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PLANNING RATIONALE REPORT

12892 DIXIE ROAD, CALEDON, ON
TRIBAL PARTNERS CANADA INC.



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

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SUMMARY

A local official plan amendment, zoning by-law amendment and site plan application are being filed on behalf of Tribal Partners Canada Inc. ('Tribal', 'Applicant') in support of an e-commerce development (warehouse, distribution, technology and innovation, and industrial uses) that is comprised of four (4) industrial buildings, associated road networks, stormwater management facilities, and environmentally protected features. The lands are municipally known as 12892 Dixie Road and are located in the southern end of the Town of Caledon within the Mayfield West Secondary Plan Study Area. The lands are approximately 79 hectares (195 acres) in size.

The application is being filed alongside an application located at 12035 Dixie Road, which is submitted under separate cover, however, together offer a significant employment opportunity for the Town of Caledon ('Town') and Region of Peel ('Region'). The applications provide over 4,800,000 square feet of employment uses, and are projected to create 4,000 jobs across this business park, with end users ready to begin construction upon receiving approvals. The sites were chosen given the proximity to the existing 400-series highway, and the planned GTA West corridor, and the connections to the Region and Province. The development at 12892 Dixie Road will consist of four industrial buildings that vary in size (270,000 – 1,000,000 sq ft) and total approximately 2,600,000 square feet of employment area. A portion of the proposed development is to accommodate cold storage facilities for perishables, providing much needed storage capacity for food distribution in the Region.

The subject lands are currently designated Prime Agricultural Area, and are located within the Mayfield West Secondary Plan Study Area, but are outside of the 2031 Boundary, and are therefore outside of the urban boundary. The ongoing Municipal Comprehensive Review ('MCR') being undertaken by the Region has identified the site to become part of the urban boundary and to be redesignated for Community Uses, Prime Agricultural and Greenbelt Area. Through this application, we are proposing that the site be redesignated as Employment and Greenbelt Area through the MCR.

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

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

1.0 INTRODUCTION

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

The lands are municipally known as 12892 Dixie Road in the Town of Caledon (see **Figure 1**). The site is approximately 79 hectares (195 acres) in size and generally rectangular in shape. There are a number of key-hole properties located along the eastern boundary fronting Dixie Road, and northern boundary fronting Old School Road, that are privately owned.

The planning applications facilitate a unique opportunity in the Town and Region through the development of approximately 4,800,000 square feet of employment area over four buildings, providing approximately 4,000 jobs and over 1,750 jobs on this site alone. A portion of the proposed development is to accommodate cold storage facilities for perishables, providing much needed storage capacity for food distribution in the Region. The buildings have been strategically located and massed to provide efficient floor plates for the end-users, while also being sensitive and respectful to adjacent land uses, including the adjacent agricultural operations. The site plan has been designed to locate the proposed fully signalized site accesses in alignment with existing entrances. Tribal intends to sever the lots, as such, each building will have its own service connection. Prior to severance, mutual access and drainage easements will be provided over each of the properties to ensure long term functioning of the lands.

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

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

1.1 Location and Surrounding Uses

The subject site, known municipally as 12892 Dixie Road are legally described as follows:

PIN 142350693

Legal Description: Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43r15184 Except Pts 30-33 & 35-37, 43r20345 & Pt 23, 43r20416 & Pt 2, 43r7014 & Pt 2, 43r5085; Caledon

The property fronts Dixie Road and Old School Road and is located in the Town of Caledon, north of the City of Brampton and the Mayfield West Secondary Plan Area (see **Figure 2**). The site is approximately 79 hectares (195 acres) in size. Exclusive of natural heritage features to be retained and enhanced on site, the land being used for the development and being requested as part of the urban boundary is 60 hectares (148 acres) in size.

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

North: located immediately north are agricultural uses including Armstrong Manor Farm;

South: located immediately south, are agricultural uses, UPS, a shipping company; further south is Acklands Grainger, an industrial equipment supplier; these Employment Uses are located within the Mayfield West Secondary Plan Area;

East: to the east are agricultural uses; further east is Banty's Roost Golf Course; and

West: located immediately east are agricultural uses and the future GTA West north-south Highway 410 extension.

1.2 Site Description

The site is generally flat in nature, and decreases in elevation from the northwest to the southeast, following typical drainage patterns. The site is occupied by some farm related, and residential related buildings and structures along the eastern frontage. The balance of the site remains vacant. There is a large woodlot in the center of the site that forms part of the Greenbelt Area and is proposed to remain protected and will be buffered from development. There is also a small environmental feature (also Greenbelt Area) along the southern property boundary that will be buffered and protected. Lastly, there is a drainage feature and environmental area in the northeast corner that will be buffered and protected (see **Figure 12**).

1.3 Current Status of Land and Ongoing Studies Related to Lands

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

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

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

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

The subject site falls within the Focus Study Area (see **Figure 4**) and is therefore within the area proposed for boundary expansion. Notwithstanding the Region's ongoing consideration of the lands to be included in the urban boundary, a formal request was submitted to include the lands in the urban boundary as employment lands. While the SABE has not been approved, it is likely that the subject site will be included in the boundary expansion given its close proximity to the built-up boundary of both the Mayfield West Secondary Plan Area and the City of Brampton, and its proximity to the future planned GTA West corridor. Preliminary studies have identified the site as suitable for employment uses.

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

STUDY	APPLICATION TO 12035 DIXIE ROAD
Summary of required Land Needs	<ul style="list-style-type: none"> - Additional population of 183,000 people and 67,700 jobs by 2051, which translates to 3,100 hectares for Community Areas and 1,200 hectares to support Employment Areas
Agricultural Impact Assessment, Planscape	<ul style="list-style-type: none"> - The subject site falls within Area 5 and 8 of the Agricultural Impact Assessment - Area 5 <ul style="list-style-type: none"> o The assessment acknowledges that there is a cluster of active farm operations o The Natural Heritage System could be a buffer to protect agricultural uses - Area 8 <ul style="list-style-type: none"> o The assessment acknowledges the interface with the Mayfield West Secondary Plan Boundary and notes that it meets many criteria for boundary expansion o The existing land use is primarily agricultural in Area 8 and therefore Minimum Distance Separation requirements are to be considered o Natural Heritage System could be a buffer to protect agricultural uses <p>COMMENTS: Given the proximity of the site to the built-up area of Mayfield West and City of Brampton, the site is not viable for agricultural uses long term. The site is naturally fragmented by the road pattern and the Natural Heritage System in proximity to existing residential and employment uses. Additionally, there has been a lack of recent investment in the agricultural community. Agriculture requires a long-term commitment in order to justify the investment in soil improvement, structures, livestock facilities. There is a minimum area for a Prime Agricultural designation and this area is less than this minimum. See Agricultural Impact Assessment, prepared by Clark Consulting Services Inc. for further information.</p>
Transportation Initial Assessment, Paradigm	<ul style="list-style-type: none"> - The subject site falls within Area 6 (Northwest of Tullamore/Northeast of Mayfield West) of the Transportation study - The study assessed transportation potential using the principles from the Region's Long Range Transportation Plan framework including Transportation, Economic, Natural Environment and Cultural Heritage - Area 6 is identified as an area with high potential for goods flow movement - Additionally, from a natural heritage perspective, Area 6 was identified to have minimal constraints that would cause negative impact to natural heritage during construction activities <p>COMMENTS: The site is uniquely situated in an area that has frontage on major arterial roads, access to the existing 400-series highway, and is in proximity to the planned GTA West expansion. This makes the site ideal for future employment uses that rely heavily on an integrated transportation network.</p>

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

1.3.2 GTA West Transportation Corridor Route Planning and Environmental Assessment Study

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

2014. The GTA West corridor is an important transportation feature for the Region of Peel and the Town of Caledon.

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

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

A small portion of the subject site is located within the FAA (purple area); however, this has a negligible impact on the overall site. It is anticipated that the MTO will continue to proceed with their current Preferred Route, which means the subject site would not be impacted, as shown on **Figure 5**.

1.3.3 Status of Employment Lands in the Town of Caledon

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

In addition to the above, and largely due to the GTA West FAA, there is limited designated/zoned land available to accommodate land-extensive employment and industrial users who need a significant amount of land to accommodate large-scale warehouse facilities (which require a planned network of loading areas, trucking routes, gatehouses, stormwater infrastructure, as well as substantial parking to accommodate the employees on site). The remaining lands that are designated Employment in the

Mayfield West Secondary Plan Area that are located outside of the FAA are small in size, and would not meet these basic requirements.

In summary, in order for the Town and Region to meet employment as well as provide a land base suitable to accommodate large employment users, it is critical to redesignate lands in proximity to existing employment uses and urban areas that are not impacted by the FAA to accommodate employment uses in the municipality.

2.0 PROPOSED DEVELOPMENT

2.1 Development Proposal

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

The development at 12892 Dixie Road will consist of four industrial buildings that vary in size (270,000 – 1,000,000 sq ft) and total approximately 2,600,000 square feet of employment area. A portion of the proposed development is to accommodate cold storage facilities for perishables providing much needed storage capacity for food distribution in the Region. A copy of the proposed Site Plan is attached as **Figure 3**.

There are areas of the site that have been identified as Greenbelt Area in local and provincial plans, and other natural heritage features identified through site walks with relevant agencies (see **Figure 12**). The development proposes to protect all environmental features. There is large woodlot that forms part of the Greenbelt Area. This area staked on site and its associated buffers are proposed to remain protected through maintaining the Greenbelt designation and further restrict development through the most limiting Environmental Policy Area zoning, EPA-1. There is also a small environmental feature (also Greenbelt Area) along the southern property boundary that was staked on site. The limits staked on site and the required buffers will be designated Greenbelt and zoned Environmental Policy Area (EPA-1). Lastly, there are two environmental areas, that are not Greenbelt Area, in the northeast corner that will be buffered and protected, and will be zoned Environmental Policy Area 1 (EPA-1).

It is important to note that Toronto and Region Conservation Authority ('TRCA') and Town of Caledon staff have been consulted on these features, and limits of the natural heritage features were staked on site and agreed to by all parties (TRCA, Town Staff and Owner/Applicant representatives). The limits are provided with this submission, see Feature Staking Survey by R. Avis Surveyors. Since the property is

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

The balance of the site will accommodate the development at 12892 Dixie Road which will consist of four industrial buildings that vary in size and total approximately 2,600,000 square feet of area. The north half of the site will accommodate Building A, and Building B which have proposed shared accesses off of Old School Road and Dixie Road. Building C and Building D will be accommodated on the south half of the site, and have proposed access off of Dixie Road, south of the woodlot. The Buildings are approximately 880,000 square feet (Building A), 985,000 square feet (Building B), 520,000 square feet (Building C) and 270,000 square feet (Building D) in size. Building C and Building D will accommodate the cold storage uses.

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

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

2.2 Servicing of Proposed Development

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

In accordance with provincial and local planning policy, servicing of sites should be undertaken in a comprehensive manner. It is understood that the Region has a capital works project to extend water servicing north, up Dixie Road in 2021. It is recommended that given the ongoing SABE, sanitary servicing be extended at the same time, to make efficient use of resources.

The Applicant is prepared to enter into discussions with the Region regarding the building of these services including exploring front-ending these upgrades and seeking Development Charge refunds for these services. Extension of these services is in line with the proposed urban boundary expansion and will provide benefits and help to urbanize sites within this vicinity. Servicing of the site for the long-term solution (ie. full municipal services) is the preferred route.

Notwithstanding the Applicants willingness to aid in extension of these services, WSP Group is proposing both interim and long-term solutions to servicing. It is anticipated that the incoming water to the site will meet domestic requirements, and this will be confirmed by a hydrant flow test in the spring (2021). Interim solutions would include temporary above grade reservoirs for fire fighting purposes, and holding tanks for sanitary. Long-term solutions include extending both water and sanitary servicing to the site

from Dixie Road. Please refer to the Functional Servicing Report, prepared by WSP Group for further details.

2.3 Town of Caledon and Region of Peel as a Complete Employment Market

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

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

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

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

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

2.4 Employment Density

The proposed development at 12892 Dixie Road provides for 1,750 jobs to be accommodated within 2,600,000 square feet of employment area on site. Across the two sites, and including 12035 Dixie, over 4,000 jobs are to be accommodated within 4,800,000 square feet of employment area.

The Growth Plan (2.2.2.7) sets the minimum density target for the Region of Peel at not less than 50 residents and jobs combined per hectare. It is important to note that this policy is for areas within the Designated Greenfield Area, as defined by the Growth Plan, which this site does not fall into. In addition, this is to be achieved over the Regions entire Designated Greenfield Area, and it is not expected this would be achieved on every single site. However, since the site is proposed to become part of the urban boundary and Designated Greenfield Area, these targets were analyzed in **Table 1, Table 2, Table 3, and Table 4** below.

Table 1 outlines the employment density required on site using the Greenfield Growth Plan target of 50 jobs and people per hectare. A total of 2,695 jobs would be required to be accommodated on site (on the site at 12892 Dixie Road alone).

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

DENSITY CALCULATION	
Total Site Area	79 ha
Area of Natural Heritage Features (Non-developable)	19 ha
Net Area for Density Calculation	60 ha
Required Total Number of People & Jobs	2,695

Employment areas required per employee were analyzed using the rates applied to the Mayfield West Area in the 2019 Town of Caledon Development Charges Background Study. According to this study, each employee requires 1,500 square feet of employment area. **Table 2** outlines the size of building that would be required to accommodate 1,500 square feet per employee and ultimately accommodate the 2,695 jobs on site requested by the Growth Plan. A total gross floor area of 4,500,000 square feet would be required on site to accommodate this number of jobs.

TABLE 2: Building Area Required to Accommodate 4,000 Jobs on Site to meet Growth Plan Designated Greenfield Area Targets

BUILDING AREA REQUIREMENTS TO ACCOMMODATE 4,000 JOBS	
Total Jobs	4,000
Square Feet per Employee	1,500 square feet ¹
Required Square Footage	4,500,000 square feet

It is important to highlight that the rates used in the Mayfield West Area (1,500 square feet per employee) are general and are representative of a number of employment uses including: office,

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

commercial, and retail (and industrial). When site planning for the first three uses (excluding industrial), there are opportunities to accommodate a multi-level building, therefore increasing the overall gross floor area, and increasing the amount of area that employees may be accommodated on.

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

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

Table 3 below outlines the total building gross floor area provided on site, and applies the total gross floor area required per employee the Mayfield West Area, in order to calculate the total jobs accommodated on site. Approximately 1,774 jobs are created on site, this is in line with the jobs reported by the end users.

TABLE 3: Employment Density Provided on Site based on 1,500 sq. ft. per employee ³

DENSITY CALCULATION	
Total Building Area	2,661,302 square feet
Square Feet per Employee	1,500 square feet ⁴
TOTAL JOBS ON SITE	1,774

The above calculations are directly correlated to the number of jobs accommodated within the buildings and are therefore based solely on the gross floor area of the buildings. This does not account for the jobs created in association with these uses. As is typical with warehouse and distribution uses, it is anticipated that additional jobs will be created through the contracting out of transportation/trucking requirements. These jobs would be considered jobs with ‘no usual place of work’. Based on the traffic

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

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

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

study, completed by LEA Group, it is anticipated that there will be 53 AM peak trips and 80 PM peak trips for trucks on site per day.⁵ Therefore, at least 133 jobs will be created through during these AM and PM peak hours, bringing the total jobs created through this development alone to 1,907 jobs as shown by **Table 4** below. It is also fair to assume that additional trips will be generated during off peak hours.

TABLE 4: Employment Density Provided on Site and Additional Trucking Jobs⁶

DENSITY CALCULATION	
Site Developable Area	60 ha
Total Building Area	2,661,302 square feet
Square Feet per Employee	1,500 square feet ⁷
Total Jobs on Site	1,774
Employment Density on Site	30 jobs/ha
Total Jobs on Site with Trucks	1,907
Employment Density Provided (incl. Trucks)	32 jobs/ha

The proposed development aids the municipality in achieving employment targets set by the Province. While the site does not accommodate 50 jobs per hectare on site, the site will achieve an employment density of 30 jobs per hectare, and when including trucking jobs, 32 jobs/ha, which exceeds the anticipated density for this type of use (established by Hemson Consulting noted above). In summary, the site will accommodate approximately 1,774 jobs on site, with an additional 133 jobs created through the trucking and shipping needs, totaling 1,907 jobs generated by this development alone.

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

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

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

	TOTAL	12892 DIXIE (NORTH)	12035 DIXIE (SOUTH)
Jobs (Reported by Tribal)	4,000	1,750	2,250
Non-Residential Assessment Base	\$442,000,000	\$246,000,000	\$196,000,000
Annual Property Tax (Town, Region, School Boards)	\$9,000,000	\$5,000,000	\$4,000,000
Development Charges (Town)	\$25,000,000	\$14,000,000	\$11,000,000
Development Charges (Region)*	\$38,800,000 - \$77,000,000*	\$4,800,000 - \$43,000,000*	\$34,000,000

⁵ Based on Traffic statistics provided by LEA Group: 53 AM peak trips, 81 PM peak trips and additional trips during off-peak hours.

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

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

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

<u>Region of Peel DC's</u>		Effective January 22, 2021		
	\$ per sm		DC CHARGE NORTH	DC CHARGE SOUTH
WATER SUPPLY	\$	76.16	\$ 18,830,026.88	\$ 15,209,152.00
WASTEWATER	\$	79.04	\$ 19,542,086.72	\$ 15,784,288.00
PUBLIC SERVICES HWY	\$	16.52	\$ 4,084,454.36	\$ 3,299,044.00
PUBLIC WORKS	\$	1.10	\$ 271,967.30	\$ 219,670.00
OPP	\$	0.29	\$ 71,700.47	\$ 57,913.00
GROWTH STUDIES	\$	0.72	\$ 178,014.96	\$ 143,784.00
PARAMEDICS	\$	0.90	\$ 222,518.70	\$ 179,730.00
WASTE DIVERSION	\$	0.19	\$ 46,976.17	\$ 37,943.00
		TOTAL	\$ 43,247,745.56	\$ 34,931,524.00

<u>Town of Caledon DC's</u>		Effective February 1, 2021		
	\$ per sm		DC CHARGE NORTH	DC CHARGE SOUTH
Town of Caledon	\$	58.41	\$ 14,441,463.63	\$ 11,664,477.00
Educational	\$	9.69	\$ 2,395,784.67	\$ 1,935,093.00
		TOTAL	\$ 16,837,248.30	\$ 13,599,570.00

2.6 Required Planning Approvals

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

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

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

A zoning by-law amendment proposes to rezone the staked environmental lands and the associated buffers as Environmental Policy Area 1 (EPA-1), stormwater management ponds as Open Space (OS) and MS-XX, and rezone lands for employment uses under the MS zone (Serviced Industrial), with site-specific standards that are required to support the proposed industrial development. It is anticipated that the lot will eventually be severed and this has been considered through the proposed site-specific zoning by-law to avoid the need for future minor variances. The site-specific standards help to achieve the form of industrial development required to create a large scale and integrated business park development. A copy of the proposed Town of Caledon Site-Specific Zoning By-law Amendment is attached as **Appendix C**.

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

3.0 PLANNING FRAMEWORK

3.1 Provincial Policy Statement (2020)

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

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

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

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

While the subject site is not currently part of a settlement area, it is proposed through this application that it become part of the urban boundary, and therefore part of the settlement area. The development of the site will efficiently use land and resources including existing roads, planned roadway and offer expedited construction of planned infrastructure and servicing upgrades by the Region or the Applicant. Additionally, through this development there is a proposed transit expansion to service this development, providing sustainable modes of transportation to the area. Lastly, with the GTA West north-south expansion of Highway 410, and east-west corridor, development of this site for employment uses is logical in order to take advantage of trucking connections to the existing and future highway system.

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

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

- a) *sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*
- b) *the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;*
- c) *in prime agricultural areas:*
 1. *the lands do not comprise specialty crop areas;*
 2. *alternative locations have been evaluated, and*
 - i. *there are no reasonable alternatives which avoid prime agricultural areas; and*
 - ii. *there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

- d) *the new or expanding settlement area is in compliance with the minimum distance separation formulae; and*
- e) *impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.*

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

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

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

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

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

The proposed development is consistent with the Rural Area policies in that it makes efficient use of the proximity to the urban area and existing services available. As noted above, these lands are in transition to urban area, and the conversion of this site will have minimal impact as per the AIA conducted by Clark Consulting Services Inc. The AIA also notes that while the conversion of these lands will result in a reduction in the agricultural land supply, this reduction will not be significant.

