.20)*

Section 5.9.3 of the ROP provides policies specific to the Provincial Freeway Network and the movement of people and goods through the Region. The network includes the 400-series

freeways, the Queen Elizabeth Way, and the 407 Express Toll Route. Applicable policies related to the Provincial Freeway Network include:

- *Work with the Province and affected municipalities to take appropriate actions to ensure that planned transportation corridors are not precluded. (Policy 5.9.3.2.2 – Under appeal)*
- *Participate in and support, in consultation with the affected municipalities, the Province's environmental assessment study for the GTA West transportation corridor and its links to the transportation network, and encourage and work with the Province and affected municipalities to take appropriate actions to ensure that the corridor is not precluded. (Policy 5.9.3.2.6 – Under appeal)*

Finally, Section 5.9.7 of the ROP provides specific policies related to the safe and efficient movement of goods. Goods movement is important to the regional economy and is an important factor in attracting and retaining a range of industries and businesses, and directly impacts the competitiveness and availability of high-quality jobs in the Region. In addition to supporting investment into new infrastructure, the Region also supports the optimization of the use of existing goods movement infrastructure and capacity (Objective 5.9.7.1.2). The following applicable policies are designed to support a goods movement system which conforms with the system requirements of the entire Greater Toronto and Hamilton Area (GTHA):

- *Define a strategic goods movement network in Peel, in consultation with the Province, the other regions in the GTHA, area municipalities, adjacent municipalities and other public and private stakeholders. In so doing, undertake the following (Policy 5.9.7.2.4):*
  - e) *Encourage the Province and 407 ETR, in recognition of the role of the 400-series highways as vital transportation corridors for the movement of goods, to study the following highway improvements:*
    - iii. *Highway 410 – widening between Highway 401 and Mayfield Road and the completion of the Highway 410/Courtneypark Drive interchange;*
  - f) *Participate in and encourage the Province's study of the GTA West Transportation Corridor, in recognition of the potential role of this transportation corridor for the movement of goods. (Under Appeal)*
- *Work with the private and public sectors to plan for growth in goods movement activity. When doing so, consider ways to optimize the use of existing and planned goods movement infrastructure and capacity. (Policy 5.9.7.2.5)*
- *Encourage the location, where possible, of activities generating substantial goods movement traffic near highways, major roads, rail yards, Toronto-Lester B. Pearson International Airport and inter-modal facilities. (Policy 5.9.7.2.13)*
- *Work with the Province to facilitate the efficient movement of goods by making goods movement the first priority of highway investment. (Policy 5.9.7.2.15)*
- *Work with the Province to develop a program of transportation supply and demand management measures to facilitate goods movement. (Policy 5.9.7.2.16)*

The proposed development satisfies and aligns with the policies related to transportation and goods movement. The subject site's adjacency to both existing Highway 410 extension and the proposed GTA West corridor provide opportunities to facilitate land uses for goods movement in close proximity to highways. It is also noted that the proposed development will not impact the development of the GTA West corridor. Generally, the proposed development represents investment into the Region's economy and the Region's ability to accommodate the forecasted employment growth.

## Conclusion

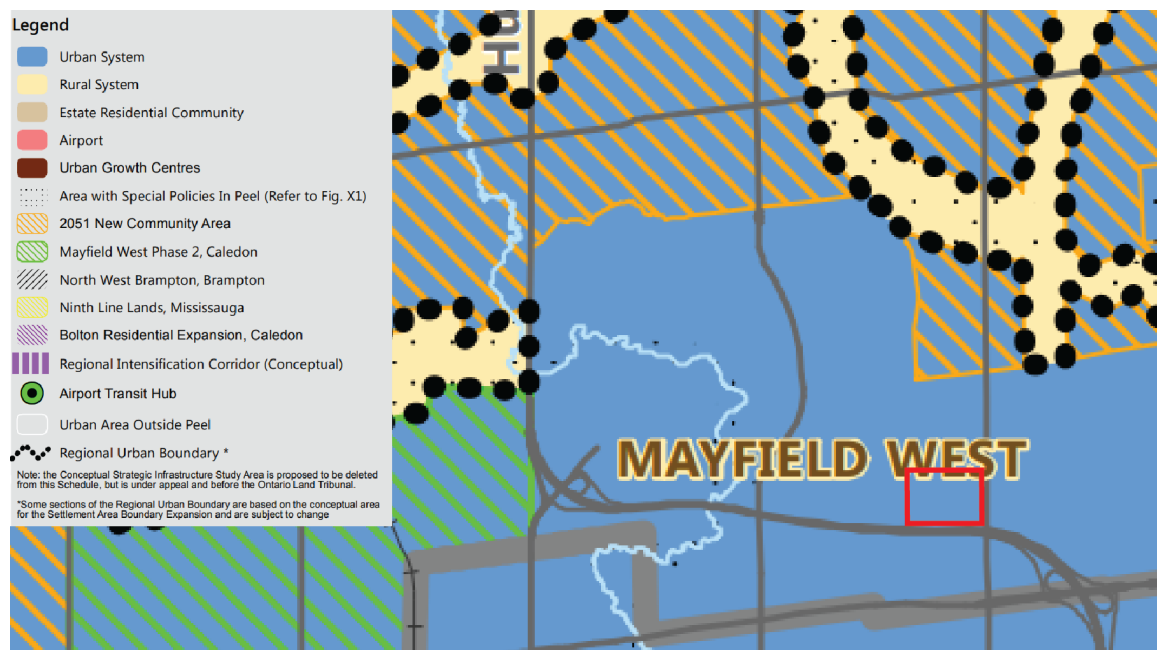
Overall, the proposed development is consistent with the policies outlined in the ROP as the development proposes intensification of land in an area intended to accommodate growth, makes efficient use of existing facilities, and helps to meet the minimum density target of 42 residents and jobs combined per hectare. The proposed development is anticipated to have minimal impacts on the neighbouring residential community and offers an opportunity to diversify land uses in the Mayfield West area, supporting the development of a complete community. Furthermore, intensifying land uses on a vacant property within the settlement area will contribute to the achievement of growth management objectives and promote a safe and secure community and high quality of life.

### 5.3.2 Draft Peel Region 2051

A Municipal Comprehensive Review (MCR) is a process required under the Growth Plan which ensures that Regional and Municipal Official Plans conform with Provincial plans and policies. This process will result in a new Official Plan or amendments to existing Official Plans which are submitted to the Province for approval. An MCR process is currently underway. The draft ROP and associated mapping was presented to Regional Council in November 2021 and presented to the Planning & Growth Management Committee on February 3, 2022. Updated mapping was presented on April 7<sup>th</sup>, 2022. It is expected that an updated ROP will be Council approved in 2022.

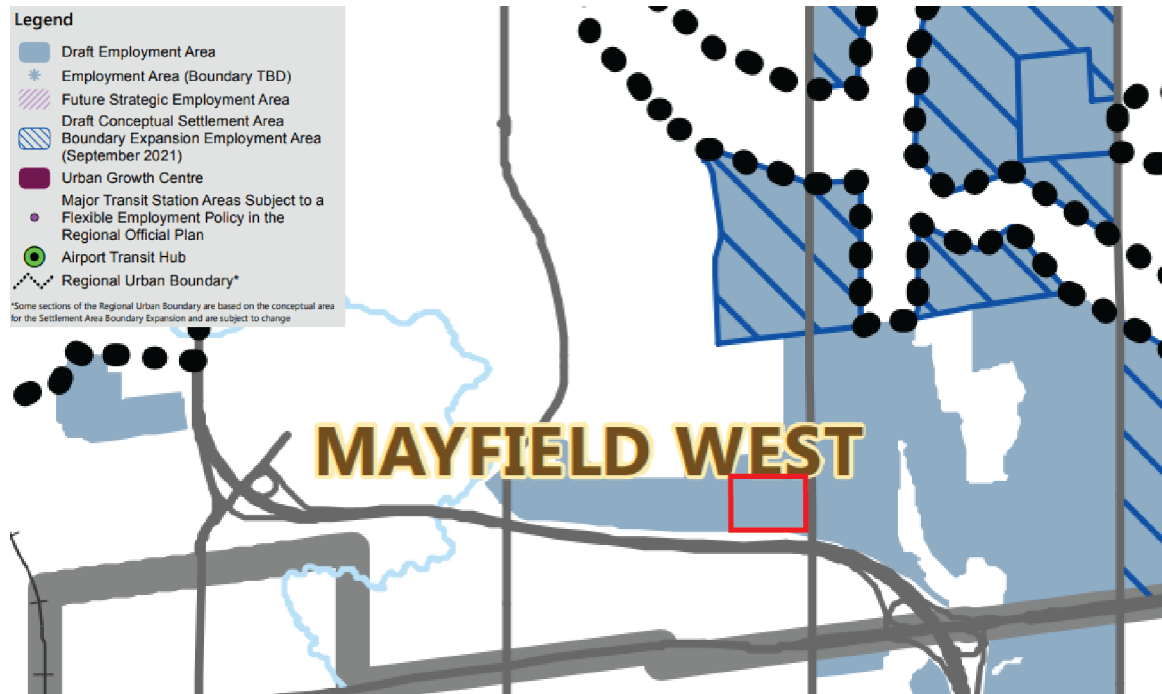
The Draft ROP currently proposes to redesignate all *Rural Service Centres*, including the subject site and entire Mayfield West area, to part of the *Urban System*.

**Figure 14: Draft Peel 2051 Schedule Z1 – Regional Structure**



The Draft ROP also introduces a new employment land map to identify *Employment Areas*. As of the date of this report, the subject site is currently within the *Draft Employment Area* designation. This redesignation would allow for employment permitted uses on the subject site. The *Draft Employment Area* is further proposed to designate a portion of the urban expansion areas, including the areas within the vicinity of the subject site along Heart Lake Road and Dixie Road, for employment uses.

Figure 15: Draft Peel 2051 Schedule Y6 – Employment Areas



According to Section 5.8 of the Draft ROP, the Region is forecasted to accommodate nearly 335,000 new jobs and 700,000 additional residents by 2051, compared to 2021, bringing the total number of jobs to 1,070,000. *Employment Areas* are described as places of business and economic activity in the Region that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region's employment forecast. Policies in this section require protection of *Employment Areas* for a range of employment uses, promotion of sustainable development, and requires local municipalities to provide infrastructure and services that are required for the development of these areas.

Additionally, Settlement Area Boundary Expansions are contemplated to lands north, west and east of the existing Mayfield West community. Closest to the subject site are proposed boundary expansions which would bring the settlement area boundary further north from the subject site to beyond Old School Road, as well as areas from Heart Lake Road east to Humber Station Road.

The proposed development of the subject site supports the Draft ROP policies, as it proposes employment uses on a site designated for employment and provides jobs to help the Region meet its employment targets.

## 5.4 Town of Caledon Official Plan

The Town of Caledon Official Plan (COP) was consolidated April 2018 and provides a statement of principles, goals, objectives, and policies to guide future land use, physical development, and change. The Town of Caledon is also conducting a COP Review, which will serve as the road map for the Town over the next 20+ years. The work for this process was divided into focus areas that also align with the ROP review process to ensure that the local and regional needs are addressed.

Policy 4.1.8.3.1 of the Town Official Plan states that Community Plans and Secondary Plans contain policies to ensure that Caledon's settlement areas are planned in such a way as to



contribute to the development of Caledon as a complete community. This will also ensure that they are well-designed, offer transportation choices, an appropriate mix of housing and jobs, and provide goods and services that align with the settlement hierarchy. The proposed development is located within the boundaries of the Mayfield West Secondary Plan. Please refer to Section 5.5 of this Report for an analysis of how the proposed development supports the policies of the Mayfield West Secondary Plan.

The following tables from Section 4.2 of the COP summarize the population forecast for the Town of Caledon and the subject site area:

**Table 3: Town of Caledon Population and Employment Forecasts**

YEAR	POPULATION	EMPLOYMENT
2021	87,000	40,000
2031	108,000	46,000

**Table 4: Population Allocations by Settlement Category or Land Use Area**

SETTLEMENT CATEGORY OR LAND USE AREA	2021 POPULATION	2031 POPULATION
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
<b>Total</b>	<b>87,001</b>	<b>108,000</b>

POPULATION ALLOCATIONS	2021 POPULATION	2031 POPULATION
South Albion-Bolton	28,234	39,898
Caledon East	8,412	8,412
Mayfield West	18,179	26,744
<b>Total</b>	<b>54,825</b>	<b>75,054</b>

From the forecasting tables above, it is clear the Town of Caledon expects for the majority of population growth, and associated employment growth, to occur within the designated *Rural Service Centres*. Specifically, about half of the expected growth allocated to *Rural Service Centres* is determined to be accommodated in Mayfield West. The proposed development will

help to accommodate some of this employment growth, while also supporting the residential growth by helping to create jobs for residents.

## Employment Areas

Section 5.5 of the COP is focused on the development of employment lands to accommodate the forecasted growth in employment jobs by the Region and Province

The COP states that development of *Employment Areas* will be primarily focused in the *Rural Service Centres* including Mayfield West. 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. Development of *Employment Areas* is expected to occur in a planned manner that best utilizes both the land base and Town resources. The road network and infrastructure requirements will be considered on a comprehensive basis on a scale large enough to co-ordinate employment growth within each settlement.

The COP includes the following objectives for employment lands:

- *To attract a broad range of industries, including corporate office commercial uses, to provide for long-term local employment and economic stability. (Objective 5.5.2.1)*
- *To promote the expansion of existing businesses and attract new industrial enterprises. (Objective 5.5.2.2)*
- *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. (Objective 5.5.2.3)*
- *To ensure that all industrial developments are visually attractive and enhance the aesthetic qualities of the Town. (Objective)*
- *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. (Objective 5.5.2.5)*
- *To 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. (Objective 5.5.2.9)*

Additionally, Section 5.5 COP further includes policies applicable to the implementation of *Employment Areas* in accordance with Regional direction:

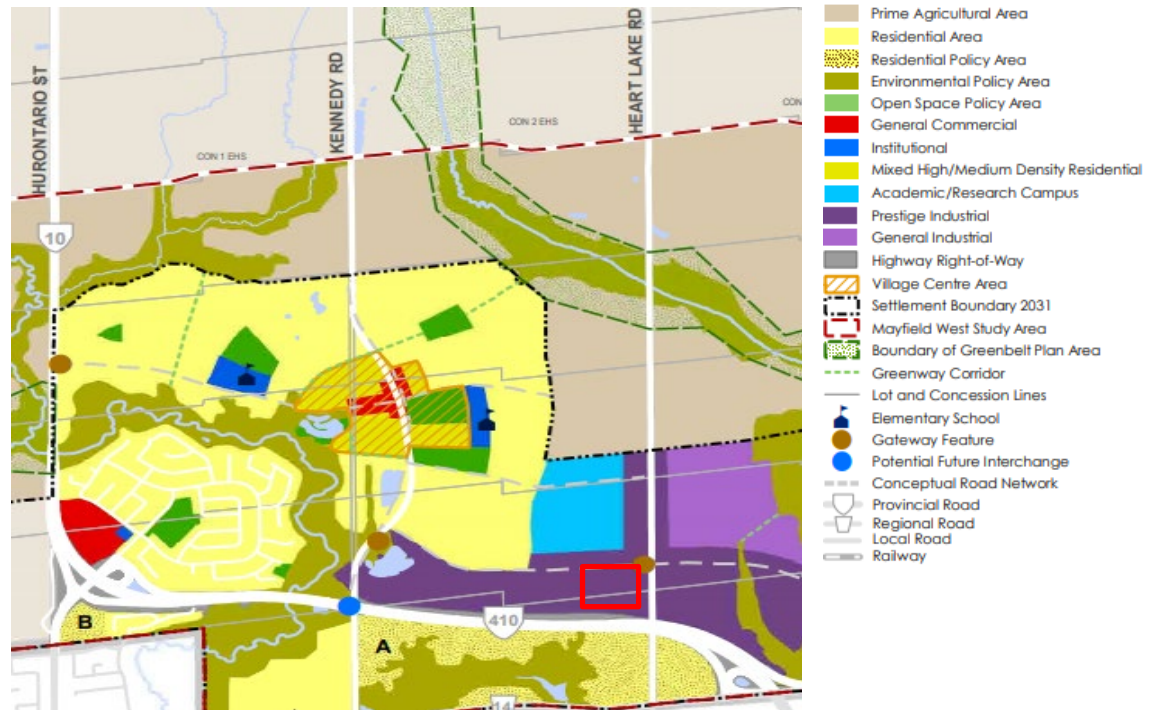
- *Employment areas within the Town will be focused primarily in the Rural Service Centres of Mayfield West, and Bolton, and will also be permitted in the Industrial/Commercial Centres of Tullamore, Sandhill, and Victoria, in order to: concentrate industrial activities and employment opportunities within 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. (Policy 5.5.3.1)*
- *A range of employment designations will be provided to meet the locational and market requirements of a variety of employment uses. (Policy 5.5.3.3)*
- *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. (Policy 5.5.3.8)*

- *Commercial uses may only be permitted in employment areas provided that: a) The commercial use is accessory to an employment use; (Policy 5.5.3.9)*
- *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. (Policy 5.5.3.10)*
- *Commercial uses in the industrial designation shall be recognized in the implementing Zoning By-law. (Policy 5.5.3.11)*
- *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. (Policy 5.5.3.13)*
- *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. (Policy 5.5.3.16)*
- *Reverse frontage development onto provincial highways and major arterial roads shall be discouraged. (Policy 5.5.3.18)*
- *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. (Policy 5.5.3.19)*

The proposed development supports and conforms with the policies of Section 5.5 in the COP, as it achieves the Town's vision to expand business uses and attract new industrial enterprises. The subject site makes use of designated employment land, utilizes existing services, and does not conflict with the orderly development of the Town. The proposed development is also aligned with *Prestige Industrial* uses and policies, which are encouraged for lands adjacent to major roads and highways.

According to Schedule B – Mayfield West Land Use Plan of the COP, the subject site falls within the bounds of the *Prestige Industrial* designation (Figure 17).