We understand that the Region is currently considering Community Use and Agricultural Uses on this site long term, and are in discussions with the Region to ensure that Employment Uses are considered for this site. In accordance with the PPS, it is important to plan to accommodate economic activities in more urban forms that will generate employment, while conserving biodiversity and considering the ecological benefits and constraints on site, which this proposal does.

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

The proposed development will help the Region of Peel and Town of Caledon ensure that development advances in a logistical and comprehensive manner that is integrated with infrastructure planning. Given the built-out area of Brampton and the Mayfield West Secondary Plan Area to the south, logical sequencing of development includes the subject site next. The development (together with 12035 Dixie Road) will provide approximately 4,000 jobs to help the Region and Town meet employment and economic development targets in the near future. Through the various studies required for the planning applications, it has been shown that the development adequately manages natural heritage, water, agricultural, cultural heritage and archaeological resources. Additionally, the overall development will help the Region and Town to achieve projected employment forecasts and contribute to the overall economic sustainability of the Region.

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

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

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

It is recommended that servicing of this site be undertaken in a comprehensive and integrated approach. It is understood that the Region has a capital works project to extend water servicing up Dixie Road in 2021. It is recommended that given the ongoing Urban Boundary Study, sanitary servicing be extended at the same time. The proposed servicing plan, prepared by WSP Group is discussed in section 2.2 of this report. While the sites can operate with a temporary servicing solution, as stated previously, the Applicant would be prepared to enter into a front-end agreement to facilitate the expedited installation of infrastructure (water and sanitary), through the corresponding development charges (discussed in section 2.5 of this report).

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

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

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

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

Development of the subject site promotes the use of active transportation by locating employment uses in close proximity to other employment uses and large residential subdivisions, which may shorten commute journeys and decrease congestion. It is understood that expansion of transit north, up Dixie Road, is planned in the near future to service these sites. This development will help to facilitate the establishment of said transit, ultimately ensuring that this large-scale employment use is well served by transit. This development is freight-intensive and is well suited to be served by both existing and future transportation network including Highway 410, Highway 407, and the GTA West corridor. The sites are also in close proximity to major rail facilities and Pearson Airport. The Site Plan has also been strategically designed to mitigate the effects on existing vegetation, providing appropriate buffering, as well as realigning a channel to provide an overall net-benefit to the ecology of the site.

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

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

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

The site is in an area of transition and is suitable for Employment uses long term as identified by our AIA consultant, Clark Consulting Services Inc. The AIA also notes that while the conversion of these lands will result in a reduction in the agricultural land supply, this reduction will not be significant.

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

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

To summarize, the proposed development is located in close proximity to the already built-up areas of Brampton and Mayfield West, and represents a logical boundary expansion. Development of the subject site will make efficient use of land, and resources, including existing and planned infrastructure, while having regard for climate change and natural heritage features on site. The development helps to contribute to the employment stock and economic viability of the Region and Town and is therefore consistent with the PPS.

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

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

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

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

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

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

In accordance with the above it is the municipalities responsibility to designate adequate employment lands to meet targets of the Growth Plan. Employment lands were designated in the Mayfield West Secondary Plan. The Mayfield West Secondary Plan accounts for approximately 180 net hectares (444 acres) of employment land, to serve the Town of Caledon. As discussed previously, due to the ongoing GTA West Study, approximately 226 acres (the bulk) of available employment lands within the Mayfield West Secondary Plan Area are ‘frozen’ and cannot be developed until such time that the Environmental Assessment is complete and the route is locked in. It is fair to say that these lands have been sterilized, and should not be counted towards ‘available’ employment lands. Even at the time that the GTA West Study is complete, it is likely that the lands within the Mayfield West SP Area will be fragmented and will be unable to provide a critical land mass to attract large scale employers that will provide this scale of jobs (i.e., 4,000 jobs). As such, the adjustment would

support the municipality’s ability to meet intensification and redevelopment targets established by the municipality in the year 2021/2022, rather than waiting for the GTA West study to be complete in 2023.

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

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

DENSITY CALCULATION	
Site Developable Area	60 ha
Total Building Area	2,661,302 square feet
Square Feet per Employee	1,500 square feet ⁸
Total Jobs on Site	1,774
Employment Density on Site	30 jobs/ha
Total Jobs on Site with Trucks	1,907
Employment Density Provided (incl. Trucks)	32 jobs/ha

The lands to be added through this application contribute to meeting the required minimum density target within the Greenfield Area by providing approximately 32 jobs per hectare.

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

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

- a) the lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 or 2.2.5.13, as appropriate;
- b) the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;
- c) the affected settlement area is not a rural settlement or in the Greenbelt Area;
- d) the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and

- e) *the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.*

In accordance with the above, adjustments to settlement area boundaries outside of a municipal comprehensive review are permitted, so long as the policies of 2.2.8.5 are met. The lands to be added through this application contribute to meeting the required minimum density target within the Greenfield Area by providing approximately 30 – 32 jobs per hectare. Additionally, the lands meet the criteria outlined in policy 2.2.8.3 including the following:

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

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

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

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

The proposed development converts agricultural land to employment uses which is supported by our agricultural consultant, Clark Consulting Services Inc. The area is in a state of transition and as such, in the long term the land is not viable for agricultural uses. The proposed development is sensitive to the natural heritage resources on site and protects them from future development.

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

3.3 Greenbelt Plan (2017)

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

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

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

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

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

There are four Key Natural Heritage Features to discuss (see **Figure 12**):

- FEATURE 1:** Wetland, Top of Bank and Continuous Vegetation Area (northeast plan area);
- FEATURE 2:** Drainage Feature/Wetland (northeast plan area);
- FEATURE 3:** Woodlot (central plan area); and
- FEATURE 4:** Wetland (southwest plan area).

FEATURE 1: Wetland, Top of Bank and Continuous Vegetation Area (northeast plan area)

In the northeast corner there is a wetland and associated top of bank with a continuous vegetation dripline. This is not of the Greenbelt Area. The wetland and associated top of bank will be protected long term with a 10 metre buffer from the top of bank, as the ultimate constraint. In accordance with recommendations from WSP, appropriate buffering from this feature has been established. A portion of the vegetation dripline cannot be accommodated due to a proposed new entrance off of Dixie Road. If required, a compensation plan will be developed in consultation with WSP, TRCA, the Town and Region.

FEATURE 2: Drainage Feature/Wetland (northeast plan area)

In the central north area of the plan there is a drainage feature that has been identified as a wetland, and is not part of the Greenbelt Area. It will remain in place with an associated 10 metre buffer, and will be protected long term as Environmental Protection Area through redesignation and Environmental Policy Area through the rezoning as the most restrictive environmental zone, EPA-1. In accordance with recommendations from WSP, appropriate buffering from this feature has been established.

FEATURE 3: Woodlot (central plan area)

In the center of the plan there is a large woodlot that is part of the Greenbelt Area. The woodlot is not considered a significant woodlot, however, a 30 metre buffer has been applied along the staked limits of the woodlot to buffer the development and the woodlot and associated buffering will be protected long term as Environmental Protection Area and as Greenbelt Area. In accordance with recommendations from WSP, appropriate buffering from this feature has been established.

FEATURE 4: Wetland (southwest plan area)

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

Stormwater Management Area D is proposed outside of the Key Natural Heritage Features (KNHF) outlined above. Although located within the Greenbelt Plan area, this stormwater management pond has been designed and developed in accordance with the policies contained in section 3.2.5 (3.2.5.4 and 3.2.5.5) and 4.2.3 (4.2.3.3 and 4.2.3.4) of the Greenbelt Plan.

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

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

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

3.4 Peel Region Official Plan (Consolidated 2018)

The Peel Region Official Plan ('Peel OP' or 'ROP') outlines strategies to growth and development for the period of 2005 – 2031. As discussed in section 1.3.1 of this report, the Region is undergoing its Municipal Comprehensive Review ('MCR') in accordance with requirements of the Provincial Policy Statement and the Growth Plan with approval of the new Official Plan anticipated in 2022. While the Region was undergoing its MCR, the policies of the Growth Plan were updated to increase the population and employment forecasting from 2041 to 2051. The Region's MCR process is deemed "Peel 2041+ Official Plan Review" and includes the ongoing Settlement Area Boundary Expansion Study ('SABE').

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

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

Schedule D4). The Key Natural Heritage Features of the site will continue to be designated Core Area (ROP Schedule A), Greenbelt Plan Area (ROP Figure 2), and Natural Heritage System (ROP Schedule D3).

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

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

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

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

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

Heritage: The subject site is identified on the Town of Caledon’s heritage registrar, as such a Cultural Heritage Impact Assessment (‘CHIA’) was completed for the property given the proposed change in land use development proposal. Stantec was retained to complete the CHIA and concluded that the property contains “a representative example of a mid-to late 19th century farmstead that continued to evolve and operate through the 20th century”. Through development of the site, the potential cultural heritage resource will be documented in salvaged in any way that may be feasible. Options for documentation and salvage include re-use of building materials off-site to charity, documentation of materials, and potential incorporation of material into the development through site furniture, walls/gates, or transportation shelters, and is supported by the Heritage consultant.

Archaeology: A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc., and the study indicated that the site retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Test Pit Survey and 5 m Visual Survey was conducted over the area within the planned development. The Stage 2 identified three 19th century Euro-Canadian archaeological sites. Historical mapping indicates that both the Craig North and South sites may relate to 19th century commercial shops and/or a small tenanted community. As such these two sites have elevated Cultural Heritage Value or Interest and both Stage 3 excavation and Stage 4 mitigation are warranted. The last is a 19th century site situated around an extant historic homestead. As the site yielded more than 20 artifacts pre-dating 1900, a Stage 3 excavation is warranted. The Stage 3 excavation and Stage 4 mitigation will proceed this spring (2021).

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

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

Source: Region of Peel Official Plan (2018 Consolidation)

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

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

become part of the urban boundary, the Mayfield West Rural Service Centre, and this represents timely, orderly and logical sequencing of a boundary expansion.

The site currently falls within the Mayfield West “Study Area Boundary” which is the area that additional growth for Mayfield West, beyond the 2031 population target, is anticipated to occur. The site falls within the Study Area Boundary, which in part, has already been considered as the ‘next logical’ area to expand within the Town of Caledon. It makes sense to continue employment uses up this Dixie Road corridor given the proximity to other employment uses, residential housing stock in Brampton, and proximity to the planned future major transportation network (GTA West corridor).

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

Policy 5.4.3.2.8.1 requires that development applications do not preclude the GTA West Preliminary Route Planning Study. Most recently, in August 2020, the Focused Analysis Area was refined and the Preferred Route was selected. The Preferred Route falls outside of the site boundary and only a small portion of the FAA remains in the northwest corner of the site. The applicant is in discussions with Ministry of Transportation (‘MTO’) regarding this application and further, MTO will be circulated for comment.

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

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

Section 5.5.4 outlines the policies related to Greenfield Density. Through the proposed redesignation of these lands, the land will become part of the Designated Greenfield Area. Policy 5.5.4.2.2 requires that within Designated Greenfield Areas a minimum density of 42 residents and jobs per hectare is required to be met. Employment densities achievable on site are discussed in section 2.3 of this report. To summarize, approximately 30 jobs/ha can be achieved on-site by this development, due to the land

extensive uses (warehouses) proposed on site. There are also jobs created due to the trucking demands of this type of use. Approximately 1,774 jobs are anticipated on site. Factoring in these employment numbers, a total of 1,907 jobs are created from this development, providing an employment density of 30 – 32 jobs per hectare. This almost meets the benchmark of 33 jobs per net hectare for Employment Land Employment, established by Hemson Consulting.

DENSITY CALCULATION	
Site Developable Area	60 ha
Total Building Area	2,661,302 square feet
Square Feet per Employee	1,500 square feet
Total Jobs on Site	1,774
Employment Density on Site	30 jobs/ha
Total Jobs on Site with Trucks	1,907
Employment Density Provided (incl. Trucks)	32 jobs/ha

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

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

The Region of Peel is well connected by all modes of transportation, as the Region is home to Lester B. Pearson International Airport, is connected to the 400-series highway, has well established and interconnected transit regionally in both the City of Brampton and City of Mississauga, and has established an active transportation network. Of particular relevance to this development application is the existing and planned highway network (GTA West corridor) discussed in section 1.3.2 of this report. In addition, the site fronts onto Dixie Road, a Major Road with a planned right-of-way width of 36 metres (see **Figure 19** and **Figure 20**). Given all of the above, the site is in a prime location to support efficient movement of goods (5.9.7). Additionally, through this application and the application at 12035 Dixie Road, there will be a significant demand for bus transit to be extended to service these sites. Providing this level of employment (4,000 jobs on site) will ensure that extension of the bus service is feasible.

Chapter 6 Regional Services outlines the policies related to the services provided by the Region including Public Works. Through the proposed boundary expansion to include this site, servicing upgrades are required. It is recommended that servicing of this site be undertaken in a comprehensive and integrated manner. It is understood that the Region has a capital works project to extend water servicing up Dixie

Road in 2021. Given the ongoing Urban Boundary Study, and awareness that lands along Dixie will likely be brought into the urban boundary, it is recommended that sanitary servicing be extended at the same time as the water capital works project.

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

3.5 Caledon Official Plan (Consolidated 2018)

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

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

2.2.3 Goals

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

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

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

Section 4.0 Town Structure and Growth Management outlines the hierarchy of settlements in order to implement the Town’s growth management strategy, by defining the role and function of various settlements and allocating growth accordingly. The subject site is designated “Prime Agricultural Area” and “Greenbelt Plan Area” under Schedule B of the Peel OP (see **Figure 21, Figure 22, Figure 23, Figure 25, and Figure 26**). Lands designated Greenbelt Area will continue to be designated as so, in accordance with the limits staked on site and associated buffers. Through the proposed official plan amendment, the remainder of the site will be designated “General Industrial” within the “Settlement Boundary 2031” under Schedule B. This also means that the lands would ultimately become part of the “Settlement Area” under Schedule F, Schedule J, Schedule K, Schedule L, Schedule O, Schedule S, Appendix I, Appendix II and Appendix III; “Designated Greenfield Area” under Figure 1; and, “Mayfield West Rural Service Centre” under Figure 18, Figure 19 and Figure 20.

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

Through the proposed amendment, the policies of the Rural Service Centre and Mayfield West Secondary Plan will apply. As per 4.1.1.3.1. Rural Service Centres are compact, well-integrated rural towns on full piped water and sewer services. These areas are intended to be primary growth areas for both residential and employment growth.

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

Greenfield Area, and as identified within the Town OP, certain sites will achieve more (or less) than others, with the intent of meeting the targets on a Town-wise basis.

Employment densities achievable on site are discussed in section 2.3 of this report. To summarize, approximately 30 jobs/ha can be achieved on-site by this development, due to the land extensive uses (warehouses) proposed on site. There are also jobs created due to the trucking demands of this type of use. Approximately 1,774 jobs are anticipated on site alone. Factoring in these employment numbers, a total of 1,907 jobs are created from this development, providing an employment density of 30 – 32 jobs per hectare. This is close to the benchmark of 33 jobs per net hectare for Employment Land Employment, established by Hemson Consulting.

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

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

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

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

Section 5.5 Employment Areas highlights the importance of employment areas playing a key role in diversifying the Town’s employment and assessment base. Development of employment areas will be focused in the Rural Service Centres of Mayfield West and Bolton, and the Industrial/Commercial Centre of Tullamore. It is the policy of the Town OP to designate an adequate supply of employment land within the Rural Service Centres and Industrial/Commercial Centres to achieve employment forecasts noted in Table 4.1 above (5.5.3.2). It is the municipalities responsibility to monitor, in collaboration with the Region of Peel, the supply of employment lands on an annual basis.

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

The subject site is proposed to be designated “General Industrial”, and will be developed in accordance with the policies of 5.5.5 of the Town OP. Additionally, the development has been developed in accordance with the General Design Policies (5.5.7) and has been thoughtfully designed to ensure quality treatment of features, forms, massing, scale, site layout, orientation, landscaping, and ingress and egress to and from the site. Where possible, enhanced elevations and landscaping has been provided. Please refer to the Urban Design Brief prepared by Baldassarra Architects, and the Landscaping plans prepared by Alexander Budrevics and Associates Ltd.

Section 5.7 Environmental Policy Area (EPA) outlines the policies related to Environmental Protection Areas. The site includes four (4) environmentally protected areas that will be protected through EPA and/or Greenbelt designations, and zoning. The four (4) areas are shown on **Figure 12** and are as follows:

- FEATURE 1:** Wetland, Top of Bank and Continuous Vegetation Area (northeast plan area);
- FEATURE 2:** Drainage Feature/Wetland (northeast plan area);
- FEATURE 3:** Woodlot (central plan area); and,
- FEATURE 4:** Wetland (southwest plan area).

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

The proposed development offers an opportunity to extend the Brampton Transit system north, up Dixie, to service the site at 12035 Dixie Road, and the subject site at 12892 Dixie Road. Two bus stops

have been included on the site plan. It is anticipated that given the significant number of jobs (4,000 overall and 1,750 on this site alone), there will be a demand for transit to these developments, ensuring extension of the bus service is feasible.

The site fronts onto Dixie Road, which has a planned right-of way width of 36 metres, and Old School Road, which has a planned right-of-way width of 26 metres (see **Figure 24**). The site is uniquely located in proximity to the existing and planned highway network (GTA West corridor) discussed in section 1.3.2 of this report. Given all of the above, the site is in a prime location to support efficient movement of goods and people.

Section 5.10 Settlements outlines the policies related to settlements within the Town. Development of settlements will take place in an orderly manner that makes use of services and discourages scattered or fragmented land development. Including these lands within the settlement boundary represents a logical expansion of the already-planned settlement area of Mayfield West. Although, the subject site is outside of the 2031 boundary, the site represents the next logical expansion for employment lands given its visibility on Dixie Road, the existing employment uses along Dixie Road, and proximity to a critical transportation network that is required for freight-heavy users.

Comprehensive servicing of developments is encouraged (5.10.3.8, 5.10.3.9) in consultation with the Region of Peel to ensure that water and sewer services are planned, developed and utilized in an efficient manner. As noted previously, the Region has planned upgrades to water services along Dixie Road, and it is recommended that the sanitary upgrades required to service this site be undertaken at the same time. The Applicant is willing to enter into discussions with the Region and Town regarding front-ending agreements to get the required services in place. However, should the services not be made available, the Applicants engineer (WSP) has proposed interim solutions (discussed in section 2.2 of this report).

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

- a) *Protection of environmental and cultural resources;*

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

- b) *The potential impact of the expansion on the function and character of the community;*
- c) *The expansion as a logical and contiguous addition to the existing settlement;*

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

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

Municipal water services have been oversized on Dixie Road, and are intended to be extended by the Region in 2021. It is recommended that the sanitary upgrades required to service this site be undertaken at the same time. The Applicant is willing to enter into discussions with the Region and Town regarding front-ending agreements to get the required services in place.

e) The need and demand for development;

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

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

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

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

See Comprehensive Environmental Impact Study Management Plan prepared by WSP.

h) Compliance with minimum distance separation formulae;

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

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

Not applicable.

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

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

The proposed Town Official Plan amendment would redesignate the lands "General Industrial" within the Mayfield West Secondary Plan Area, and preserve the "Greenbelt Plan" designations. The redesignation represents a logical boundary expansion that has regard for the policies of the Town OP and therefore, we recommend its approval.

Mayfield West Secondary Plan

The Mayfield West Secondary Plan forms part of the Town of Caledon Official Plan, as a Secondary Plan Area. Through the Official Plan amendment noted above, the Mayfield West Secondary Plan will be amended to include the lands as part of the “Settlement Boundary 2031” and “General Industrial”, and protect the “Boundary of Greenbelt Plan Area” (see **Figure 23**).

The Mayfield West Secondary Plan is an area that has been identified in the Town of Caledon for growth in the form of both community and employment uses. Given the location of the site, within the Mayfield West Secondary Plan Study Area, the proposed expansion represents logical progression of growth within the Town of Caledon. It is logical to assume that these lands would be considered next for development given their proximity to the existing employment uses and housing stock.

As discussed in previous sections of this report, the comprehensive servicing of developments is encouraged through Provincial and Regional plans, and shall be done in consultation with the Region of Peel to ensure that water and sewer services are planned, developed and utilized in an efficient manner. Section 7.12.3.8 notes that development will proceed on that basis of full municipal sanitary, storm and water servicing. As noted previously, the Region has planned upgrades to water services along Dixie Road, and it is recommended that the sanitary upgrades required to service this site be undertaken at the same time. The Applicant is willing to enter into discussions with the Region and Town regarding front-ending agreements to get the required services in place. However, should the services not be made available, the Applicants engineer (WSP) has proposed interim solutions (discussed in section 2.2 of this report).