**Figure 16: Schedule B – Mayfield West Land Use Plan**



According to Policy 5.5.3.21a) *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. According to Section 5.5.4 of the COP, *Prestige Employment* shall be located within enclosed building with no outside storage and uses shall be encouraged to occupy prominent locations along major roads and highways. They must also be developed on full regional piped water and sewer services. Policy 5.5.4.1 outlines the permitted uses for *Prestige Industrial*:

- 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) *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;*
- i) *Day care facility; and,*
- j) *Commercial uses in accordance with Section 5.5.3.*

Policy 5.5.4.3. also states that the development of a *Prestige Industrial* area may require a secondary plan and will require a subdivision plan or condominium plan, and a site plan prepared in accordance with this Plan. The proposed development supports this policy of the COP as it will introduce a permitted use, warehousing, on the subject site. The development concept includes a fully enclosed building with no outside storage and is located in a prominent space along Highway 410. It was noted in a meeting with Town Staff on September 16, 2021 that the proposed development could proceed by way of Site Plan Agreement, as well as Development Agreement for the extension of Abbotside Way, without the need for a Plan of Subdivision.

Section 5.5.7 of the COP includes general design standards for industrial buildings. The related and applicable policies include:

- *To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals: (Policy 5.5.7.1)*
  - a) *Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress;*
  - b) *Innovative building forms will be encouraged;*
  - c) *Visual and functional relationships between individual buildings will be handled in ways appropriate to their function;*
  - d) *The following are basic landscaping and planting guidelines:*
    - i) *use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas;*
    - ii) *use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas; and,*
    - iii) *use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils;*
  - e) *The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability.*
- *Lands with a prominent visual exposure or lands adjacent to residential uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, site design, and on-site open space and landscaping features. (Policy 5.5.7.2)*
- *Open storage shall be discouraged from locating on lands with prominent visual exposure from streets, roads and highways or adjacent to nonindustrial uses. (Policy 5.5.7.3)*
- *Lands adjacent to any non-industrial uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, and site design. (Policy 5.5.7.4)*
- *Lands adjacent to industrial uses shall be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/street streetscape and site design. (Policy 5.5.7.5)*

The proposed development conforms with the design policies outlined within Section 5.5.7 of the COP. Through its design, the proposed provides appropriate massing, scale, layout, screening, and orientation. Its adjacency to the residential areas, north of the Phase 1 development applications were also considered within the site design process and appropriate landscaping

treatments have been utilized. The plan also features parking that is set to be both convenient and visually screened by landscaping.

## Transportation System

Section 5.9 of the COP includes policy related to transportation, including highways, trucking and goods movement. Policies in this section are generally designed to encourage sustainable transportation practices and to provide an integrated, diverse transportation system for all residents and businesses. Specific objectives and policies applicable to the proposed development include:

- *To optimize the use of the Town's transportation infrastructure and services. (Objective 5.9.3.6)*
- *To ensure that vehicular parking facilities are compatible with adjacent land uses, appropriately located, and adequate to support future parking demand. (Objective 5.9.3.8)*
- *To develop a transportation network that will minimize the impact of heavy truck and commuter traffic upon residential areas. (Objective 5.9.3.10)*
- *Adequate transportation infrastructure shall be made available to service new development, in order to ensure the safe and efficient movement of traffic. (Policy 5.9.4.4)*
- *The Town will co-ordinate local road improvements, as appropriate, with the Region and the Province, and will encourage these authorities to maintain and improve roads within the Town, as appropriate. (Policy 5.9.4.5)*
- *The Town shall, in co-operation with various jurisdictions as appropriate, undertake or participate in transportation studies as needed to determine and refine transportation requirements and to designate and protect corridors/areas required for future transportation infrastructure. Amendments to the transportation policies and Schedules of this Plan may be needed, from time to time, to properly facilitate changes in the transportation system. (Policy 5.9.4.6)*
- *Prior to detailed design of new or expanding roads, through consultation with relevant agencies, appropriate environmental studies may be required. The results of these studies may necessitate amendment to the transportation policies or schedules of this Plan. (Policy 5.9.4.7)*

In addition to the above policies, specific policies related to Provincial Freeway and Road Network are also outlined:

- *This Plan recognizes the importance of the Highway 410 extension to Highway 10 in order to meet north-south transportation demands. The Town will continue to work with the Province and Region to monitor the traffic volumes and any needed improvements in the future within the Plan horizon. (Policy 5.9.5.2.3)*
- *The Town will encourage and work with the Province, Region, area and other neighbouring municipalities to undertake appropriate measures to identify, protect and expedite the planning for the following multi-modal transportation corridors: (Policy 5.9.5.2.4)*
  - a) *The Potential Major Transportation Linkage between the proposed North-South transportation corridor in Brampton and the potential GTA West Transportation Corridor; and,*
  - b) *Appropriate linkage of Highway 427 extension with the potential GTA West Transportation Corridor.*



- *The Town will seek to achieve the necessary right-of-way widths and provide the number of lanes within the range set in this plan. Necessary right-of-way widths will be acquired through Secondary Plan process and/or conditions of approval for subdivisions, severance, or site plans, or through purchase, expropriation, gift, bequeathment or other appropriate means. Furthermore: (Policy 5.9.5.2.11)*
  - a) *Any road that has less than the minimum public right-of-way width requirements identified on Schedule K will be considered for widening pursuant to the relevant sections of the Planning Act, dealing with road widenings as a condition of development approvals.*
  - b) *Intersection road allowances may be required in excess of the designated road allowances to provide for daylight triangles, lane channelization, or traffic control devices.*
  - c) *Road widenings in excess of road allowance requirements may be required along roads to provide lands for environmental considerations, facilitate culverts, cut and fill requirements, bridges, overpasses and for auxiliary turn lanes to provide better access and improve traffic operations.*
  - d) *In cases where a road widening is obtained by dedication through the development process, land will generally be obtained in equal amounts from both sides of the roadway. However, under certain circumstances, such as where there are physical constraints, such as environmental features or cemeteries, or other policy objectives to be considered, such as heritage conservation, off-set or single-sided road allowance widenings may be considered.*
  - e) *Where existing developments, road alignments, or topography make it impractical to obtain desired road widenings, road improvements may be designed within the existing right-of-way.*

The COP includes policies to goods movement, as it is considered an important aspect of the overall transportation system. The applicable policies are as follows:

- *To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town: (Policy 5.9.5.10.1)*
  - a) *Will generally encourage the primary through truck traffic onto high capacity arterial roadways, where road pavement structure is deemed structurally adequate. The Town will endeavour to keep the arterial roads open to truck traffic throughout the year.*
  - b) *Will permit truck use of medium capacity arterials and collector roadways only as connectors to service high capacity arterial routes, pending structural suitability.*
  - c) *Will prohibit truck traffic on all local roadways, except in cases of local delivery and only in the absence of alternative acceptable routing.*
  - d) *May restrict heavy truck usage on part or all thereof of any municipal right-of-way through passage of a "No Heavy Truck" by-law.*
  - e) *May endeavour to impose seasonal load restrictions on arterial and collector roadways for reasons of structural inadequacy. Primary route closures due to seasonal load restrictions will be discouraged and every effort will be made to re-route truck traffic onto acceptable routes for the term of the restriction.*

- *The Town shall endeavour to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures: (Policy 5.9.5.10.6)*
  - a) *Through-truck movement to be prohibited on collector and local roads within residential neighbourhoods;*
  - b) *Activities generating substantial truck traffic will be encouraged to locate near arterials and Provincial highways; and,*
  - c) *Work with the Region and Province to improve connections between arterials, expressways and inter-modal freight facilities to ensure that through traffic is concentrated on major arterials and highways due to their separation from residential areas.*

The proposed development conforms with transportation policies by locating land uses with heavy truck movements adjacent to major goods movement corridors, as well as extending certain roads to facilitate more efficient truck movements. The planned extension of Abbotside Way to Heart Lake Road through the Phase 1 applications are anticipated to manage truck movements to route away from the residential area, minimizing any impact to the residential community. The extension also provides residents the ability to route to Heart Lake Road rather than Kennedy Road. In addition, the right-in-right-out access directly onto Heart Lake Road further assists in funneling truck traffic directly to the east, rather than west to Kennedy. This provides the subdivision with alternative access. Further, it is recognized the subject site falls within the vicinity of the GTA West corridor FAA. The proposed development will not interfere with the planning of the proposed highway route as it is located outside of the FAA.

## **Settlements**

Section 5.10 of the COP is concerned with the role and function of settlements within the *Rural System*. Policy 5.10.3.2 directs development in *Rural Service Centres* to be compact, well-integrated, and provide a wide range of goods and services to residents within the centre and in the larger geographic area of the Town.

Specifically, Section 5.10.4 refers to policies applicable to lands designated within the identified *Rural Service Centres* of the Town of Caledon. Policy 5.10.4.1 describes *Rural Service Centres* as the focus for the majority of new residential and employment growth for the Town.

Policy 5.10.4.3.1 further describes Mayfield West as a growing community, as it represents a significant opportunity to effectively provide a wide range of facilities and services, including housing, and employment opportunities, in the west part of Caledon.

The proposed development achieves the vision set out by the policies in Section 5.10 by introducing a land use with significant employment opportunities in a designated growth area of the Town. The subject site provides the opportunity to located new jobs near residential dwellings and become part of an integrated community, without negatively affecting said residential areas.

## **Draft Town of Caledon Official Plan**

The draft Official Plan and associated mapping was released on March 21, 2022. The draft OP proposes several new schedules directing land use and growth to align with Regional policies. According to the draft mapping, the subject site retains its existing land use designations under the Mayfield West Secondary Plan, described in detail in Section 5.5 of this Report

## Summary

Based on the above provisions, the proposed development is consistent with the overall intent of the COP. The proposed uses of manufacturing, warehousing, and wholesale operations are permitted within the *Prestige Industrial* designation and the development proposal will contribute to the design of a complete community and encourage long-term vitality of the area. Additionally, the proposed development aligns with the objectives of the transportation system, as well as adheres to policies regulating lands within the GTA West corridor.

## 5.5 Mayfield West Secondary Plan

The Mayfield West Secondary Plan is discussed in Section 7.12 of the COP, which was last consolidated in April 2018. The province has also issued a Ministerial Zoning Order (MZO) for Phase 2 Stage 2 lands on July 13, 2020, expanding planning for the Mayfield West community to the western portions of the area. Mayfield West is a new community with residential development, employment lands, parks, schools, public open spaces, and recreational facilities.

Within the Secondary Plan, the subject site is designated as *Prestige Industrial*. Policy 7.12.12.2.1 indicates that development on lands designated *Prestige Industrial* on Schedule B shall be permitted in accordance with Section 5.5.4 of the COP. Policy 7.12.12.2.2 also outlines that open space and recreation facilities shall not be permitted on any lands designated *Prestige Industrial* on Schedule B. The proposed development supports these policies as the intended land use and design concept of the buildings align with the *Prestige Industrial* designation of the COP, and no open space or recreation facilities are proposed.

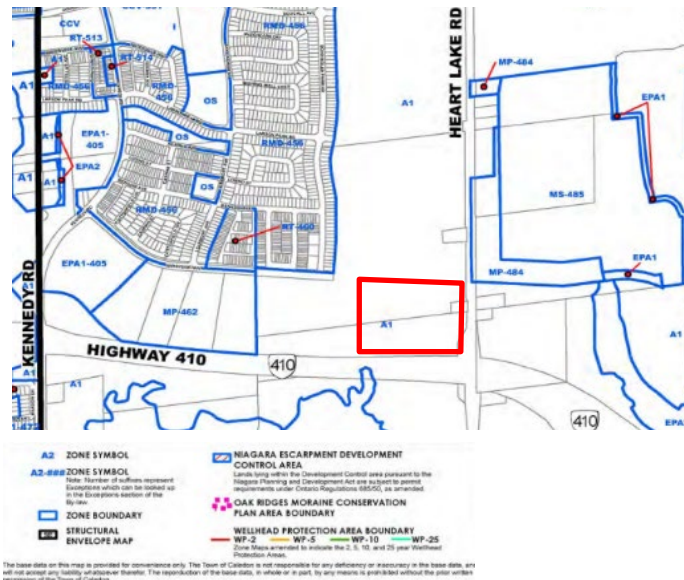
In accordance with the objectives of this Secondary Plan, approximately 180 ha (444 ac) of employment lands have been reserved adjacent to and north of the Highway 410 extension. These lands will contribute to the Town's employment targets and live/work opportunities through the provision of a range of job-creating land uses including *Prestige Industrial* and *General Industrial* uses. The design of the *Employment Area* shall capitalize on its highly visible and accessible location adjacent to the planned Highway 410 extension. An appropriate interface between the *Employment Area* and existing future residential development shall be established through the use of roads, landscaping and other community design elements. This includes the planned garden bed and tree planting which will front along Abbotside Way and wrap the west and south perimeters.

Based on this review, the proposed development would support adaptive change and maximize innovation within the community. The employment use would also contribute to the Town's employment targets, live/work opportunities, and support job creation given its prominent and visible location.

## 5.6 Town of Caledon Zoning By-law 2006-50

The Town of Caledon Zoning By-law 2006-50 regulates land use, building locations on a property, the height, bulk, location, size, floor area, space, use of buildings and structures, and parking and loading facilities. According to Figure 18, the subject site is zoned as *Agricultural 1 (A1)*.

**Figure 17: By-law 2006-50 Zone Map 6**



According to Table 10.1 within Policy 10.2, the permitted uses, subject to certain conditions, are as follows:

- *Agriculture-related Commercial Use*
- *Agriculture-related Industrial Use*
- *Agri-Tourism Use*
- *Apartment, Accessory*
- *Agricultural Uses*
- *Bed and Breakfast Establishments*
- *Bunkhouse, Accessory*
- *Cannabis-Related Use-Outdoor*
- *Dwelling, Accessory*
- *Dwelling, Detached*
- *Environmental Management*
- *Farm-based Alcohol Production Facility*
- *Farm Equipment Storage Building*
- *Farm Produce Outlet, Accessory*
- *Forest Management*
- *Gasoline Pump Island, Accessory*
- *Home Occupation*
- *Industrial Hep-Related Use-Outdoor*
- *Nursery, Horticultural*
- *On Farm Diversified Use*
- *Open Storage, Accessory*
- *Produce Storage Building.*

The following zone standards outlined in Table 10.2 of Section 10.3 apply to the A1 zone applicable to the subject site:

STANDARD	REGULATION
Lot Area (Minimum)	8 ha
Lot Frontage (Minimum)	120 m
Building Area (Maximum)	Lessor of 5% of 1 ha, subject to certain conditions.
Front Yard (Minima)	18 m
Exterior Side Yard (Minimum)	18 m
Rear Yards (Minima)	10 m
Interior Side Yards (Minima)	
Existing lots of less than 8 ha	3 m
Other Lots	15 m
Building Heights (Maxima)	
Residential uses	10.5 m
Non-Residential uses	12.2 m
Landscaping Area (Minimum)	10%
Accessory Gasoline Pump Island Setback (Minimum)	9 m
Driveway Setback (Minimum)	3 m
Parking Space Setback (Minimum)	
From any street line	3 m

There are also special provisions and standards established through Section 10.4.1 that state that where a lot within the A1, A2, A3, A1-ORM, A2-ORM or A3-ORM Zone fails to comply with either one or both of the minimum lot area and/or minimum lot frontage standards of the applicable zone, such lot may be used as follows: residential uses subject to the *Residential* Standards (RR column of Table 6.1, provisions of 4.22, 43.40, 5.2.20, and 6.0).

### 5.6.1 Zoning By-law Amendment

The proposed Zoning By-law Amendment (See **Appendix B**) seeks to rezone the subject site as *MP Prestige Industrial* and introduce site-specific exceptions to this zone, as follows:

- additional permitted uses to include Transportation Depot;
- minimum parking requirement to be 0.4 parking spaces per 100m<sup>2</sup> of GFA; and
- minimum parking requirement to be inclusive of truck and trailer parking spaces.

The purpose of the amendments noted above are to bring the Town of Caledon Zoning By-law 2006-50 into conformity with the permissions allocated to the subject site through broader policy framework such as the *Prestige Industrial* land use designation in the Mayfield West Secondary Plan, as well as facilitate a design that is comparable to other existing and proposed industrial



warehousing and distribution buildings to the southwest and east of the subject site. It is IBI Group's professional opinion that the proposed amendments are compatible with other recently approved development applications within the Mayfield West Secondary Plan area and are appropriate for the subject site. No adverse impacts from the approval of these amendments are anticipated and the proposed development represents good planning for the Town of Caledon.

## 6 Additional Guidelines

### 6.1 Mayfield West Community Design Plan

The Mayfield West Community Design Plan (CDP) was introduced November 29, 2007. The intent was to integrate the traditional community planning concepts with modern conventions of natural environment preservation and conservation. Figure 19 of this Report (Figure 23 of the CDP) indicates that subject site is within an Industrial District and is identified as *Prestige Industrial*, which is consistent with the ROP and COP.

Section 2.3.7 of the CDP outlines the vision for community structure components of areas within the Industrial District Plan. General guidelines for development within the Industrial District include capitalizing on higher order employment opportunities associated with proximity to Highway 410. Other general guidelines related to the design standards are:

- *Establishes an appropriate land use buffer between the Highway 410 extension and the planned residential community to the north in order to reduce the impact of traffic noise on the residential community;*
- *Creates a diverse range of employment opportunities for Caledon residents and live work opportunities for the community;*
- *Establishes urban and site design standards to ensure a high quality industrial area;*
- *May include commercial uses that service the surrounding employment and do not directly compete with the Village Centre commercial area in locations consistent with Section 5.5.3 of the Town's Official Plan and Section 7.12.12.1.2 of the Mayfield West Secondary Plan.*

Additional design standards related to *Prestige Industrial* are discussed in Section 3.3 of the CDP. These include:

- *Design of development within this area must respond to visibility from both the highway and the collector road;*
- *Generally, the primary building front will face the collector road to present a positive, high quality image to the community. This is particularly important between Kennedy Road and Heart Lake Road;*
- *A clean corporate image is intended for building design facing Highway 410 characterized by corporate signage, quality building materials and the minimization of service and loading areas.*