Employment uses are critical to the viability of the Mayfield West Secondary Plan Area. As noted earlier in this report, a total 180 gross hectares (444 gross acres) of employment lands are designated in the Mayfield West area. It is the policy of the Town OP to designate an adequate supply, and monitor the status of employment land within the Rural Service Centres (Mayfield West).

Section 1.3.3 of this report outlines that due to the ongoing GTA West Study process, lands located within the FAA have not been able to proceed with development. As shown by **Figure 7**, specifically, in the Town of Caledon and Mayfield West Secondary Plan Area there is approximately 91.5 net hectares (226 acres) of ‘ready’ (designated and zoned) employment lands that cannot proceed with development today, due to the FAA. Moreover, the Preferred Route, as it currently stands, will take away approximately 28 net hectares (70 acres) of employment land.

In addition to the above, and largely due to the GTA West FAA, there is limited designated/zoned land available to accommodate land-extensive or large-scale employment and industrial who require a significant amount of land to accommodate large-scale warehouse facilities (which require a planned network of loading areas, trucking routes, gatehouses, stormwater infrastructure, as well as substantial parking to accommodate the employees on site). The remaining lands that are designated Employment in the Mayfield West Secondary Plan Area that are located outside of the FAA are small in size, and

would not meet these basic requirements of warehouse-type employment users. It is critical to redesignate lands in proximity to existing employment uses that are not impacted by the FAA to accommodate employment uses in the municipality.

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

The redesignation of the lands meets the policies contained in the Town OP and Mayfield West Secondary Plan as they relate to General Industrial uses and the protection of natural heritage features identified on site. Additionally, the development offers a significant opportunity for the Town to contribute to meeting employment density targets. As such, we recommend approval of the proposed amendment to the Town of Caledon Official Plan.

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

3.6 Regulatory – Toronto and Region Conservation Authority

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

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

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

4.0 ZONING BY-LAW

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

The proposed development requires a zoning by-law amendment to rezone the lands to allow for employment (industrial uses) with site-specific standards that are required to support the proposed industrial development. Lands to be used for stormwater management purposes will be zoned Open Space (OS) and MS-XX. In addition, it is proposed that the natural heritage features staked on site as well as their buffers be zoned Environmental Policy Areas be zoned EPA-1, which is the most restrictive environmental zone. No lands within the greenbelt area are proposed to be zoned for uses outside of those permitted by the Greenbelt Plan. For the intent and purpose of the site-specific zoning by-law, the standards apply to the entirety of the lot (12892 Dixie Road), as the lot exists on the date of passing the by-law. This will avoid the need for future minor variances, when the property is eventually severed.

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

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

5.0 SUPPORTING DOCUMENTATION AND STUDIES

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

Agricultural Impact Assessment, Clark Consulting Services Inc.

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

Arborist Report, Canopy Consulting

The Arborist Report inventoried four hundred and seventy-nine (479) trees, forty-seven of which are Town owned. Ten Town owned trees conflict with proposed construction and are to be removed. Seventy-eight trees located on the subject site conflict with proposed construction and are to be removed. Additionally, two trees located on adjacent properties cannot maintain 100% of their

prescribed Tree Protection Zones and as such, are to be injured. Authorization from the Town of Caledon is required prior to the removal of these eighty-nine trees and the injury of two. It should be noted that trees within the Natural Heritage Features identified on site with the Town and Conservation Authority are not to be impacted. Please see Arborist Report and Tree Protection Plan.

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

The Stage 1 & 2 Archaeological Assessment indicated that there were three 19th century Euro-Canadian archaeological sites; Craig South Site (AkGw-542), Craig North Site (AkGw-540) and the Dixie Lane Site (AkGw-543). Historical mapping shows that both the Craig North and South sites may relate to 19th century commercial shops and/or a small tenanted community. As such, these two sites will require Stage 3 excavation and Stage 4 mitigation. The Dixie Lane site is a 19th century site situated around an extant historic homestead. The site yielded more than 20 artifacts pre-dating 1900, and therefore a Stage 3 excavation is warranted. The Stage 3 and 4 investigations will commence in spring. An update will be provided to the Town following the field work.

Cultural Heritage Impact Assessment, Stantec Consulting

The Cultural Heritage Impact Assessment identified that the proposed development has direct impact to heritage attributes on site related to the farmstead. Proposed mitigation options include relocation of the farmstead, and/or documentation and salvage. It should be noted that relocation is anticipated to not be feasible on site given current development constraints.

Comprehensive Environmental Impact Study Management Plan, WSP Canada Inc.

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

Economic Benefits Study, urbanMetrics Inc.

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

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

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

Fluvial Geomorphological Assessment and Erosion Hazard Delineation, Geomorphix Inc.

A Fluvial Geomorphological Assessment and Erosion Hazard Delineation was completed in order to understand the function and controlling factors related to the fluvial geomorphological conditions on site. A watercourse reach delineation exercise was completed for the site in order to inform the rest of the analysis. Additionally, rapid assessments were completed to document channel conditions including any areas of significant erosion, instream measurements of bankfull channel dimensions, and characterization of bed and bank material. Lastly the limits of the erosion hazard were completed on a reach basis. Based on the conclusions of this study, appropriate setbacks were applied to identified features to ensure that development is appropriately set back appropriately in order to manage risk to life and property from erosion and flooding.

Functional Servicing Report, WSP Canada Inc.

The Functional Servicing Report concluded that the site can be serviced by water, sanitary and storm servicing, however, upgrades are required. Interim solutions are proposed; however, the ultimate condition of municipal services is preferred by the Applicant. Servicing requirements are outlined in detail in the Functional Servicing Report.

Geotechnical Study, MTE Consultants Inc.

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

Hydrogeological Impact Assessment, MTE Consultants Inc.

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

Noise & Vibration Study, SLR Consultants Inc.

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

Stormwater Management Report, WSP Canada Inc.

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

Transportation Impact Study, LEA Group

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

Urban Design Brief, Baldassarra Architects

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

CONCLUSION

The proposed development at 12892 Dixie Road offers a significant employment opportunity for the Town and Region that will provide a significant number of jobs on an underutilized parcel of land in proximity to the built-up boundary of Mayfield West and the City of Brampton.

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

The local official plan amendment (Town of Caledon) is proposed to allow the planned employment uses through the General Industrial designation and inclusion within the Mayfield West Secondary Plan Settlement Boundary 2031. In the official plan amendment, the environmental features that form part of the Greenbelt Plan are proposed to remain unchanged and protected on site.

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

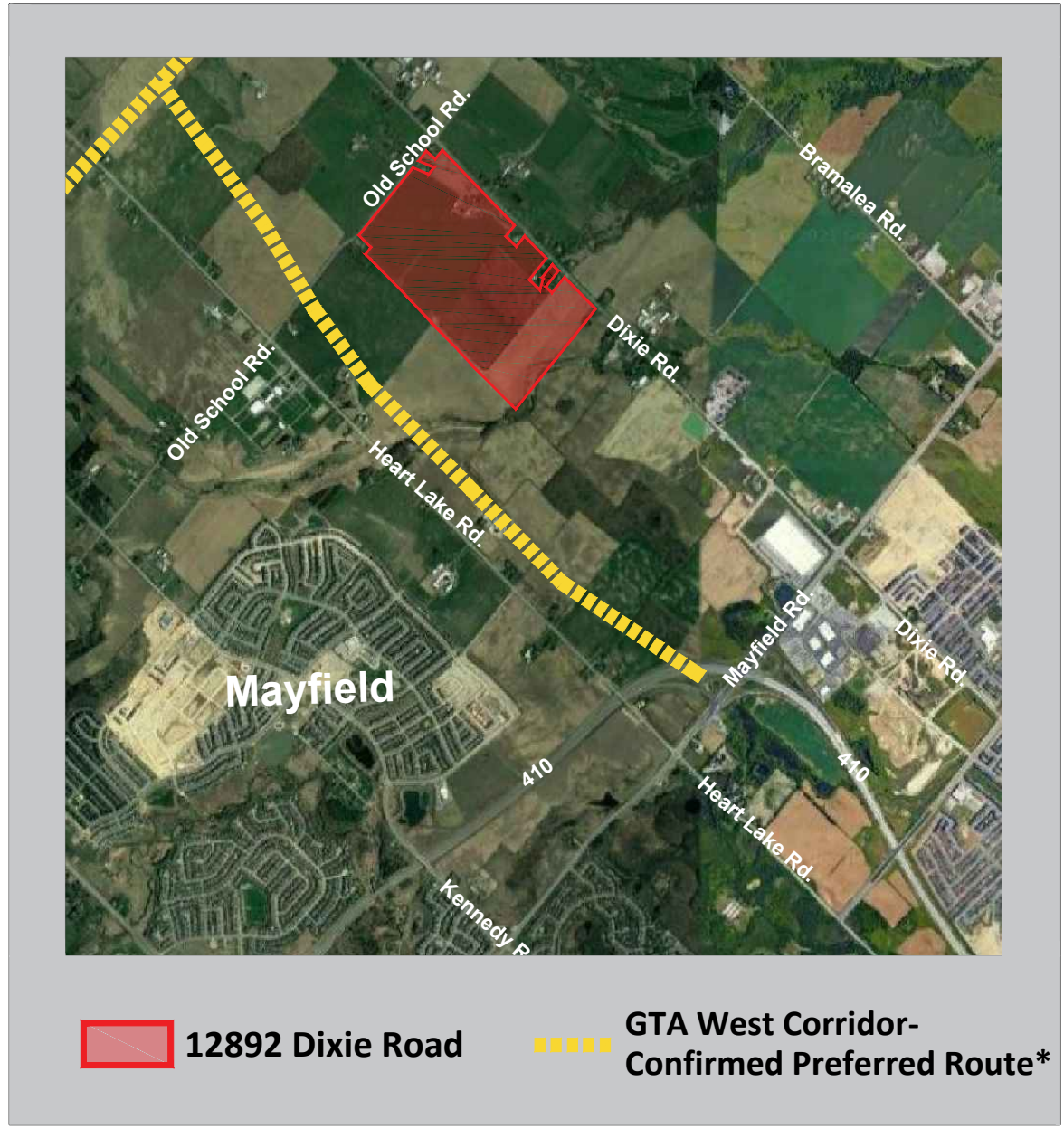
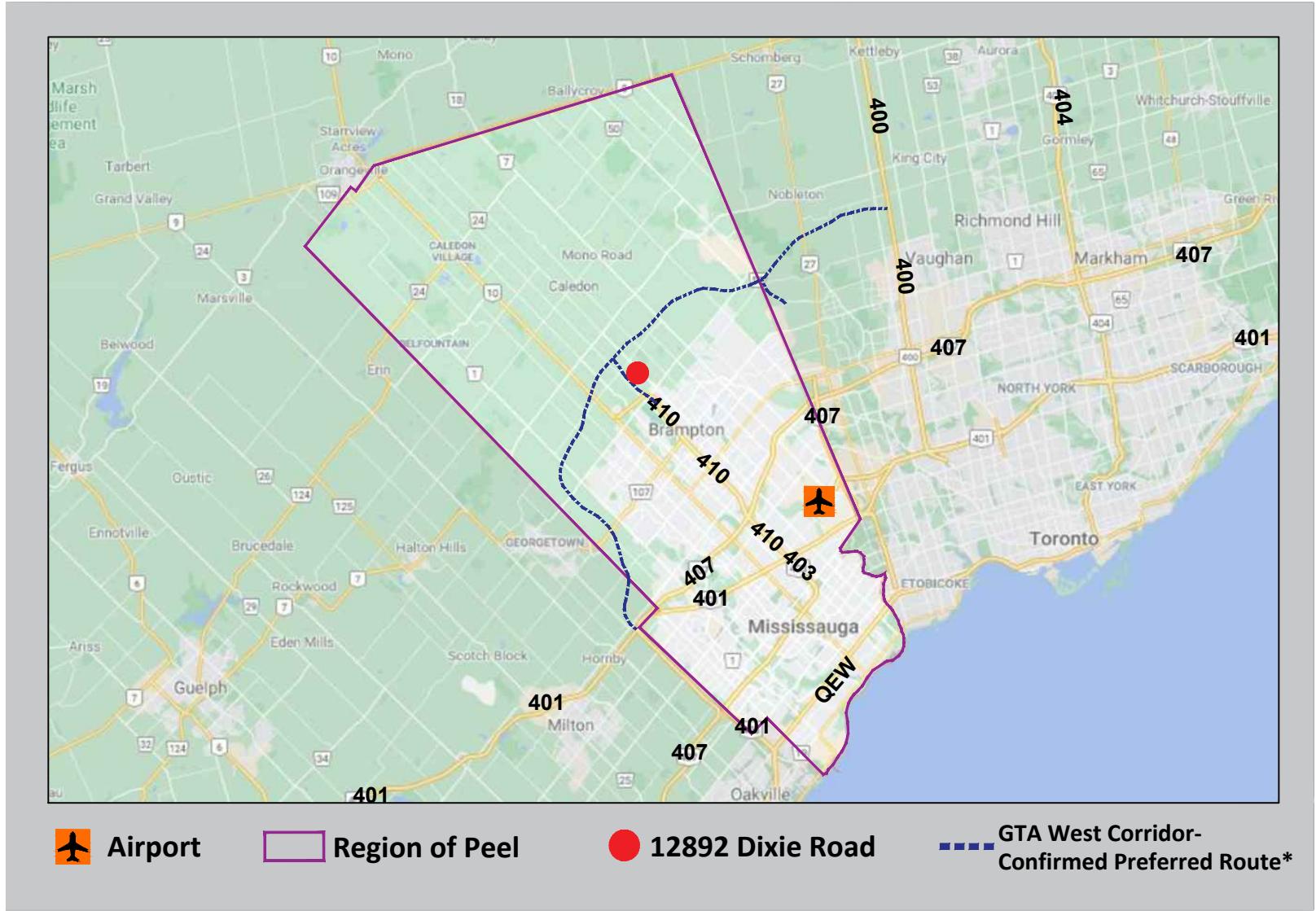
Detailed studies in support of the proposed subdivision were completed including investigations related to engineering (servicing availability, stormwater management), soils (geotechnical, hydrogeological, environmental), environment and ecology (comprehensive environmental impact assessment management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

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

Stephen Armstrong, RPP
Principal

Carleigh Oude-Reimerink, RPP
Senior Planner, Project Manager

FIGURES



*Location is Approximate

Figure 1: Context and Location

12892 Dixie Road, Caledon ON

DATE
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Source: GoogleMaps, Armstrong Planning & Project Management

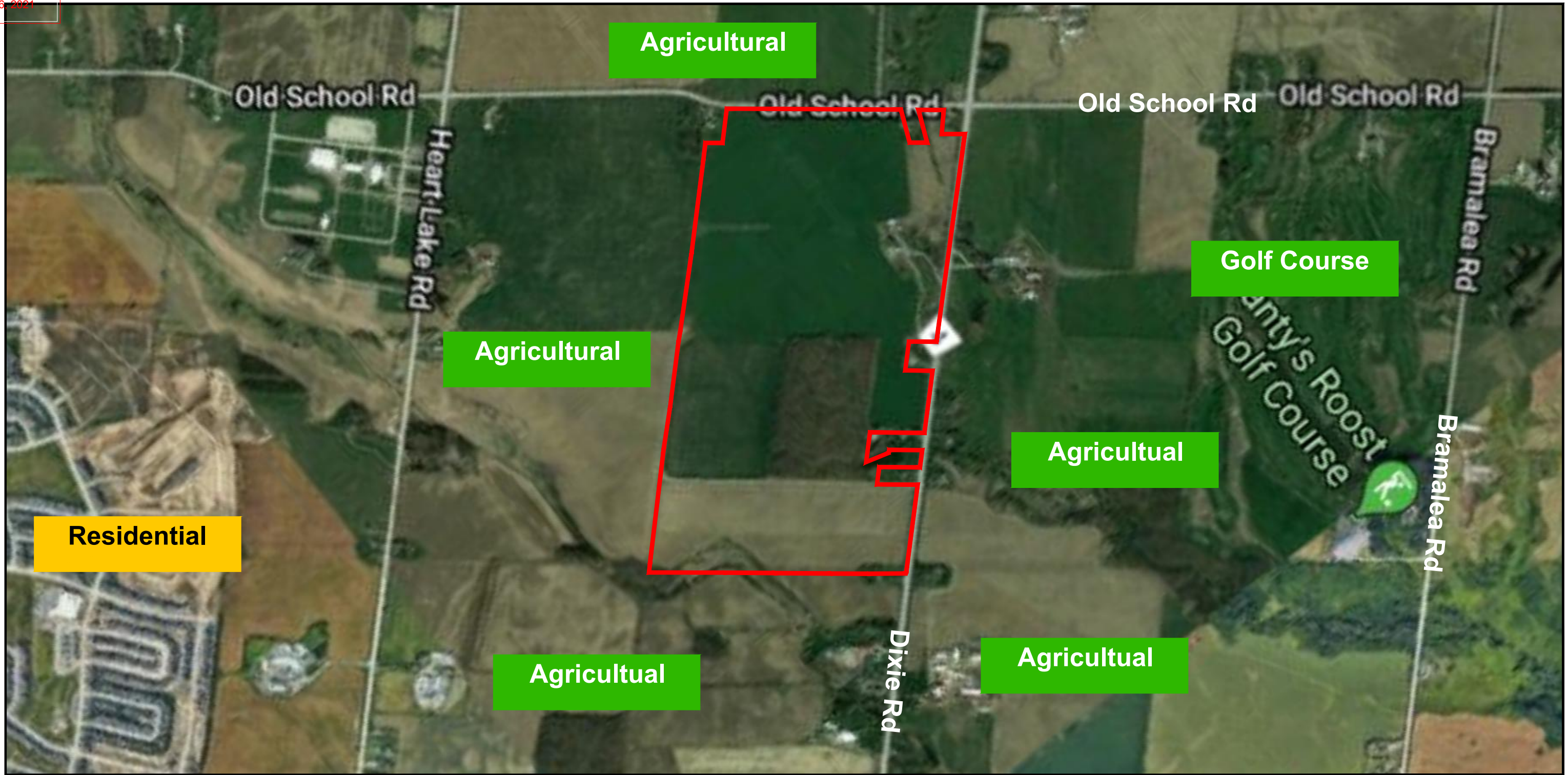


Figure 2: Site Location

12892 Dixie Road, Caledon ON

DATE
FEB 2021



 12892 Dixie Road

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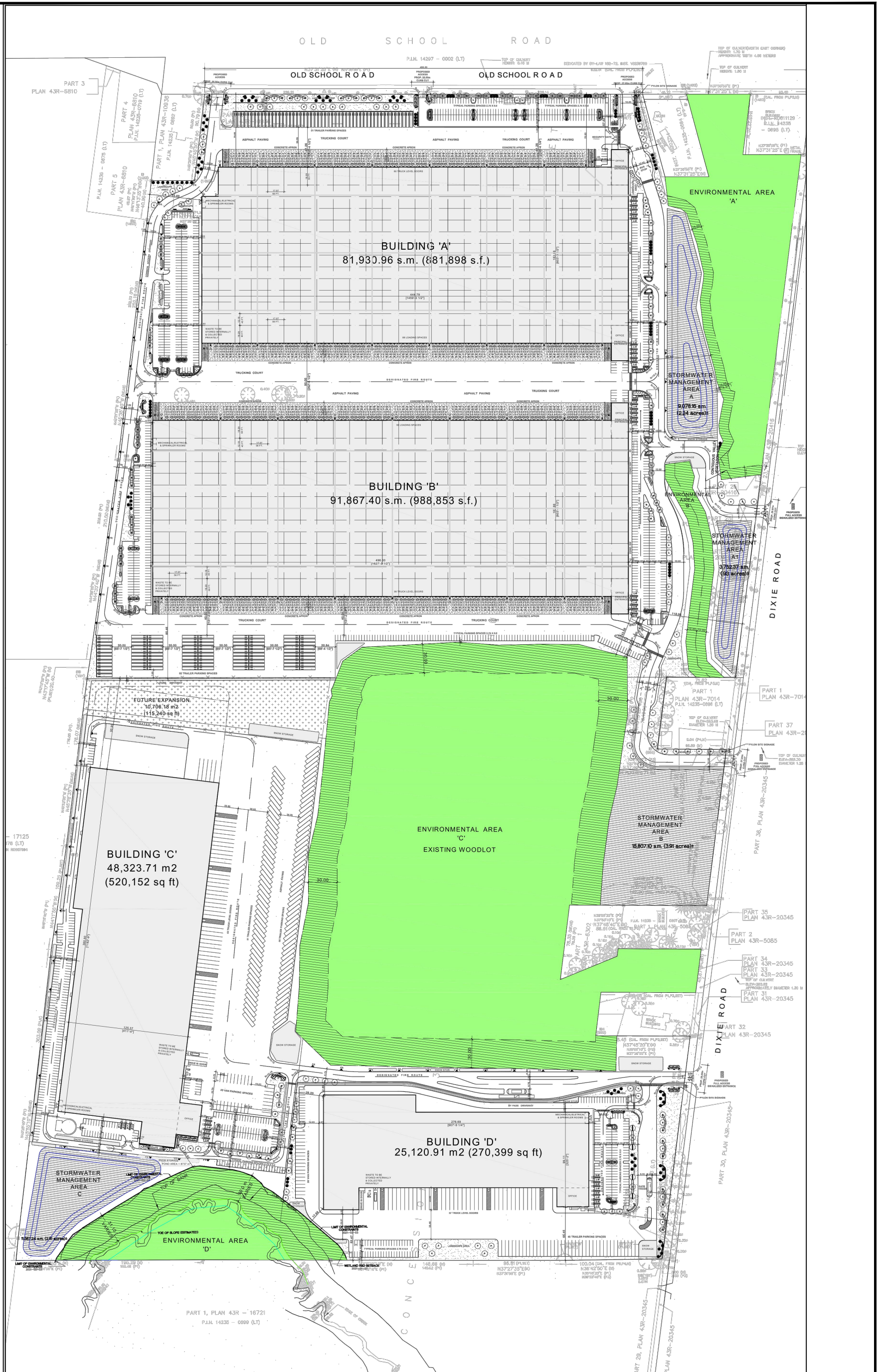


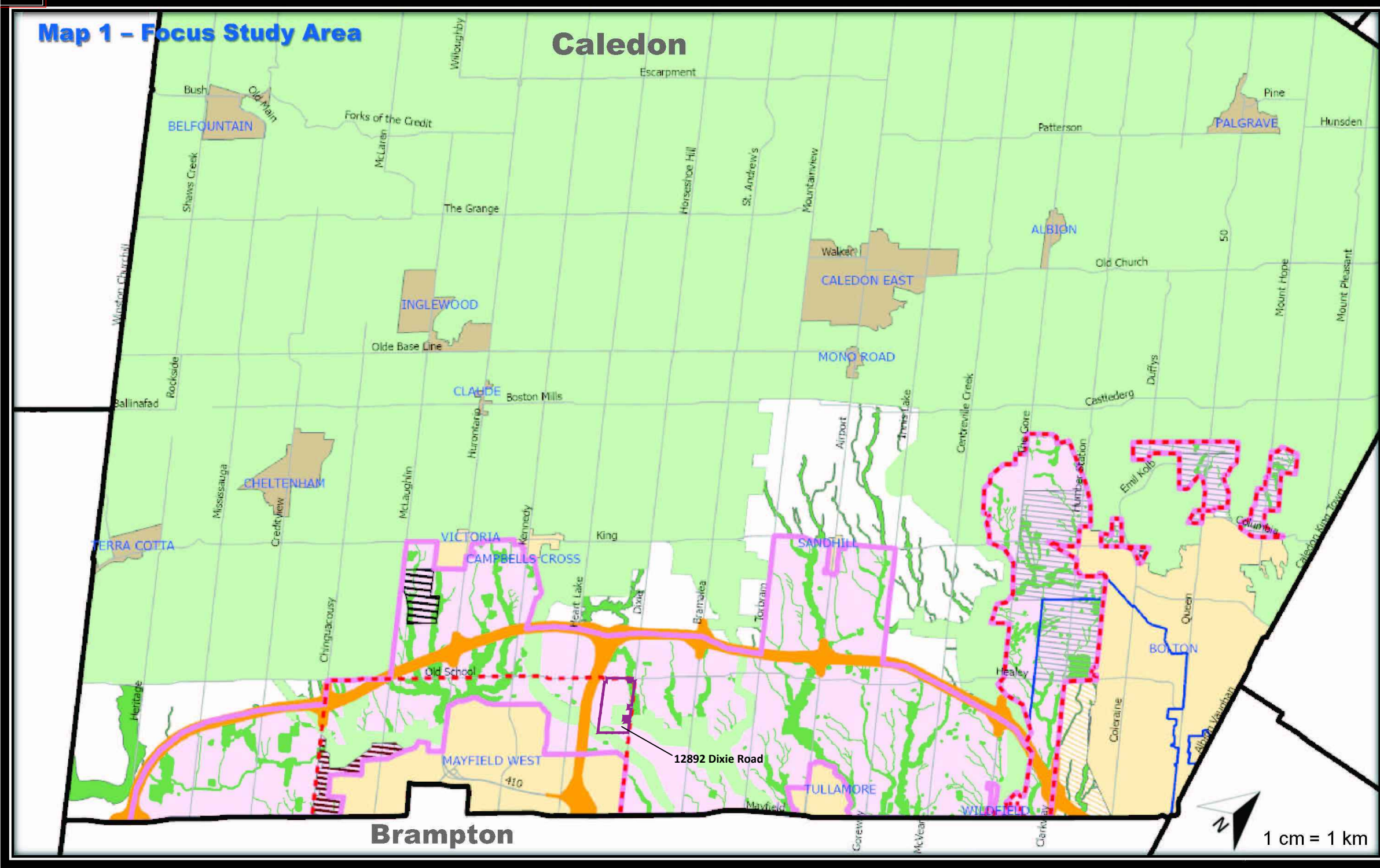
Figure 3: Proposed development
 12892 Dixie Road, Caledon ON

*Refer to Site Plan Drawings
 Submitted with Application

DATE
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FOCUS STUDY AREA (FSA) (2051)

- FSA**
- Study Areas (ROP Policy 5.4.3.2.7)**
- GTA West Corridor (Technically Preferred Route)**
- Municipal Boundary**
- Settlement Areas (Outside Greenbelt)**
- Settlement Areas (Within Greenbelt)**
- Greenbelt Area (Protected Countryside) (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS)**
- Natural Environment Takeouts**
- Bolton Residential Expansion Area (Adopted and Under Appeal)**
- Bolton Residential Expansion Area (Other Areas Studied)**
- Mayfield West (Phase 2 Stage 2 proposed by ROPA 34)**
- Provincially Significant Employment Zone**
- Brampton Caledon Airport**

Figure 4: Settlement Area Boundary Expansion Focus Study Area

12892 Dixie Road, Caledon ON

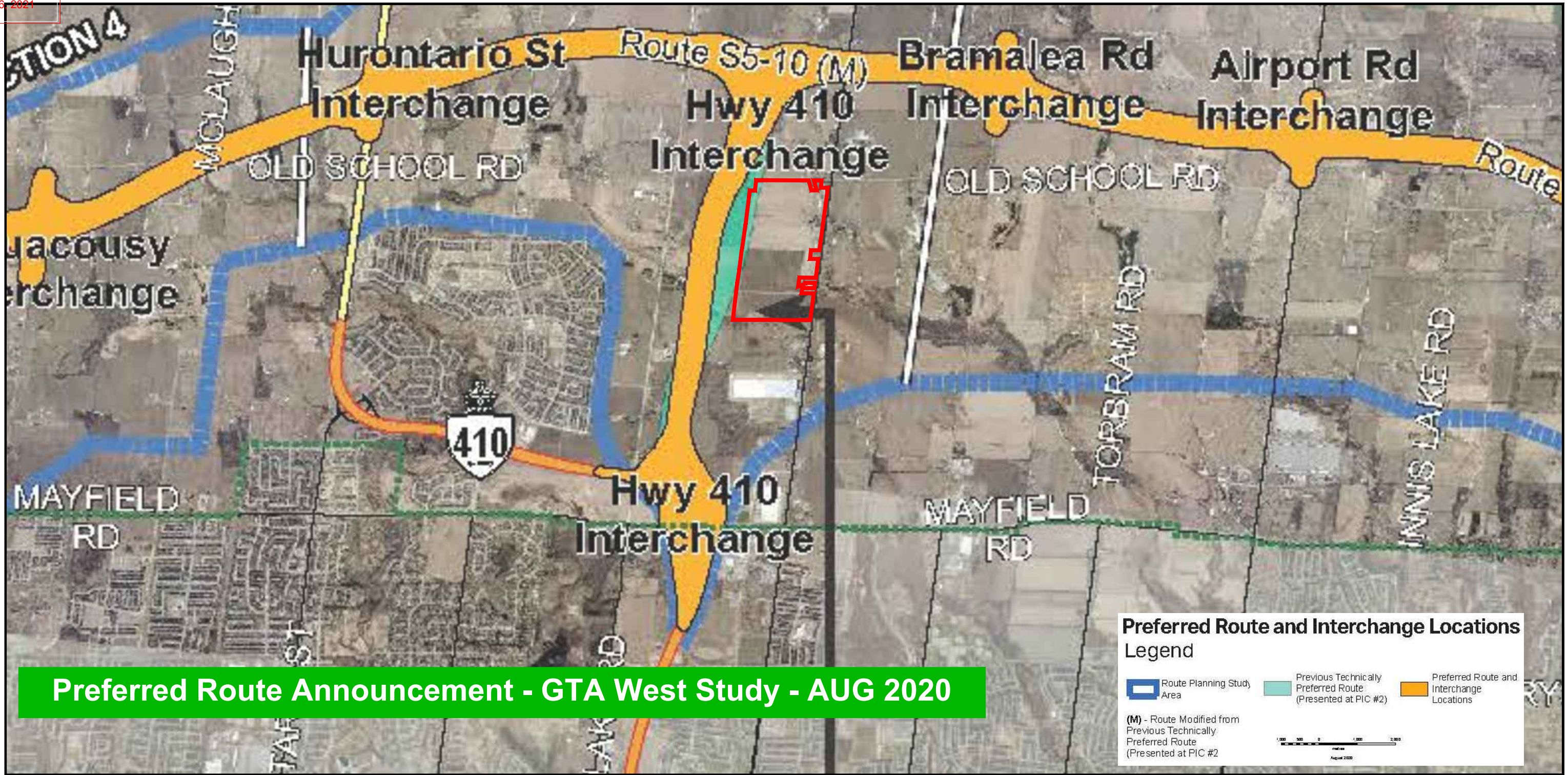
12892 Dixie Road

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



Preferred Route Announcement - GTA West Study - AUG 2020

Figure 5: Preferred Route Mapping for GTA West Corridor

12892 Dixie Road, Caledon ON

12892 Dixie Road

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

2020 Focused Analysis Area (FAA)

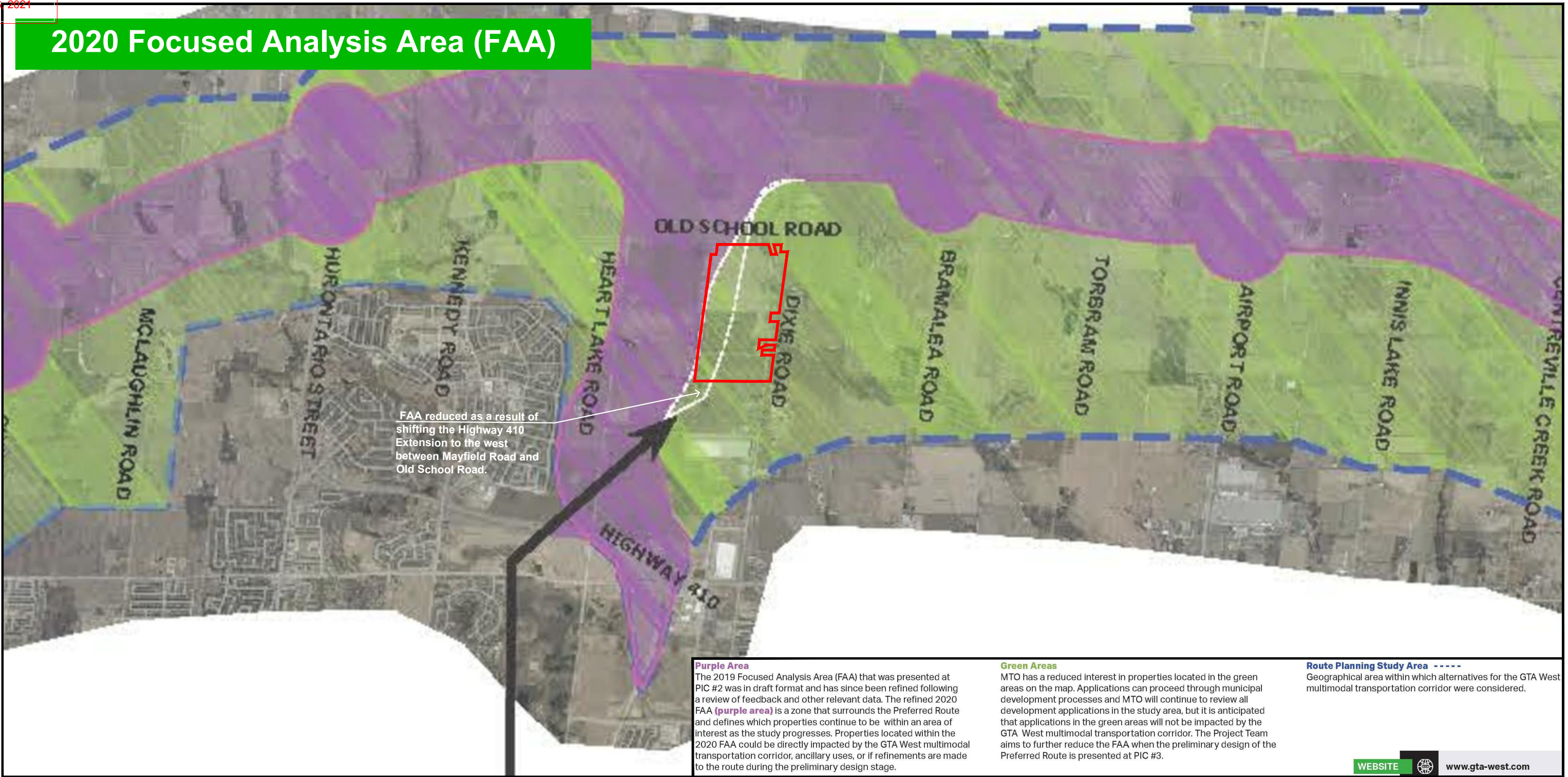


Figure 6: GTA West Study- Focused Analysis Area (FAA) - August 2020

12892 Dixie Road, Caledon ON

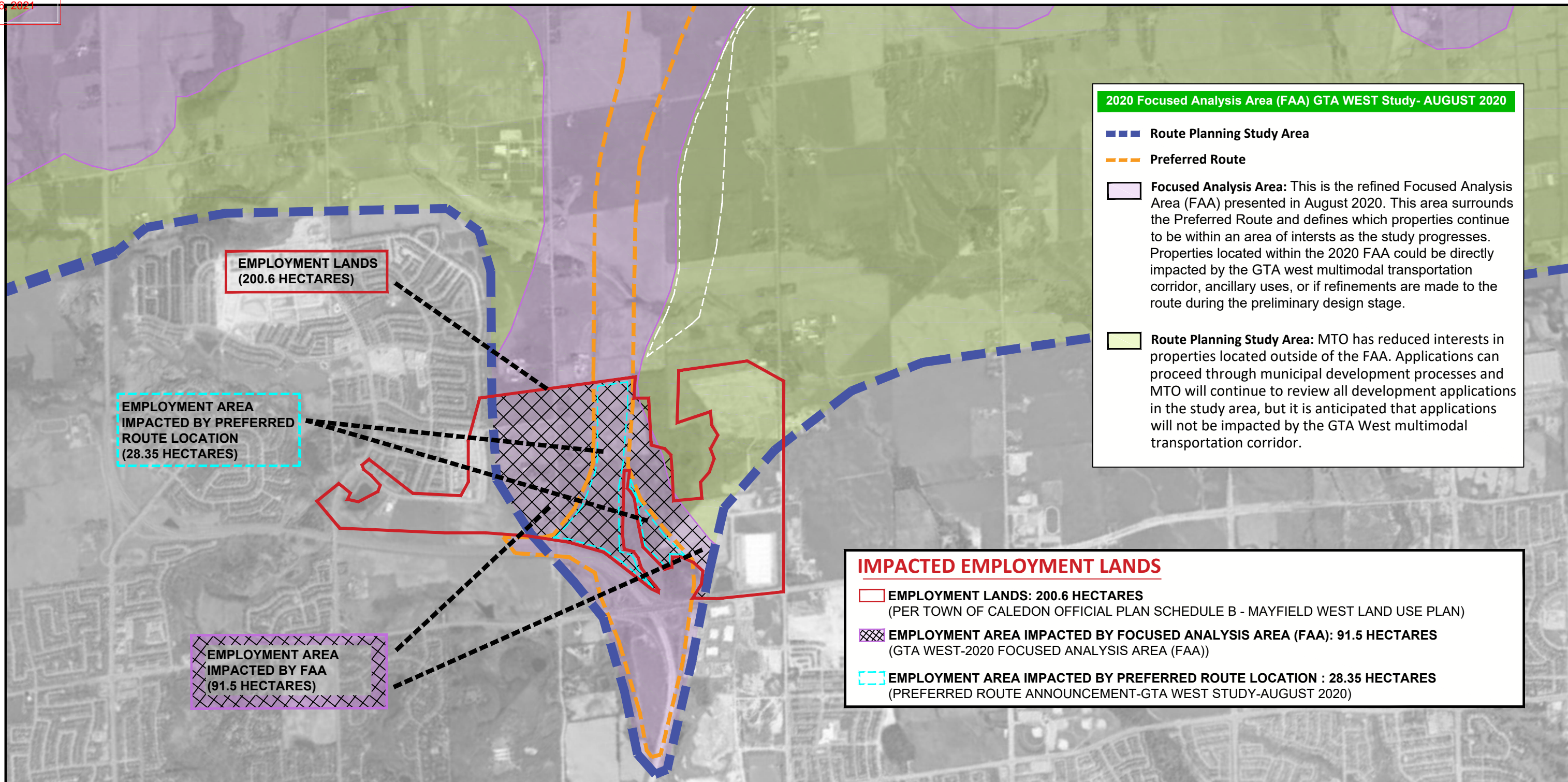
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12892 Dixie Road



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



ALL NUMBERS ARE APPROXIMATE

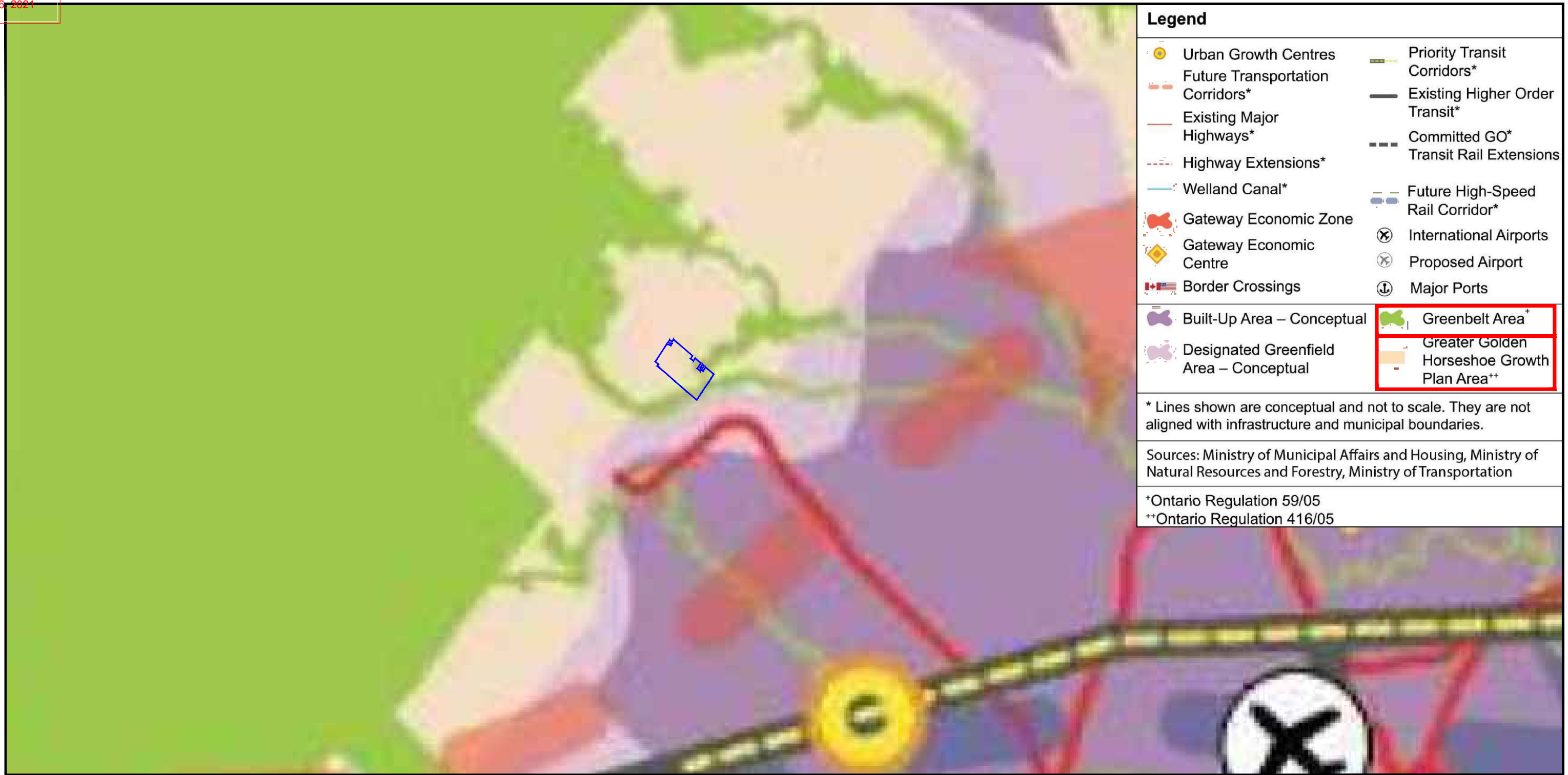
Figure 7: Employment Area Impacted by GTA West

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Legend

- Urban Growth Centres
- Future Transportation Corridors*
- Existing Major Highways*
- Highway Extensions*
- Welland Canal*
- Gateway Economic Zone
- Gateway Economic Centre
- Border Crossings
- Built-Up Area – Conceptual
- Designated Greenfield Area – Conceptual
- Greenbelt Area[†]
- Greater Golden Horseshoe Growth Plan Area^{**}
- Priority Transit Corridors*
- Existing Higher Order Transit*
- Committed GO* Transit Rail Extensions
- Future High-Speed Rail Corridor*
- International Airports
- Proposed Airport
- Major Ports

* Lines shown are conceptual and not to scale. They are not aligned with infrastructure and municipal boundaries.