**Figure 18: Industrial District Plan**

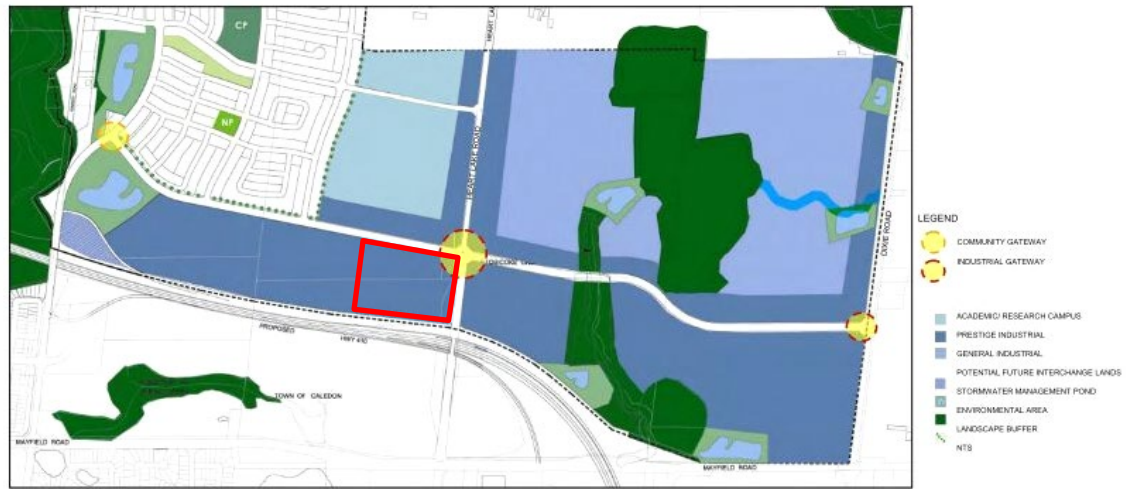


FIGURE 37: INDUSTRIAL DISTRICTS LAND USE PLAN

Specific design guidelines related to site access, landscaping, signage, parking, loading, and built form for the Industrial Districts are outlined in Section 4.3.2. This includes guidelines related to site planning, built form, high-profile locations, parking areas, service and loading areas, site access, landscape areas, signage, open storage, and provisions for ancillary commercial.

**Site Planning:** Arrangement of buildings, parking areas, loading and service areas and pedestrian areas should be considered in context of the surrounding public streets and Highway 410. Guidelines place importance on design attention to areas of greater visibility and design elements to minimize negative visual impacts. Additionally, the building should be sited parallel to the street and the length of the building façade exposed to the street view should be optimized.

The proposed development fulfills site planning guidelines by siting the building parallel to Abbotside Way and its extension, and creating a visually appealing built form from both the residential roads and Highway 410. The structure will continue the frontage from the proposed Phase 1 development.

**Built Form:** The primary design intent for buildings facing Highway 410 is to provide an “identity frontage” along Highway 410 to achieve visual prominence and establish a corporate image. The “identity frontage” may include: corporate fascia signage and logo, enhanced landscape, areas of fenestration, and other architectural elements integrated into a clean façade treatment. As well the provision of a front façade facing the east west collector road between Kennedy Rd. and Heart Lake Rd. shall be encouraged with principle building elevations oriented to the collector road whenever possible with pedestrian scale architectural elements and features.

The proposed development meets the requirements for the built form by including opportunity for corporate signage along either the frontage along Abbotside Way or Highway 410. The building is to use a mix of materials to create an interesting façade. Rooftop mechanical screening is also included.

**High Profile Locations:** The subject site is located along a priority edge and a high priority lot, where an intersection is formed at an identified Industrial Gateway. Guidelines for these areas require sensitive design treatment which responds to the site context. Specifically, properties along a priority edge should include superior design qualities, enhanced entranceways where provided, and Architectural features and fenestration to relieve large expanses of blank walls.

The proposed development meets the intent of these guidelines as design features to enhance its perimeter and frontages are considered throughout the development.

**Parking Areas:** Generally, the visual impact from parking areas is to be minimized from the street, and large parking areas visible from the street are discouraged.

The proposed development meets parking expectations as all parking areas are to be screened from the street using landscaping, and no more than a double loaded row of parking is planned.

**Service and Loading Areas:** Service and loading areas are discouraged within a yard abutting the Highway 410 alignment, Dixie Rd., Mayfield Rd., or Heart Lake Rd. and the east – west collector road except where effectively screened due to grade differential.

The proposed development meets service and loading area guidelines as although loading is located along the Highway 410 alignment, it is effectively screened with landscaping.

**Site Access:** The design of site access points shall be clearly visible from the street, landscaping and signage shall be designed so as to provide a clear view of vehicular activity, and on-site vehicular routes shall be well-defined and avoid conflict with pedestrian routes.

The proposed development meets site access guidelines by placing two appropriate width driveways from Abbotside Way, one on the eastern side of the subject site and a second driveway will be located on the western side of the subject site, to be shared by the Phase 1 development. Additionally, a right-in-right-out driveway will be located on the eastern frontage of the subject site with access directly out to Heart Lake Road. Landscaping features will not impact visibility of site access points.

**Landscape Areas:** A landscape strip with a minimum of 9 metres in width shall be provided adjacent to Provincial Highway 410. A landscape strip of 6 metres in width shall be provided adjacent to all collector and arterial roads and 3 metres in width adjacent to all other roads. Minimum landscaping widths throughout the proposed development either met or exceed these guidelines.

Overall, the proposed development supports the objectives of the CDP as it is designed to provide an appropriate scale of massing and frontage design features to create an enhanced industrial building along Heart Lake Road, Abbotside Way and Highway 410. Consideration to how the development will face the residential areas is also incorporated to provide for an appropriate transition between land uses, in the form of landscaping, buffers, garden beds, and tree plantings.

## 6.2 Caledon Industrial/Commercial Design Guidelines

The Caledon Industrial/Commercial Design Guidelines were adopted by Caledon Council on June 24, 2002. The purpose of these guidelines is to establish design principles that can be used to develop industrial and commercial lands in Caledon's *Rural Service Centres* and *Industrial/Commercial Centres*. This helps to ensure that the quality of streetscapes and building and site design are consistent and enhance that image of the Town.

Design objectives are intended to produce, in a coordinated design effort, a strong industrial/commercial neighbourhood identity through the development of attractive, well-designed sites and buildings. Specific focus is placed on well-landscaped and visually pleasing streetscapes and front yards, attractive focal areas at entrances into and along edges of industrial areas, and innovative and cost-effective designs in both the public realm and on private lands.

The proposed development will significantly improve the existing conditions of the subject site and public realm by introducing a new building to frame the street and robust landscaping around the perimeter of the site. A mix of high-quality materials is also being used for building façade treatments.

## 7 Planning Analysis and Justification

The following is a discussion of the rationale for the proposed ZBLA, which will facilitate the amendments to permit the development as shown in **Appendix A** of this report. The proposed amendments are an expected outcome of site-specific policies related to the long-term planning of the subject site. This includes ensuring that any development occurring on the subject site is consistent with and conforms to Provincial policy, Regional and Municipal policy, and overall represents good planning.

### 7.1 Consistent with Provincial Policy Direction

The proposed amendments will facilitate the appropriate redevelopment of the subject site in accordance with the Provincial policy direction outlined in the PPS and Growth Plan. The proposed development will create a new employment use with optimal ground transportation network access. This new employment use would also be located within the settlement boundary of Peel Region, satisfying Provincial direction to accommodate growth within this boundary. Specifically, the proposed amendments will allow for:

- the development of a range of employment uses to meet long-term needs;
- the efficient use of vacant and underutilized employment lands;
- the designation of settlement lands near major goods movement facilities for warehousing and logistics;
- opportunities for a diversified economic base; and,
- the facilitation of economic investment.

The subject site's location adjacent to a major goods movement facility, Highway 410, which connects the Town of Caledon to the rest of the GTA and several other series 400 highways, represents a logical location to permit the proposed amendments. Further, the proposed GTA West corridor would enable the site for employment and industrial uses should the highway be built. The proposed amendments are appropriate for this context and are intended to implement site-specific changes that make the development more consistent with Provincial policy by permitting a built form that is ideal for low-density and rural areas with highway access.

The proposed intensification on the subject site further provides the opportunity for investment into infrastructure and transportation facilities and would deliver necessary road upgrades to impacted ROWs surrounding the development, as well necessary municipal services.

### 7.2 Conforms with Regional Official Plan Policy Direction

The ROP provides guidance on growth and development in regard to land use planning. The subject site is designated within a *Rural Service Centre*, which primarily promotes the creation of complete communities with high quality residential life. The subject site is further identified as a *Designated Greenfield Area*.

The proposed amendments would allow for growth and development which does not impact or require the need to expand settlement areas into the Greenbelt, while achieving desired intensification and minimum job density targets. The proposed amendments and development would further leverage existing transit services within the *Designated Greenfield Areas*, enabling transit-supportive communities with employment uses, consistent with Provincial and Regional policy for economic development and growth.

Additionally, the ROP directs municipalities to designate and sustain an adequate supply of employment lands. The proposed development supports the *Employment Area* policies set out in the ROP by introducing a land use which conforms to the intent of the *Prestige Industrial* designation and intensifies employment utilization of a site within a *Rural Service Centre*.

### 7.3 Consistent with Town Official Plan Direction

The Town of Caledon Official Plan (COP) conforms to the land use planning directions of the ROP, and the subject site is designated under the Mayfield West Land Use Plan of the Town OP. Land uses applicable to portions of the subject site include *Academic/Research Campus* and *Prestige Industrial*. Generally, *Prestige Industrial* areas are to occupy prominent, visible locations along major roads and highways. The proposed development conforms to the existing industrial designation on the site by introducing warehousing and distribution uses, and is located adjacent to a Provincial highway. The site concept also includes fully enclosed buildings, conforming with design guidelines for *Prestige Industrial* areas. This component is to be included in the design concept of the proposed development.