Sources: Ministry of Municipal Affairs and Housing, Ministry of Natural Resources and Forestry, Ministry of Transportation

[†]Ontario Regulation 59/05
^{**}Ontario Regulation 416/05

Location of the site is approximate

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

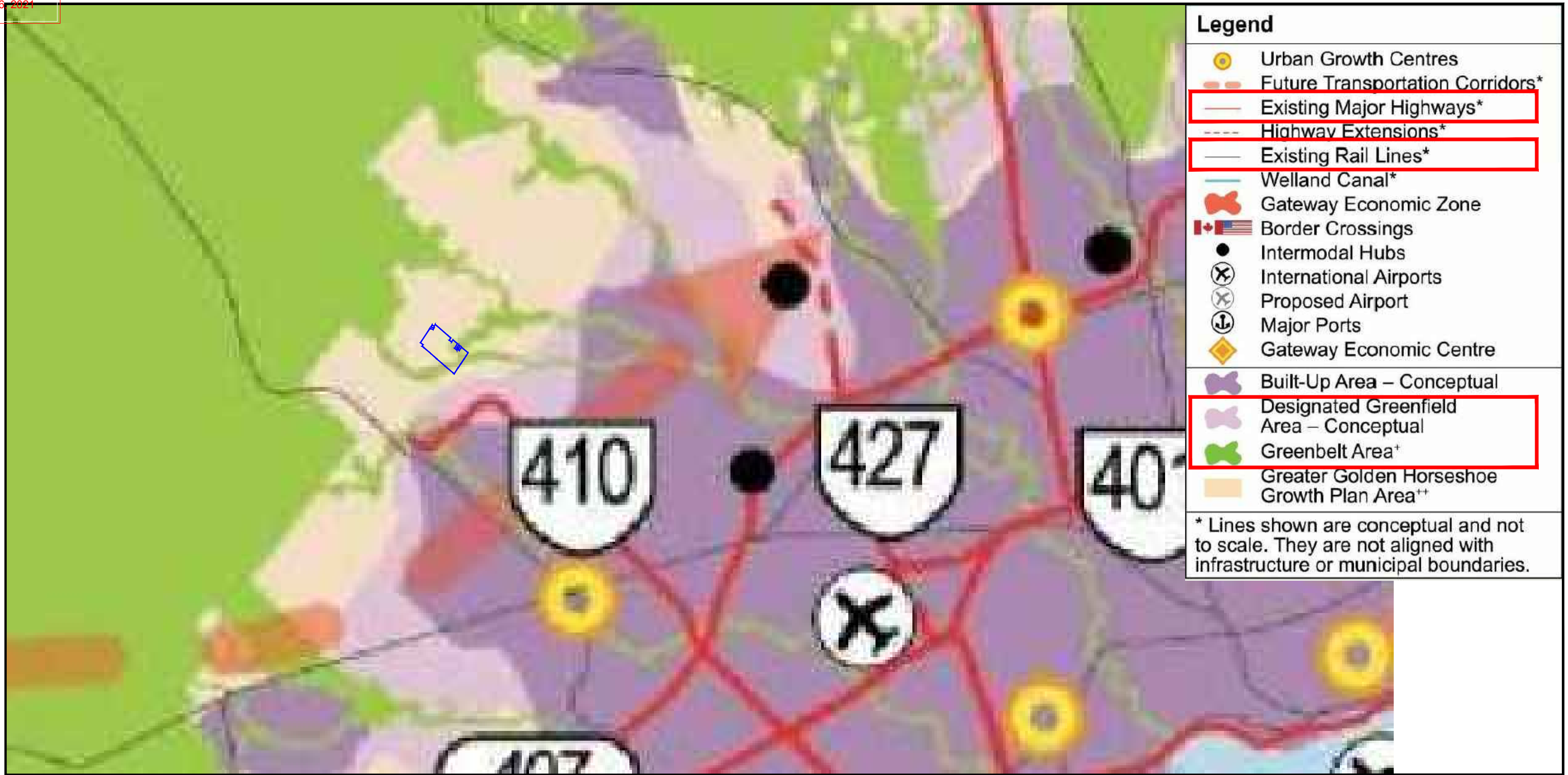
12892 Dixie Road, Caledon ON

12892 Dixie Road

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



* Lines shown are conceptual and not to scale. They are not aligned with infrastructure or municipal boundaries.

Location of the site is approximate

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

12035 Dixie Road, Caledon ON

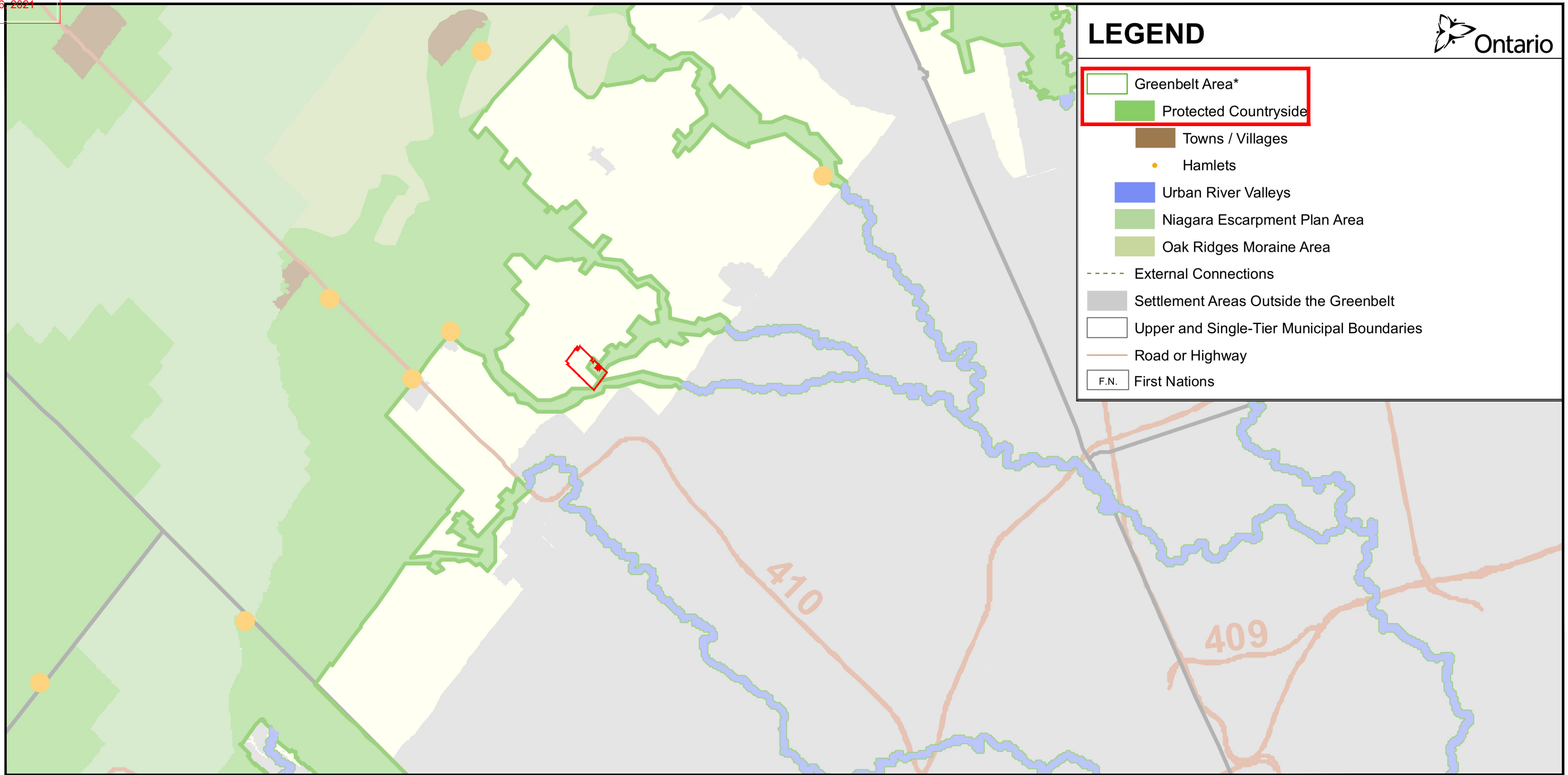
 12892 Dixie Road

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

TOWN OF CALEDON
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RECEIVED
Feb 26, 2021



LEGEND



- Greenbelt Area*
- Protected Countryside
- Towns / Villages
- Hamlets
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper and Single-Tier Municipal Boundaries
- Road or Highway
- F.N. First Nations

Figure 10: Greenbelt Plan - Schedule 1: Greenbelt Area

12892 Dixie Road, Caledon ON

DATE
FEB 2021



12892 Dixie Road



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



LEGEND

- Greenbelt Area*
- Protected Countryside
- Natural Heritage System
- Towns / Villages
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper and Single-Tier Municipal Boundaries
- F.N. First Nations

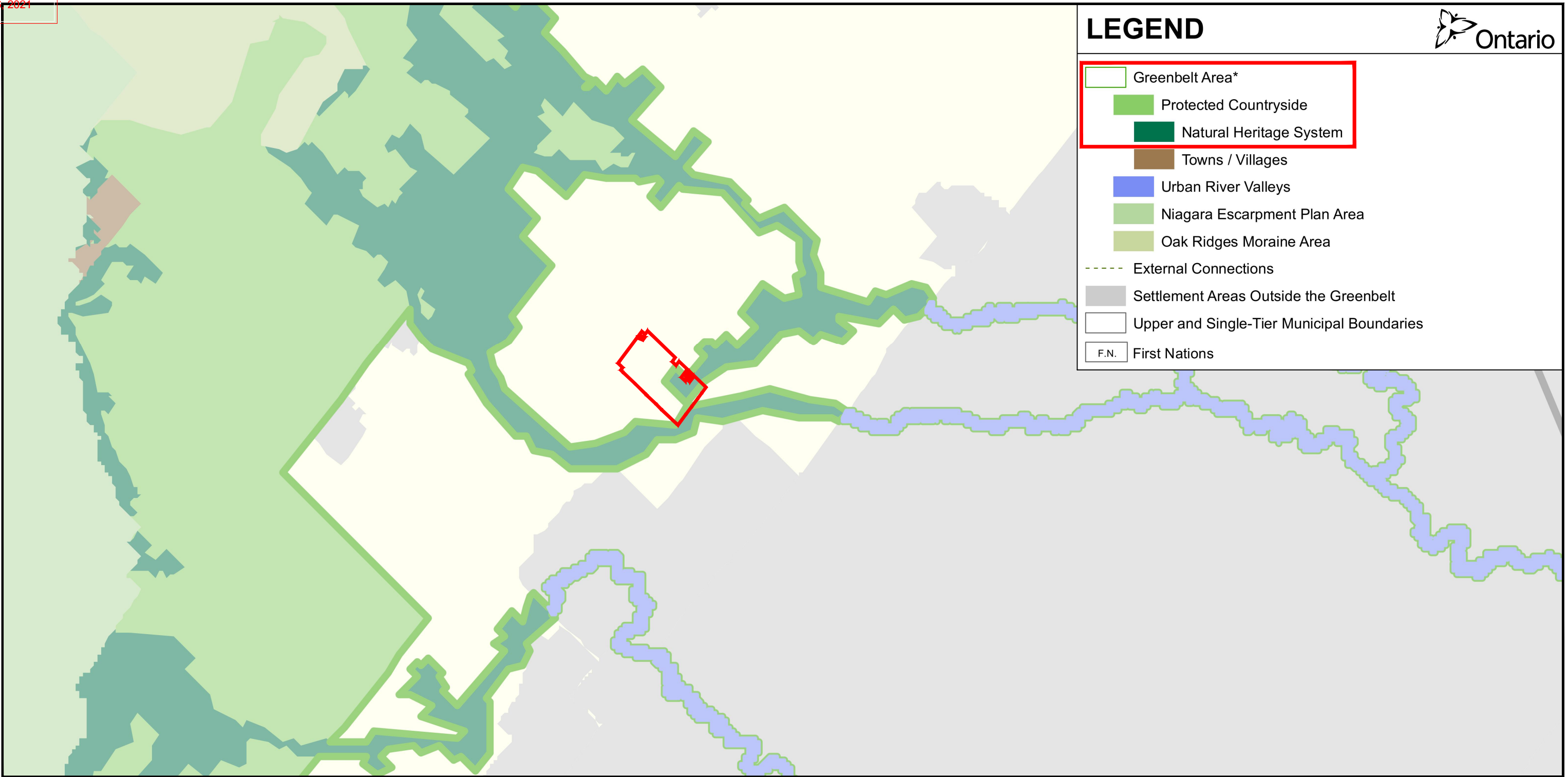


Figure 11: Greenbelt Plan - Schedule 4: Natural Heritage System

12892 Dixie Road, Caledon ON

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12892 Dixie Road



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

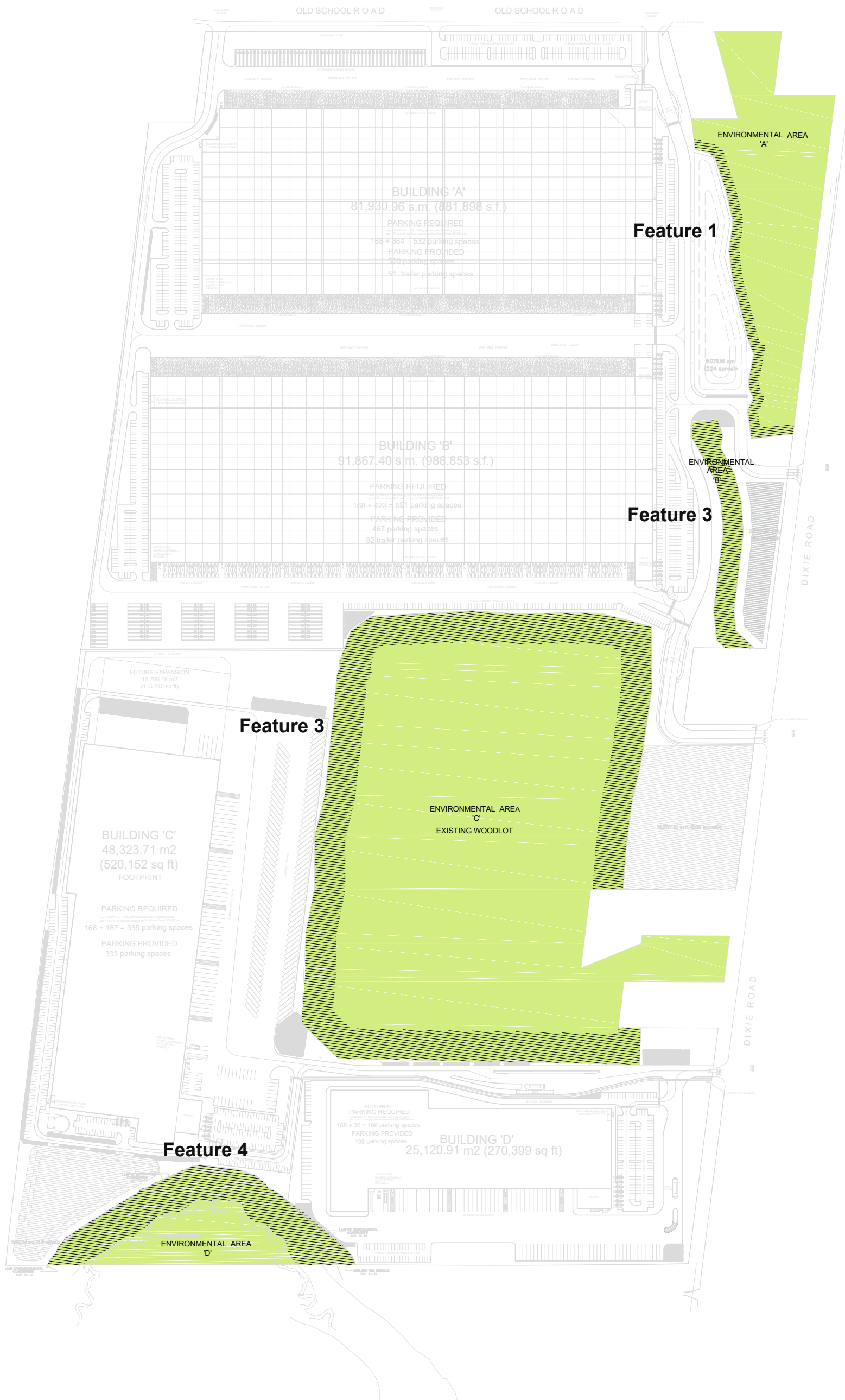
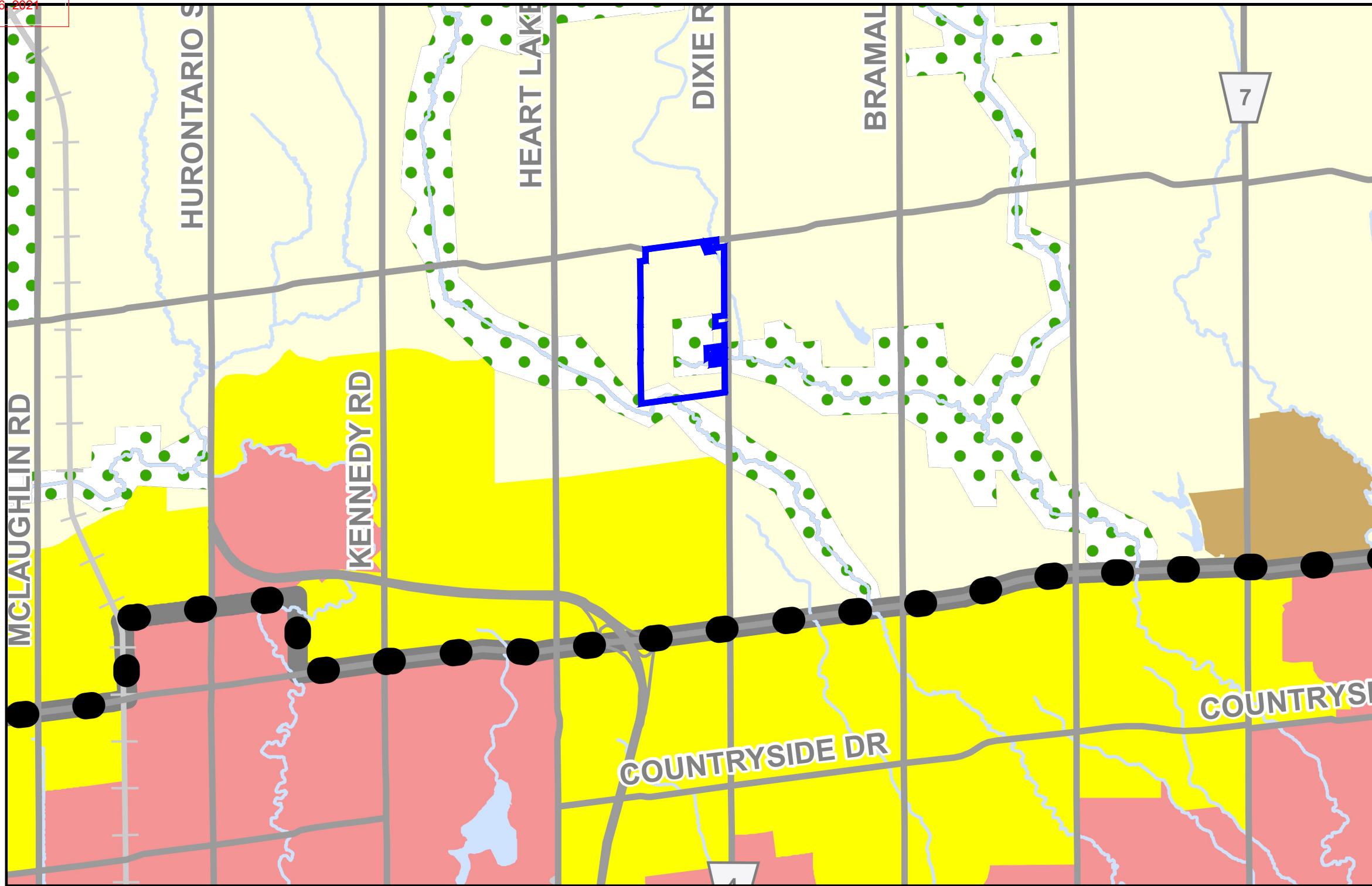


Figure 12: Key Natural Heritage Features
 12892 Dixie Road, Caledon ON

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Legend

- Urban Growth Centre (As defined by Mississauga and Brampton)
- Built-up Area
- Settlement with Undelineated Built Boundary
- Designated Greenfield Area
- Palgrave Estate Residential Community
- Agricultural and Rural Area
- Urban Area outside Peel Region
- Greenbelt
- Ninth Line Lands *
- Municipal Boundary
- Regional Boundary
- Regional Urban Boundary

* These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.