Further, the proposed development will help accommodate the significant forecasted employment growth designated for the Town of Caledon, and specifically for areas within *Rural Service Centres*. The proposed development and amendments are consistent with the overall intent of the COP.

### 7.4 Consistent with Secondary Plan

The subject site is within a provincially *Designated Greenfield Areas*, and within the regionally designated *Rural Service Centre*. The subject site is further subject to the Mayfield West Secondary Plan, which plans for a range of land uses including residential, employment, parks, and recreational facilities.

The Mayfield West Secondary Plan provides guiding principles and policies to achieve the vision set out by the ROP and OP. Specifically, policies related to employment uses and lands designated as *Prestige Industrial* apply to the subject site. The proposed development achieves the vision of the SP by introducing a land use which appropriate for areas along the edge of Highway 410. The proposed development proposes to capitalize on a highly visible and accessible location, building off of a phased development approach with the lands already under review to the west (i.e. Phase 1), with efficient access to major goods movement facilities.

The proposed amendments conform with the SP guidelines and fulfills the objectives of the stated policies. Landscaping features and other design components are included given the site's high visibility and profile, and proposed to continue along the frontage of the Abbotside Way extension, and adjacency to sensitive land uses. The proposed development continues to align with the intended land use and is consistent with the SP, in accordance with the Phase 1 development proposal.

### 7.5 Consistent with Zoning Intent

As noted above, the Provincial, Regional, and Municipal policy framework for the subject lands anticipates intensification and redevelopment of the lands as part of an employment node along Highway 410. The existing zoning for the subject site is *Agricultural 1 (A1)* predates the current Provincial Policy Statement, Growth Plan, and Regional Official Plan, and the Town of Caledon Official Plan. Further, the existing zoning fails to implement the Mayfield West Secondary Plan which identify the subject lands for either academic or industrial uses.



Accordingly, the existing zoning as prescribed by By-law 2006-50 is inconsistent with the policy framework applicable to the site. The proposed amendments to the Zoning By-law are largely consistent with the Zoning By-law Amendments requested through File RZ 2021-0017, and seek to allow future development on the subject lands to conform with Provincial, Regional, and Municipal guidelines and policy.

Similar to the Phase 1 approach, the proposed ZBLA seeks to achieve intensification and density targets for the Region while also facilitating a functional building layout. The proposed ZBLA seeks to change the zoning to allow for industrial uses, change the height and density permissions and implement site-specific exceptions that take into considerations specific attributes of the development proposal. The subject site is within a provincially *Designated Greenfield Areas*, and within the regionally designated *Rural Service Centre*. The subject site is further subject to the Mayfield West Secondary Plan, which plans for a range of land uses including residential, employment, parks, and recreational facilities.

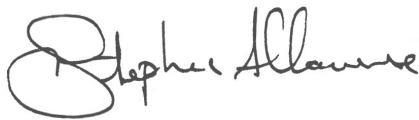
## 8 Conclusion

Based on IBI Group's analysis of the subject site, the surrounding lands, supporting studies, and the applicable planning policy framework, the proposed amendments facilitate the second phase of a development that conforms to the Provincial, Regional and Municipal framework. The proposal modifies the Zoning By-law provisions to implement the policies of the Mayfield West Secondary Plan and Town of Caledon Official Plan, as well as implements site-specific exceptions that take into consideration specific attributes of the development proposal in a phased manner. This development supports Provincial, Regional and Municipal policy by introducing employment uses in a growing area of Peel Region. As such, it is IBI Group's professional opinion that the proposed amendments to the Zoning By-law constitute good planning and will add significant value to the Mayfield West community.

Respectfully submitted this 30<sup>th</sup> day of May, 2022.

Regards,

**IBI Group**



Stephen Albanese MCIP RPP

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

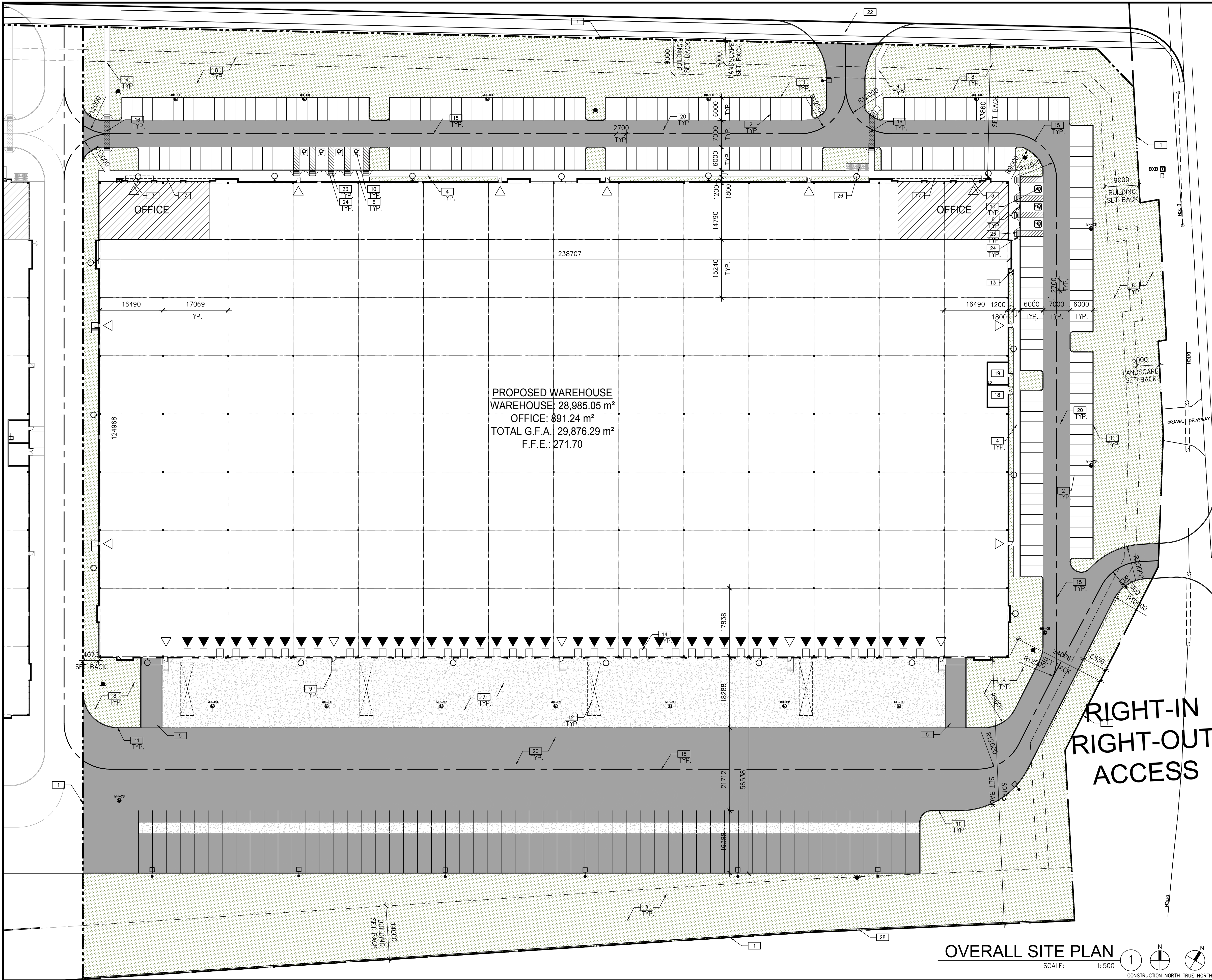
# Appendix A – Proposed Development

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## Site Plan Statistics



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OVERALL SITE PLAN  
SCALE: 1:500  
CONSTRUCTION NORTH TRUE NORTH

SITE PLAN NOTES

- 1 PROPERTY LINE

2 2.75x6.00m PARKING STALL, PAINTED PARKING STRIPPING PER CITY STANDARDS.

3 PRINCIPLE ENTRY - TO HAVE AUTOMATIC DOOR OPERATOR INSTALLED AND BE KEPT CLEAR OF ANY BARRIERS OR OBSTRUCTIONS.

4 1500mm MIN. WIDE SIDEWALK TYPICAL U.N.O - TO BE POURED CONCRETE, UNIT PAVING, OR PERMEABLE PAVEMENT

5 DRIVE-IN RAMP, SEE CIVIL DRAWING FOR SLOPE %

6 ACCESSIBLE PARKING SIGNS CENTERED AT THE END OF ALL ACCESSIBLE PARKING SPACES, TO BE MIN MOUNTED 1.0M (MAX 2.0M) ABOVE PARKING LOT SURFACE, POLE MOUNTED AND DESIGNED IN ACCORDANCE WITH SECTION 11 OF REG. 581 WITHIN THE HIGHWAY TRAFFIC ACT. ALL SIGNAGE AT 'TYPE A' SPACES TO IDENTIFY SPACE AS "VAN ACCESSIBLE"
- 7 CONCRETE APRON - SEE CIVIL DWGS.

8 LANDSCAPE AREA - SEE LANDSCAPE DWGS.

9 PROVIDE CONCRETE FILLED PROTECTION BOLLARDS AT BOTTOM OF STEEL STAIRS AT EACH GUARDRAIL

10 TYPICAL SHARED ACCESSIBLE PARKING STALLS, PAINTED PARKING STRIPPING PER CITY STANDARDS. EACH PAIR OF SHARED STALLS TO HAVE (1) TYPE A (3.40x6.00m) & (1) TYPE B (2.75x6.00m) STALL C/W A 1.5m PAINTED AISLE - REFER TO SCHEDULE 'K' TOWN OF CALEDON STANDARDS AND DETAIL A/A1.2 C/W ACCESSIBLE PARKING SIGNAGE

11 150mm WIDE CURB TYPICAL

12 LOADING SPACE - L.S. (3.5m x 14.0m)
- 13 FIRE DEPARTMENT CONNECTION / SIAMESE

14 TRUCK LOADING DOCK, TYP.

15 FIRE ACCESS ROUTE W/ 12.0m TURNING RADIUS (———)

16 PROVIDE FIRE ROUTE SIGNAGE AS REQUIRED BY TOWN OF CALEDON BY-LAW BL-2015-058, AS PER DETAIL B/A1.2.

17 PEDESTRIAN WALKWAY WITH PAINTED LINE PER TOWN OF CALEDON STANDARDS.

18 LINE OF CANOPY ABOVE

19 PROPOSED LOCATION OF ELECTRICAL ROOM

20 PROPOSED LOCATION OF MECHANICAL ROOM
- 21 HATCHED AREA DENOTES HEAVY DUTY ASPHALT. TYPICAL FOR ALL AREAS REQUIRING FIRE TRUCK OR TRACTOR TRUCK ACCESS. FIRE ACCESS ROUTE WILL BE DESIGNED TO SUPPORT A LOAD OF NOT LESS THAN 11,363 Kg. PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15 M.

22 FIRE HYDRANT

23 ROAD CURB AND SIDEWALK TO BE CONTINUOUS THROUGH THE DRIVEWAY. DRIVEWAY GRADE TO BE COMPATIBLE WITH EXIST. SIDEWALK AND A CURB DEPRESSION WILL BE PROVIDED AT EACH ENTRANCE. SITE ENTRANCE PER CITY STANDARD DRAWING NO. 402, OPSD 350.010. SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 80.27 OF THE IAS.

24 DETECTABLE TACTILE WARNING SURFACE, CONFORMING TO 2012 O.B.C
- 25 ACCESSIBLE CURB RAMP

26 RESERVED

27 LOCATION OF BICYCLE RACK - SEE LANDSCAPE DWGS.

28 RETAINING WALL - SEE CIVIL DWGS.

29 3.0 M HIGH SOUND BARRIER - SEE CIVIL DWGS.

PROJECT DATA

TOR21-0032-00 HEART LAKE ROAD - OVERALL SITE		
SITE STATISTICS		
Zoning Category	MP/MS	
Proposed Use	Warehouse	
Building Classification	Group F2 (O.B.C. A- 3.1.2.1. (1))	
GROSS SITE AREA	65,226.64m²	702,093.03 ft²
Zone Permitted Use (CALEDON BY-LAW NO. 2006-50)		
Proposed Use	Warehouse	
Regulations (Prestige Industrial, Exceptions - 462)		
	Proposed	Required
Min. Lot Area	65,226.64m²	0.8ha
Min. Lot Frontage (m)	219.13	30.0m min
Min. Front Yard Building Setback (m)	24.07	9.0
Min. Interior Side Yard Building Set back (m)	4.07	NIC
Min. Exterior Side Yard Building Set back (m)	33.86	9.0
Min.Rear Yard Building Setback (m)	69.14	14.0
Min.Landscape Buffer	6.5	6.0
BUILDING HEIGHT	12.5	18m max
BUILDING FLOOR AREA		
Warehouse	28,985.05m²	
Future Accessory Office	891.24m²	
TOTAL BUILDING GFA	29,876.29m²	
BUILDING COVERAGE	45.80%	max 50%
PARKING REQUIREMENT		
	PROPOSED	REQUIRED
Warehouse		
1st 7000m² @ 1.0/90 m²		78
7000m² - 20,000m² @ 1.0/145 m²		90
OVER 20,000m² @ 1.0/168 m²		59
Total No. of Parking Spaces	227	227
Total No. of Accessible Parking Spaces	7	7
Parking Stall Dimensions	STANDARD - 2.75m X 6.0m ACCESSIBLE TYPE A - 3.4m X 5.2m TYPE B - 2.75m X 6.0m	
Loading Space	4	4
Loading Space Dimensions	3.5m X 14.0m	
Dock High Doors	43	N/A
Drive-In Doors	2	

SITE LEGEND

- NEW HEAVY DUTY PAVEMENT (HATCHED)
- NEW LANDSCAPED AREA (HATCHED)
- FIRE ACCESS ROUTE MIN. 12.0M TURNING RADIUS
- MAN DOOR ENTRY
- TRUCK LOADING DOCK DOOR
- DRIVE IN DOOR
- PROPOSED FIRE HYDRANT (VERIFY LOCATION W/CIVIL DWGS)
- EXISTING FIRE HYDRANT VERIFY LOCATION W/CIVIL DWGS)
- FIRE ROUTE SIGNAGE 30CM X 45CM - AS PER TOWN OF CALEDON BY-LAW 2015 - REFER TO DETAIL 2/A1.0
- RC-93 BARRIER-FREE PARKING SIGNS FOR ALL ACCESSIBLE PARKING SPACES
- SIAMESE CONNECTION (VERIFY LOCATION W/CIVIL DWGS)
- MH-CB CATCH BASIN MANHOLE (VERIFY LOCATION W/CIVIL DWGS)
- LS LOADING SPACE (3.5m X 9.0m) TYP.
- # NO. OF PARKING SPACES
- EXTERIOR WALL LIGHTS (SEE PHOTOMETRICS DWGS)
- EXTERIOR LIGHTS POLES (SEE PHOTOMETRICS DWGS)
- BICYCLE PARKING

WARE MALCOMB

180 Bass Pro Mills Dr #103  
Vaughan, ON L4K 5V4, Canada  
P 905.760.1221

ARCHITECTURE  
PLANNING  
INTERIORS  
CIVIL ENGINEERING  
BRANDING  
BUILDING MEASUREMENT



LIVINGSTON  
INDUSTRIAL  
BUILDING 2  
12304 HEART LAKE ROAD  
CALEDON, ONTARIO

OVERALL SITE PLAN

DATE	REMARKS
2022-04-06	SPA SUBMISSION

PA / PM:	AS
DRAWN BY:	
JOB NO.:	TOR21-0106-00

SHEET

A1.0



# Appendix B – Zoning By-law Amendment

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

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,  
with respect to PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING PART  
OF PART 1 PLAN 43R34717 AND PART OF PART 4 PLAN 43R32060 AND  
PART 3 PLAN 43R32060 AND PARTS 1, 2 PLAN 43R37615, Town of  
Caledon, Regional Municipality of Peel.

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

**AND WHEREAS** the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING PART OF PART 1 PLAN 43R34717 AND PART OF PART 4 PLAN 43R32060 AND PART 3 PLAN 43R32060 AND PARTS 1, 2 PLAN 43R37615, Town of Caledon, Regional Municipality of Peel, for employment purposes.

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

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Additional Permitted Uses	Special Provisions
MP	XX	- <i>Transportation Depot</i>	<p><b>Non-Residential <i>Parking</i> Requirements:</b></p> <p>-<i>Warehouse</i></p> <p>-<i>Transportation Depot</i></p> <p>0.4 parking space per 100m<sup>2</sup> of GFA</p> <p><b>Parking Requirements:</b> for added clarity, truck and trailer <i>parking spaces</i> count towards parking minimums.</p>

2. Schedule "A", Zone Map 6 of By-law 2006-50, as amended is further amended PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING PART OF PART 1 PLAN 43R34717 AND PART OF PART 4 PLAN 43R32060 AND PART 3 PLAN 43R32060 AND PARTS 1, 2 PLAN 43R37615, Town of Caledon, Regional Municipality of Peel, from Agricultural (A1) to Prestige Industrial (MP-XX) in accordance with Schedule "A" attached hereto.
3. Schedule "B" attached hereto, outlining the *lot lines* for the property is hereby added to Schedule "B", Maps of By-law 2006-50, as amended, for the lands legally described as PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING

May 30, 2022

PART OF PART 1 PLAN 43R34717 AND PART OF PART 4 PLAN 43R32060  
AND PART 3 PLAN 43R32060 AND PARTS 1, 2 PLAN 43R37615, Town of  
Caledon, Regional Municipality of Peel.