**THE GROWTH PLAN
 POLICY AREAS IN PEEL**

SCHEDULE **D4**
In Effect
 October 2015

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

12892 Dixie Road, Caledon ON

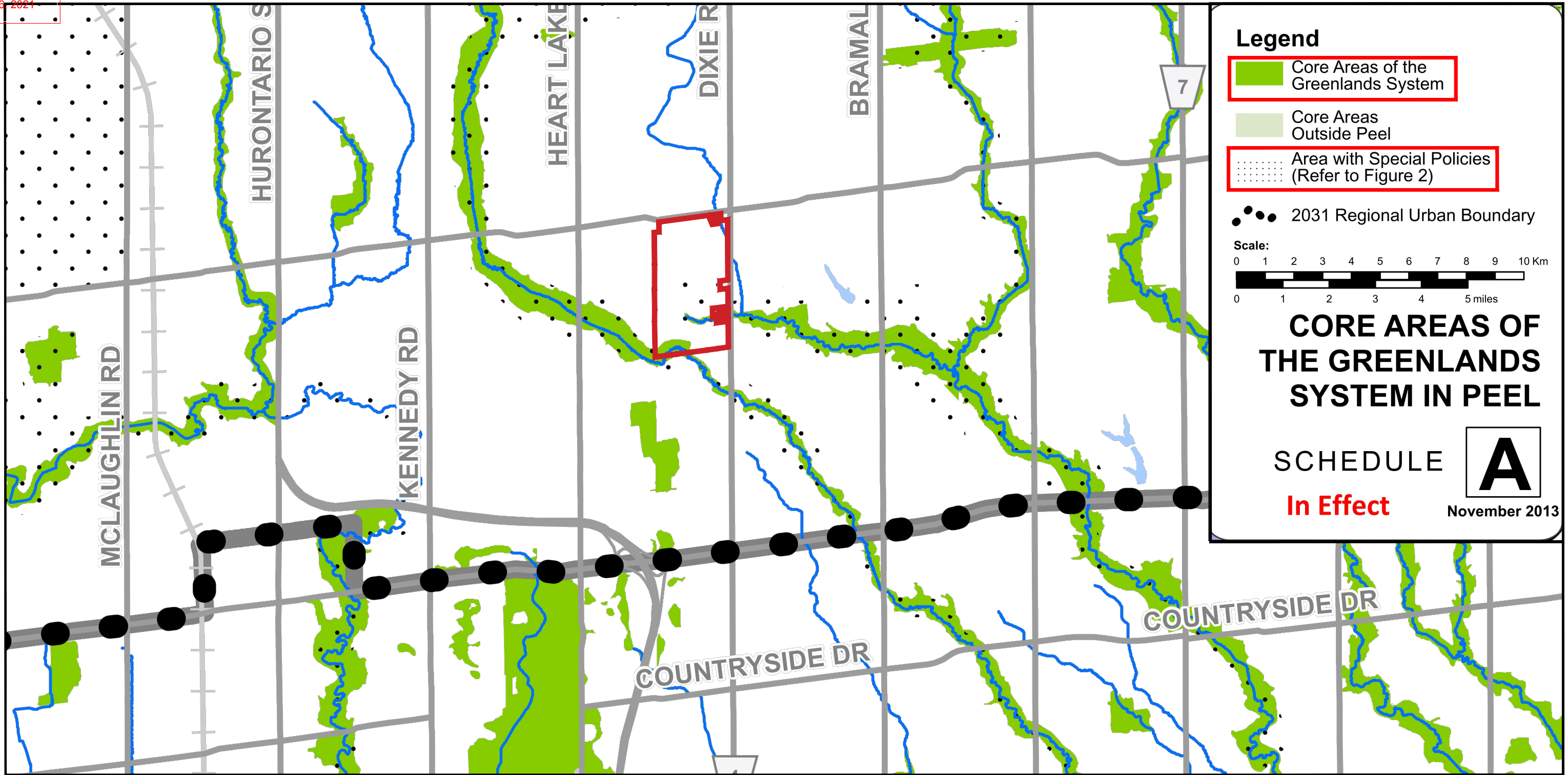
12892 Dixie Road

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

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Legend

- Core Areas of the Greenlands System
- Core Areas Outside Peel
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Scale:
 0 1 2 3 4 5 6 7 8 9 10 Km
 0 1 2 3 4 5 miles

CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL

SCHEDULE **A**

In Effect November 2013

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

12892 Dixie Road, Caledon ON

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

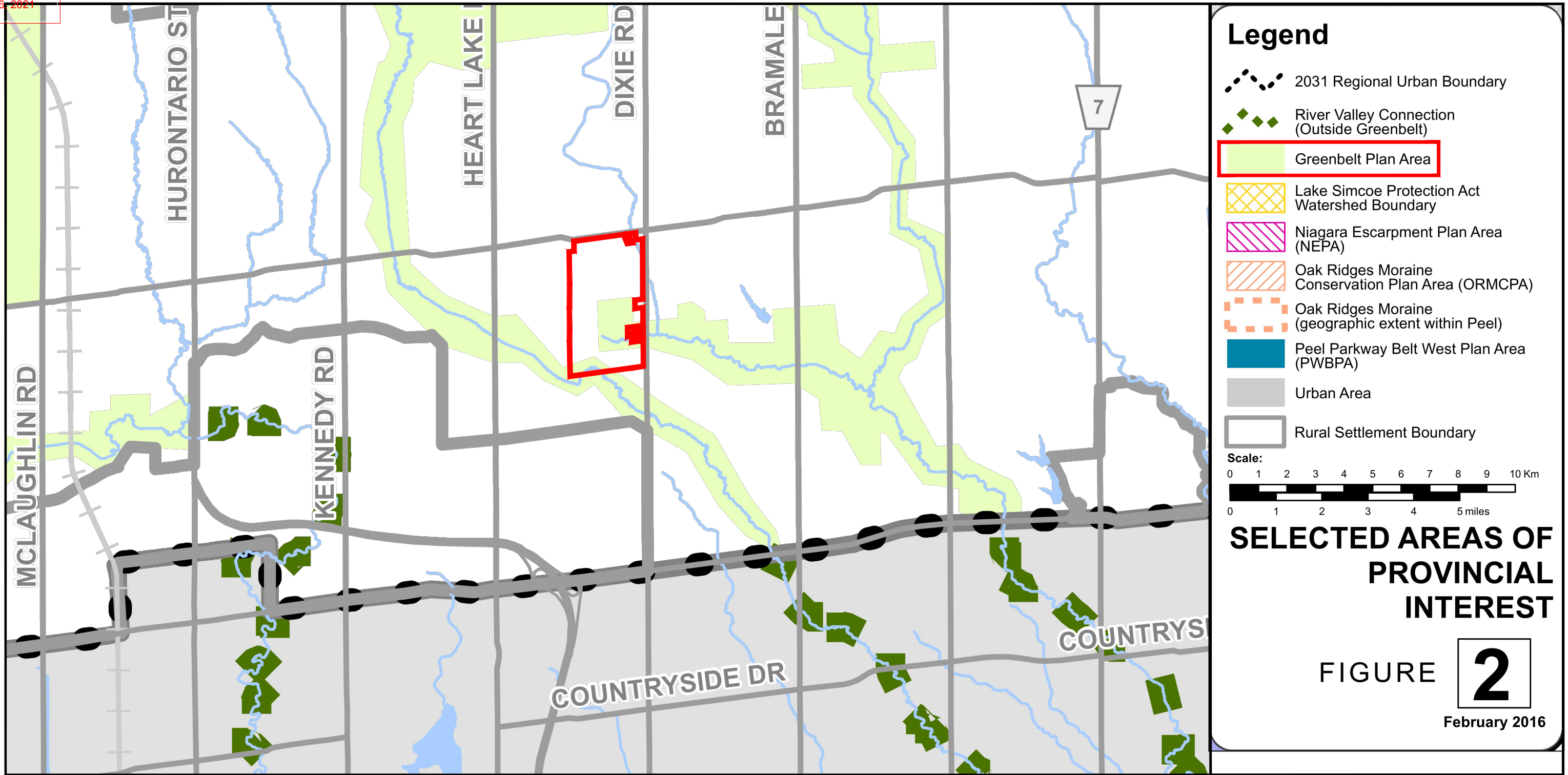


Figure 15: Region of Peel Official Plan - Figure 2: Selected Area of Provincial Interest

12892 Dixie Road, Caledon ON

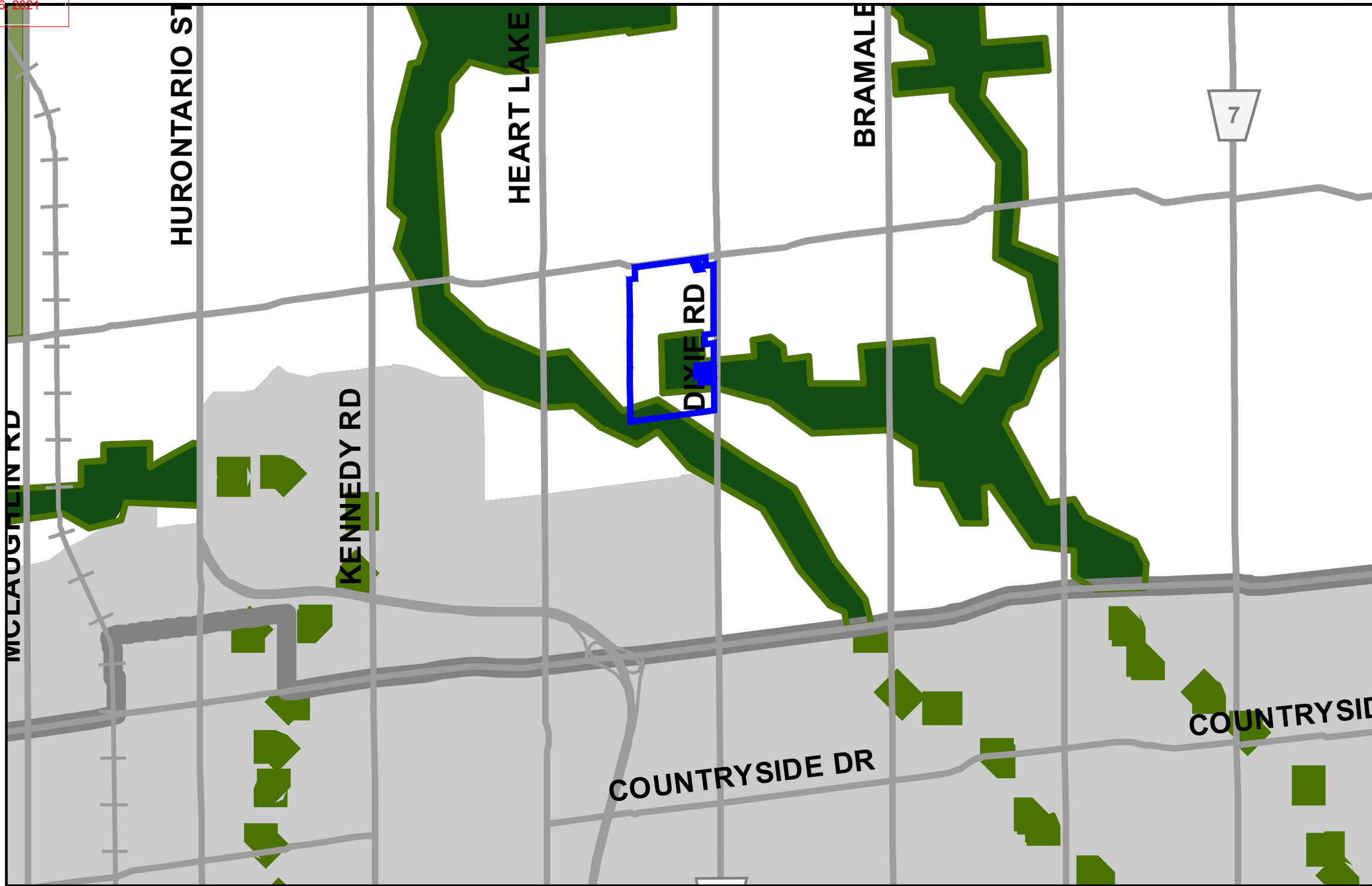
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 12892 Dixie Road

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



Legend

- Greenbelt Area *
- Protected Countryside
- Natural Heritage System
- Rural Service Centre
- Village/Industrial-Commercial Centre
- Hamlet
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Plan Area
- Settlement Areas Outside the Greenbelt
- River Valley Connections Outside the Greenbelt
- Ninth Line Lands **

* As identified in Ontario Regulation 59/05
 ** These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.

Scale:
 0 1 2 3 4 5 6 7 8 9 10 Km
 0 1 2 3 4 5 miles

**GREENBELT PLAN AREA
 LAND USE
 DESIGNATIONS**

SCHEDULE D3

In Effect February 2016

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

12892 Dixie Road, Caledon ON

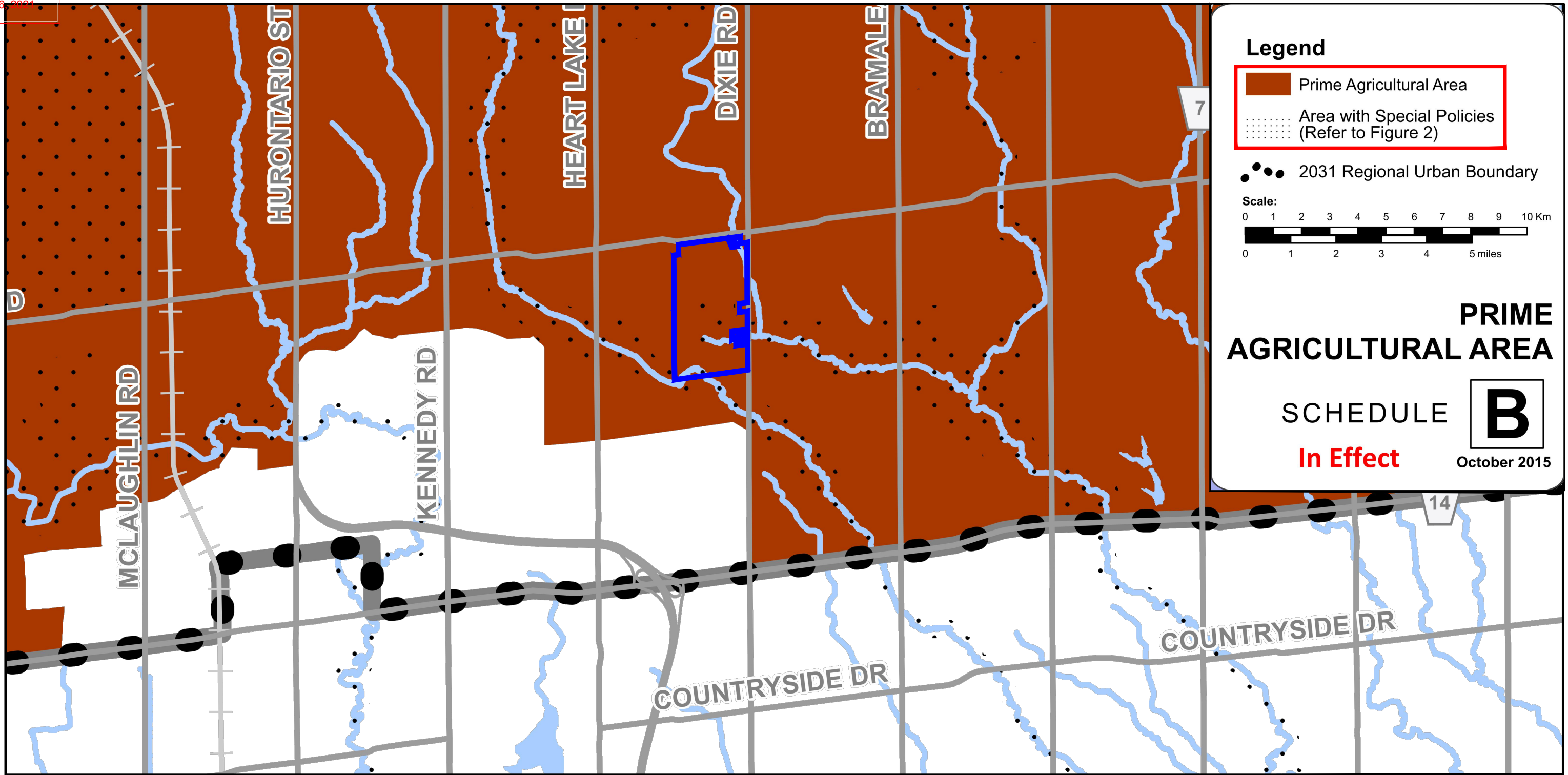
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 12892 Dixie Road

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





Legend

- Prime Agricultural Area
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Scale:
 0 1 2 3 4 5 6 7 8 9 10 Km
 0 1 2 3 4 5 miles

PRIME AGRICULTURAL AREA

SCHEDULE **B**

In Effect October 2015

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

12892 Dixie Road, Caledon ON

 12892 Dixie Road

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

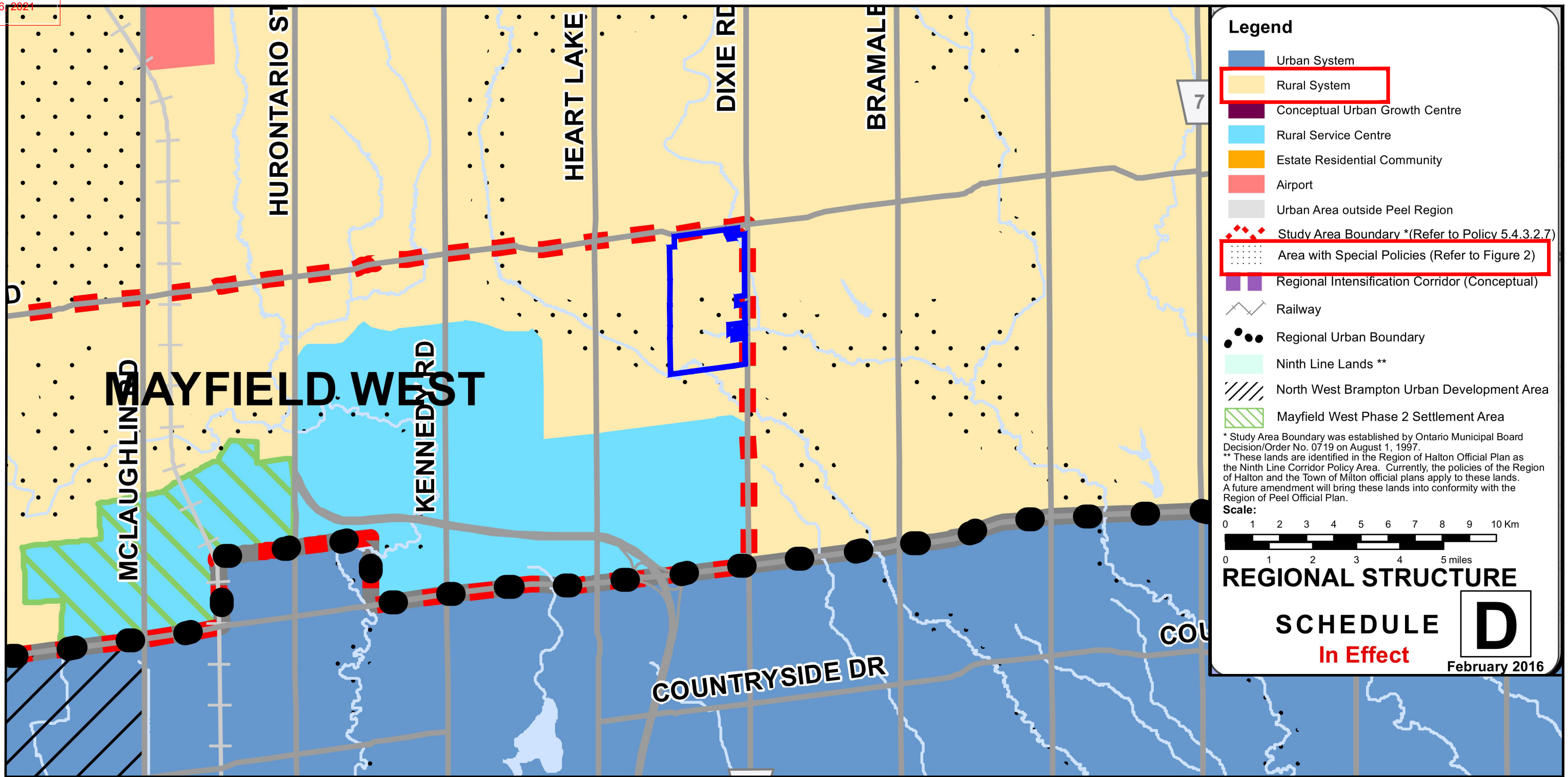


Figure 18: Region of Peel Official Plan - Schedule D: Regional Structure

12892 Dixie Road, Caledon ON

DATE
 FEB 2021



 12892 Dixie Road

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



TOWN OF CALEDON
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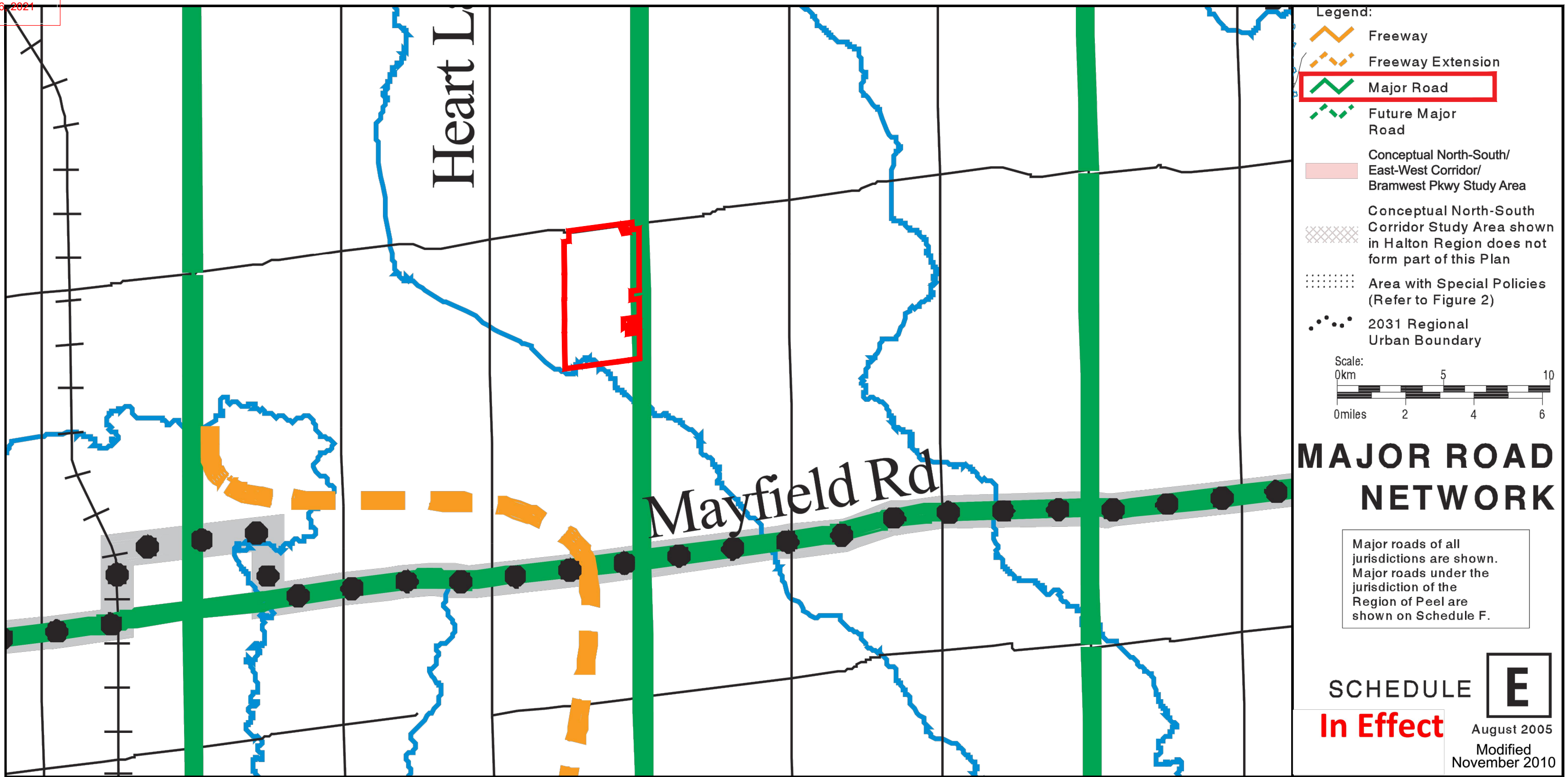


Figure 19: Region of Peel Official Plan - Schedule E: Major Road Network

12892 Dixie Road, Caledon ON

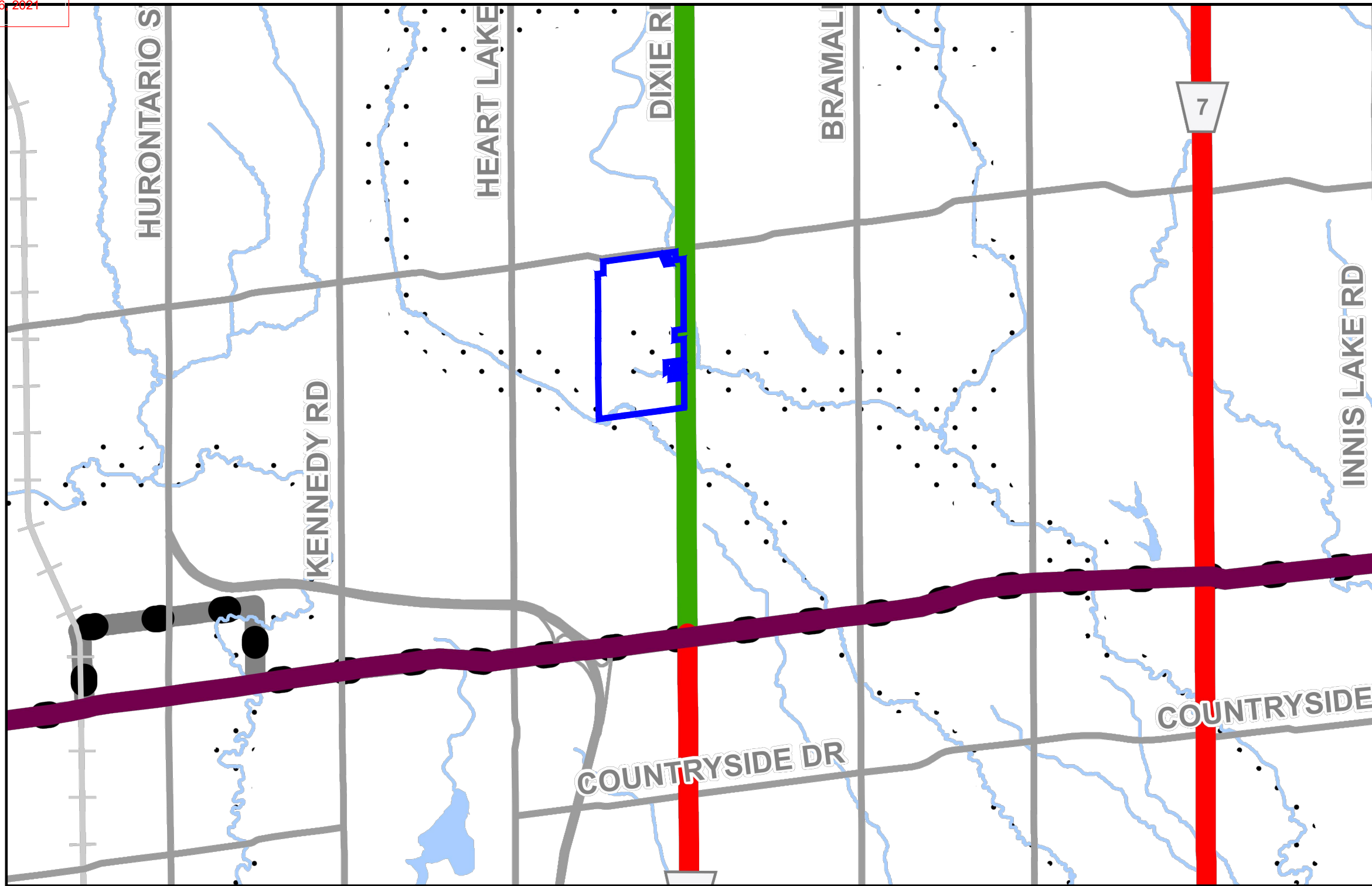
Source: Region of Peel Official Plan (2018), Armstrong Planning & Project Management

12892 Dixie Road

DATE
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Legend

	Metres	Feet
	20	60
	26	86
	30	100
	36	120
	38	125
	40	130
	43.5	145
	45	150
	50	165

- 2031 Regional Urban Boundary
- Conceptual Freeway Extension
- Area with Special Policies (Refer to Figure 2)

Scale:
 0 1 2 3 4 5 6 7 8 9 10 Km
 0 1 2 3 4 5 miles

**REGIONAL ROAD
 MID-BLOCK
 RIGHT-OF-WAY
 REQUIREMENTS**

**SCHEDULE F
 In Effect**

June 2012

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

12892 Dixie Road, Caledon ON

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12892 Dixie Road

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

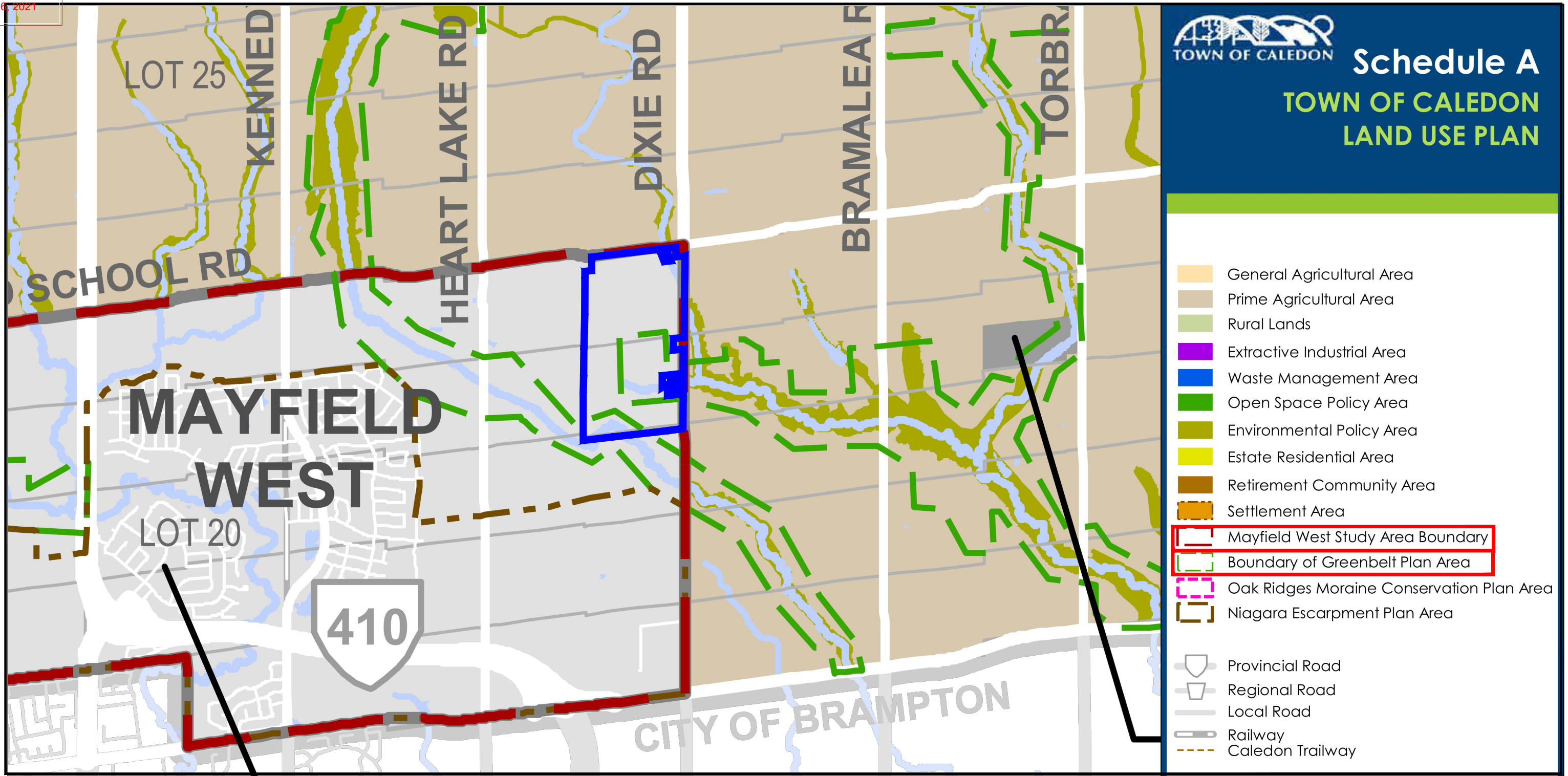



Figure 21: Town of Caledon Official Plan - Schedule A: Land Use Plan

12892 Dixie Road, Caledon ON

 12892 Dixie Road

DATE
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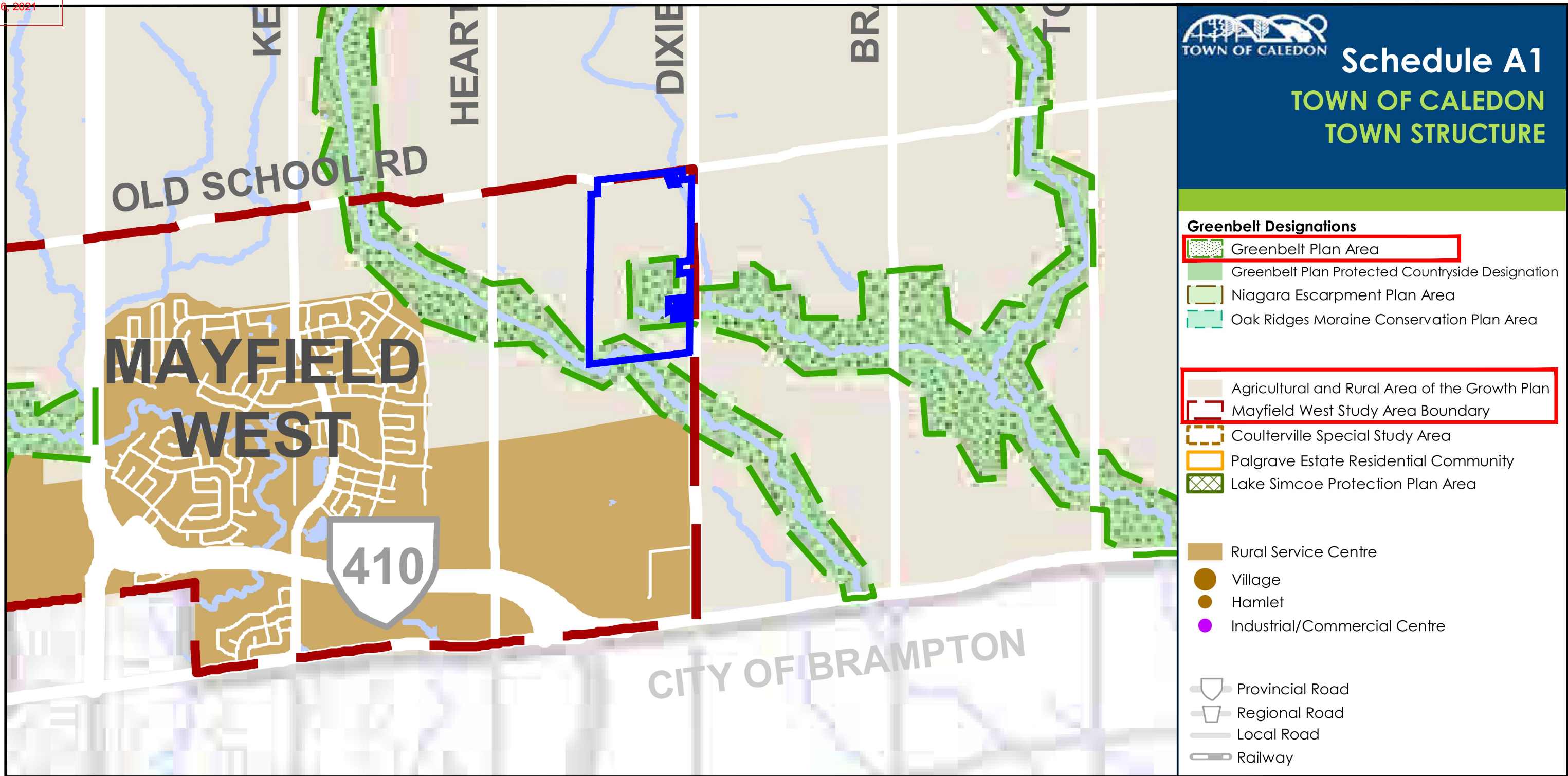