May 30, 2022

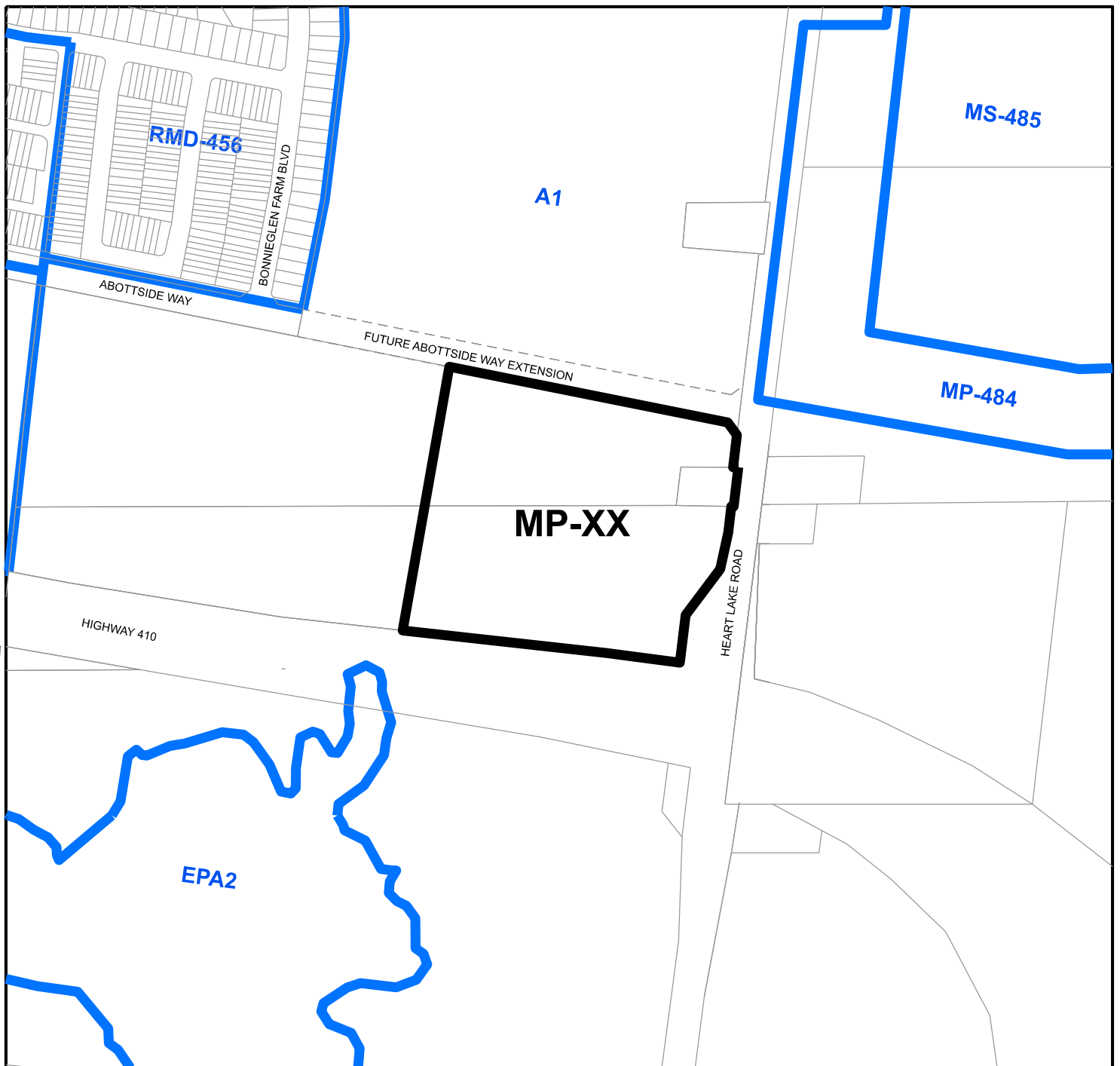
Read three times and finally  
passed in open Council on the  
\_\_\_\_\_ day of \_\_\_\_\_.

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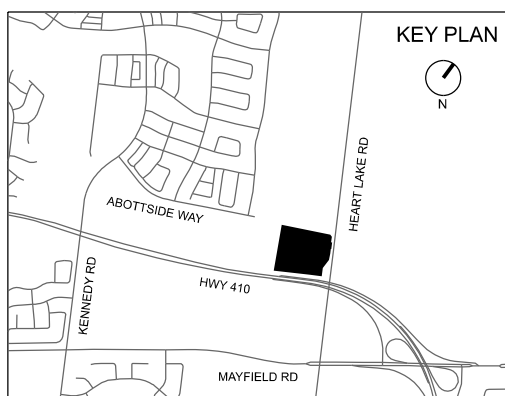
Allan Thompson, Mayor

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Carey Herd, Clerk



## Schedule 'A' to By-law 2022-XX



**—** Lands Subject to this By-law

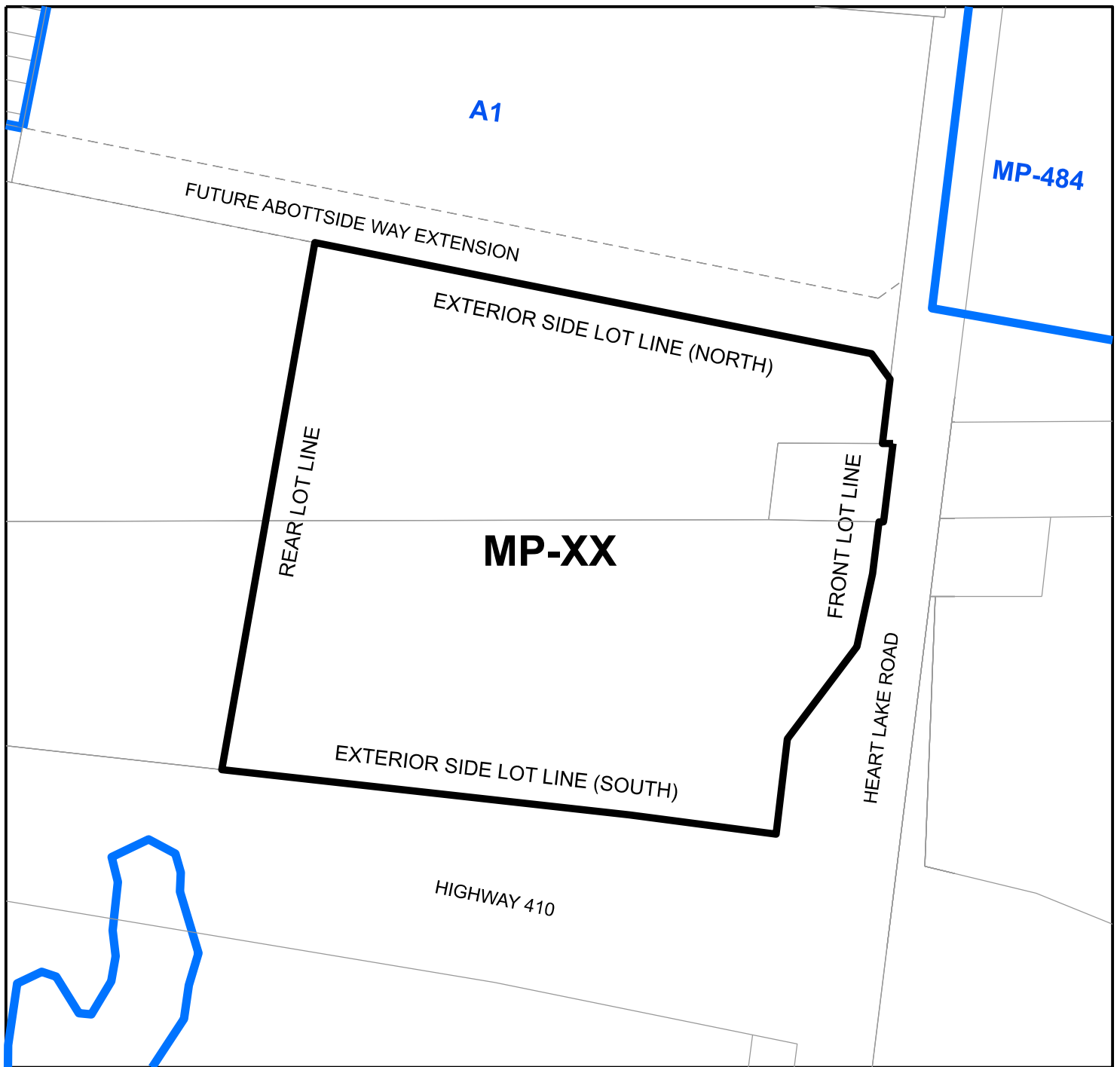
Legal Description:

PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING  
 PART OF PART 1 PLAN 43R34717  
 AND PART OF PART 4 PLAN 43R32060  
 AND PART 3 PLAN 43R32060  
 AND PARTS 1, 2 PLAN 43R37615  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL

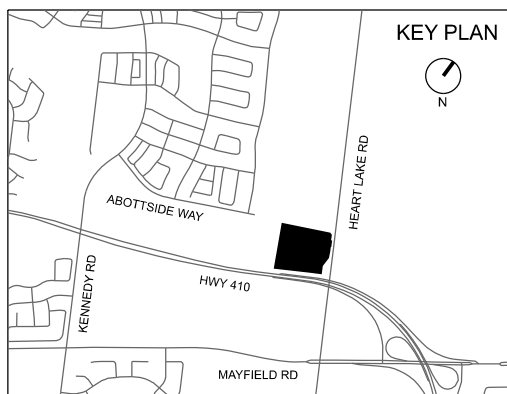
File:

Date:

April 7, 2021



## Schedule 'B' to By-law 2022-XX



**—** Lands Subject to this By-law

Legal Description:

PART OF LOT 18 AND 19 CONCESSION 2 EHS CHING  
 PART OF PART 1 PLAN 43R34717  
 AND PART OF PART 4 PLAN 43R32060  
 AND PART 3 PLAN 43R32060  
 AND PARTS 1, 2 PLAN 43R37615  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL

File:

Date:

April 7, 2021