Figure 22: Town of Caledon Official Plan - Schedule A1: Town Structure

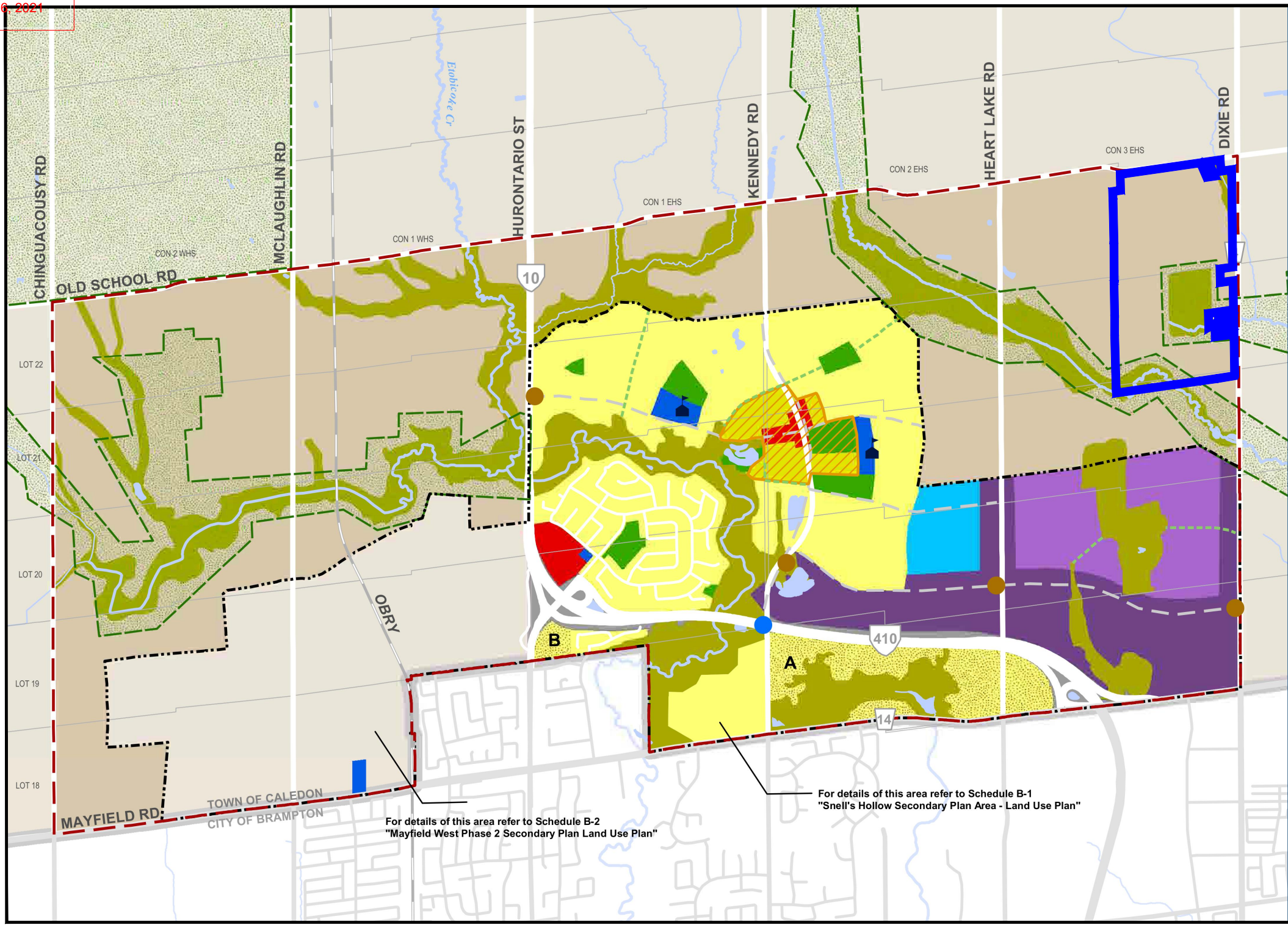
12892 Dixie Road, Caledon ON

12892 Dixie Road

DATE
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TOWN OF CALEDON

Schedule B MAYFIELD WEST LAND USE PLAN

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Academic/Research Campus
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2031
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway

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

12892 Dixie Road, Caledon ON

12892 Dixie Road

DATE
 FEB 2021



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

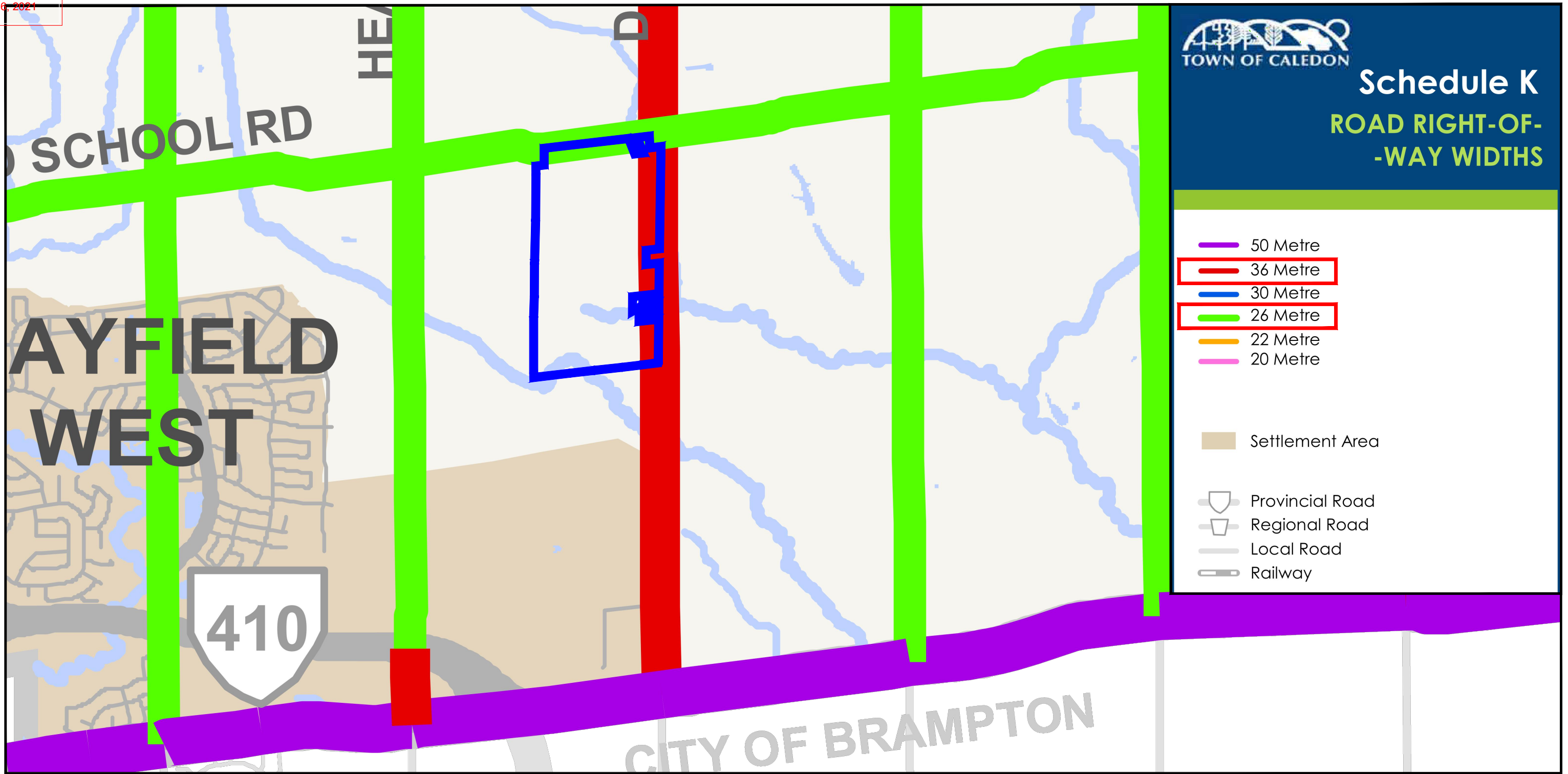



Figure 24: Town of Caledon Official Plan - Schedule K: Road Right-Of-Way Width

12892 Dixie Road, Caledon ON

 12892 Dixie Road

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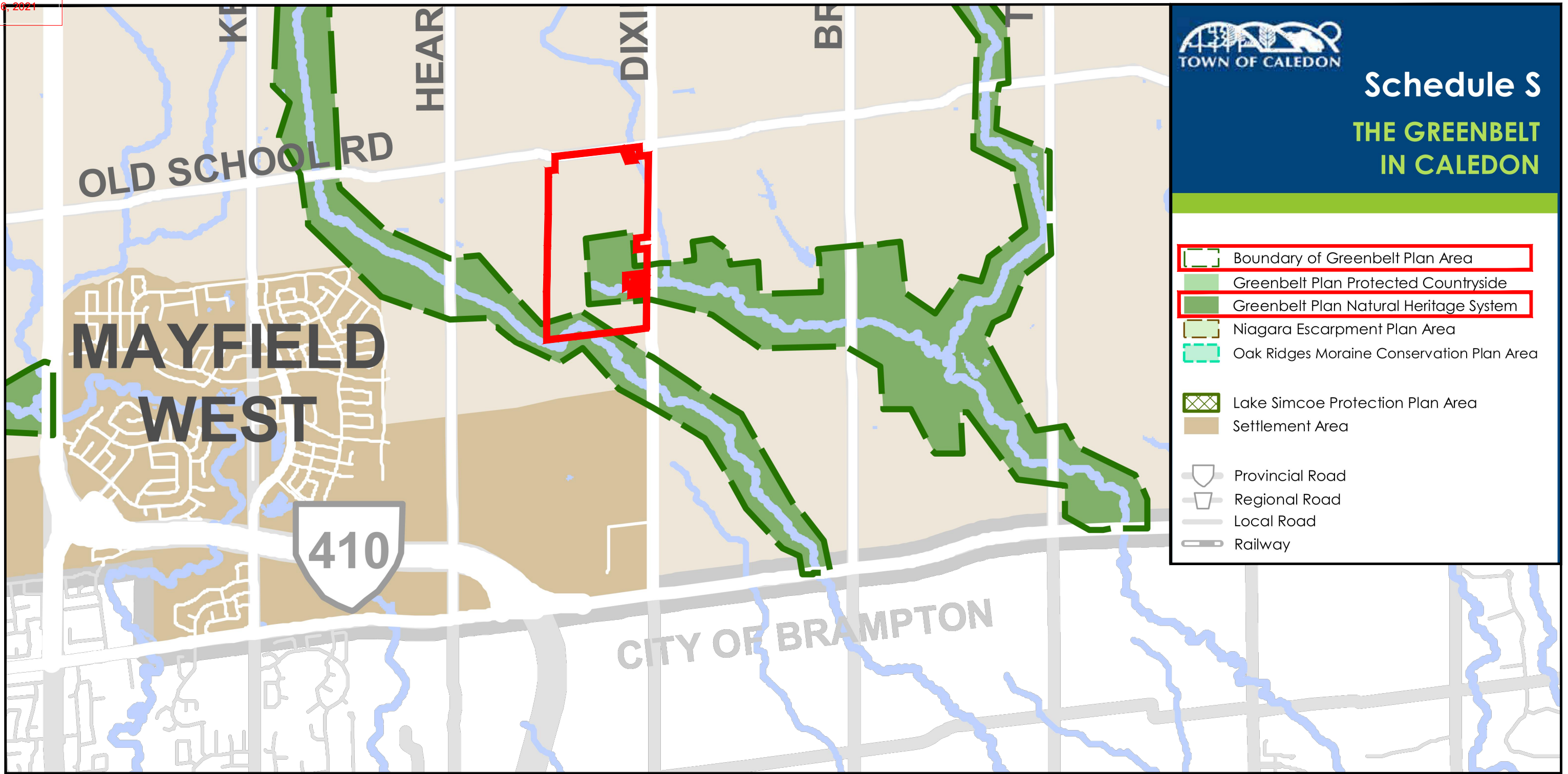


Figure 25: Town of Caledon Official Plan - Schedule S: The Greenbelt in Caledon

12892 Dixie Road, Caledon ON

12892 Dixie Road

DATE
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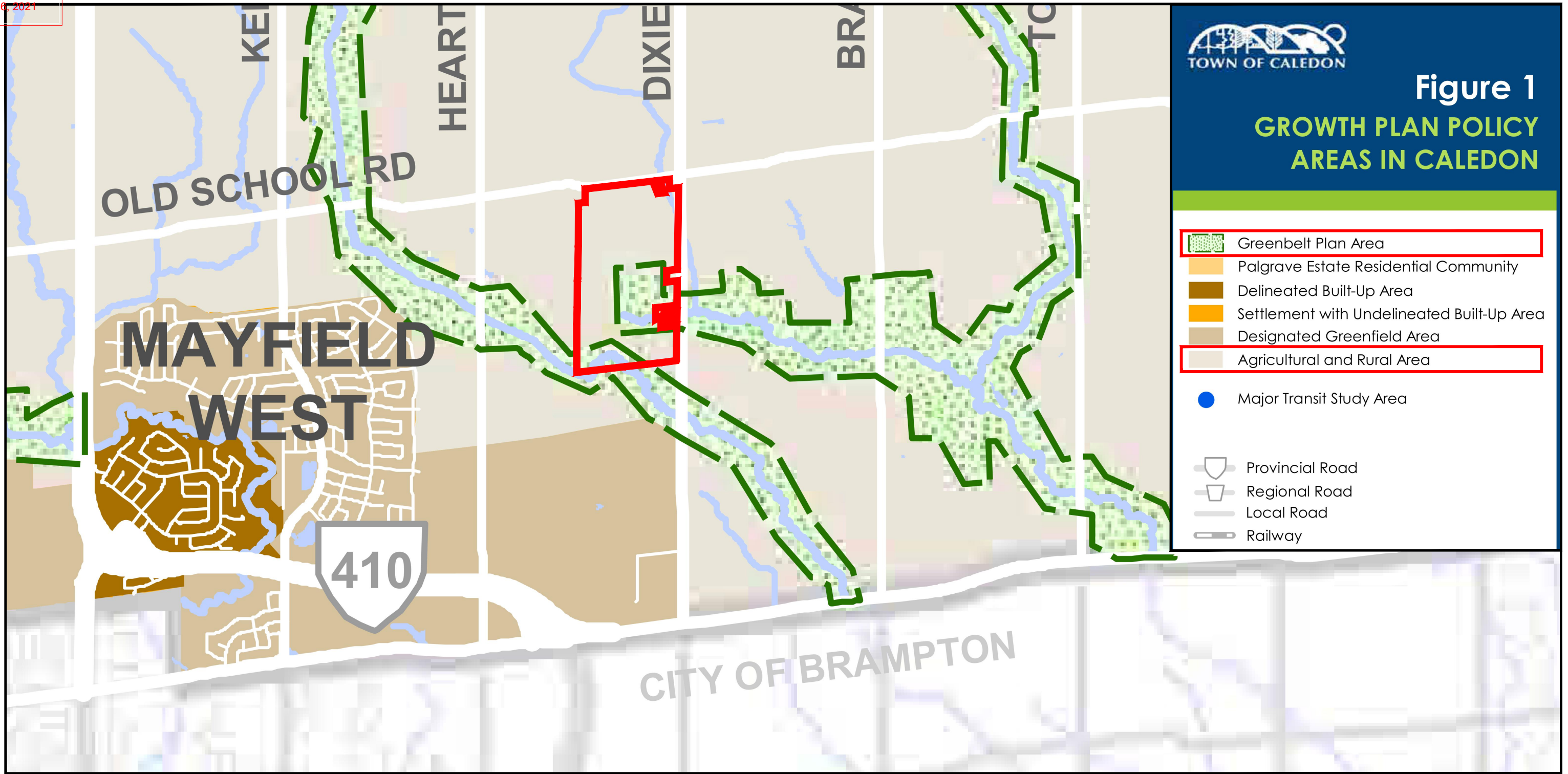


Figure 26: Town of Caledon Official Plan - Figure 1: Growth Plan Policy Areas in Caledon

12892 Dixie Road, Caledon ON

12892 Dixie Road

DATE
 FEB 2021



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Map Layers

- TRCA Conceptual Regulated Area
- Parcel Boundary

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

12892 Dixie Road, Caledon ON

DATE
FEB 2021



 12892 Dixie Road



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

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



TECHNICAL MEMORANDUM

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

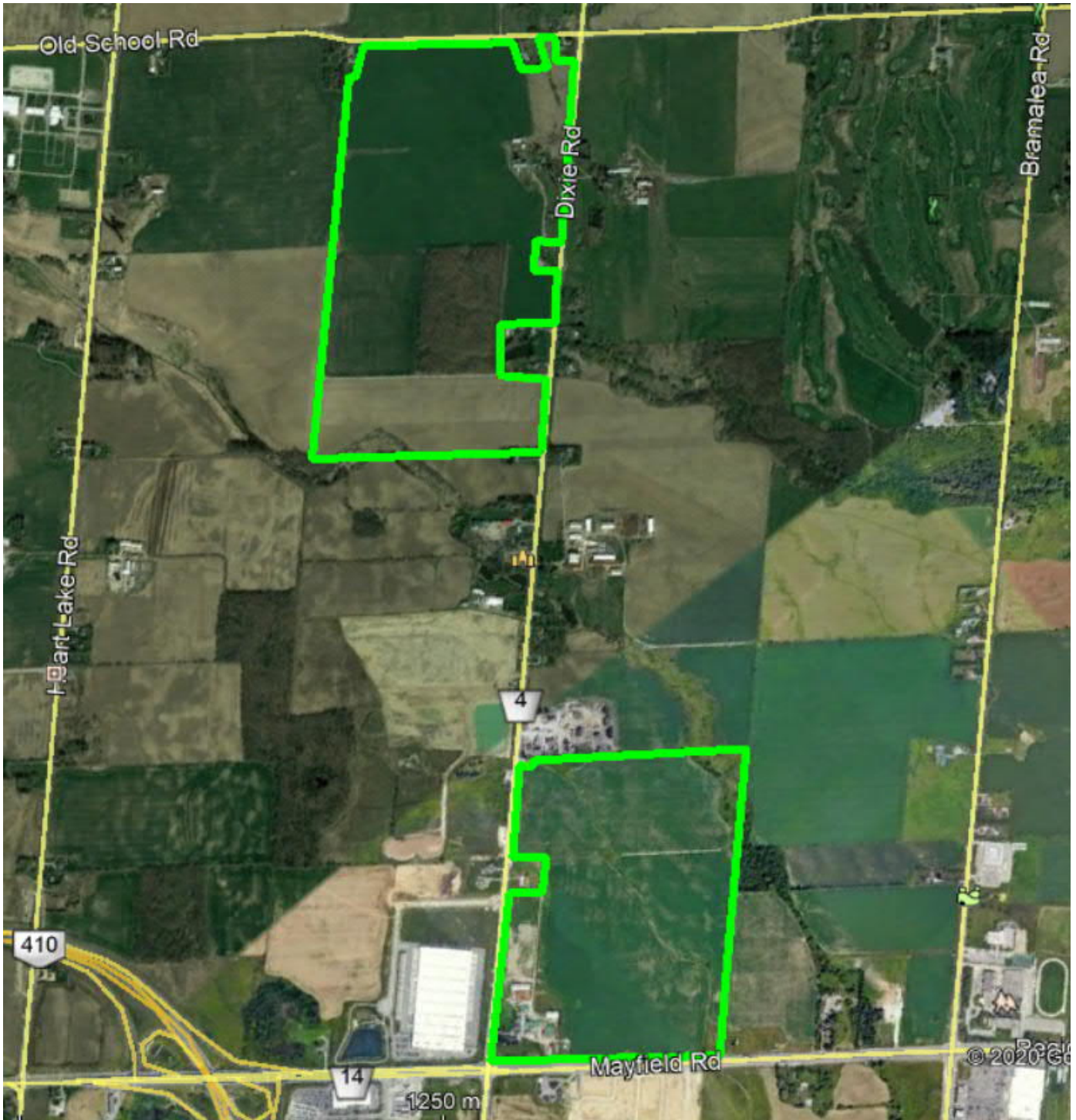
INTRODUCTION

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

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



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





12035 DIXIE RD

Two adjacent properties (12035 Dixie Rd and Pt Lt 19 Con 4 EHS Chinguacousy as in RO811026; except 29, 30, 33 & 34 43R20417, PT 1 & 2 43R16098 & PT 4 43R16437; Caledon) are herein referred to as 12035 Dixie Rd. The combined size is approximately 147 acres (59 hectares) and the property is currently zoned and designated agricultural and is used for agricultural purposes. A linear drainage feature is present through the farm field, a creek is present along the northeast corner of the property, and small wetland patches are present elsewhere along the north, east, and south property boundaries. A woodland is present on the neighboring property to the east, with the woodland abutting the boundary with the subject property.

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

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

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

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

12892 DIXIE RD

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

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

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

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

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

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

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

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

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



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

OTHER COMMENTS

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

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

CONCLUSIONS

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

Thank you,

Leanne Wallis
Terrestrial Ecologist
WSP Canada

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

Steve Leslie
Ecologist
WSP Canada

Appendix B – Draft Official Plan Amendment

TOWN OF CALEDON
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February 24, 2021

AMENDMENT NO. _____
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

February 24, 2021

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. _____

A By-law to adopt Amendment No. ____ to the Official Plan for the Town of Caledon

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

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

Read three times and finally passed in open Council this ____ day of _____, _____

Alan Thompson, Mayor

Carey deGorter, Clerk

THE CONSTITUTIONAL STATEMENT

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

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

AMENDMENT NO. _____

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

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

- a) General Industrial

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "A", are municipally known as 12892 Dixie Road. The legal description of the lands is Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43R15184 Except Pts 30-33 & 35-37, 43R20345 & Pt 23, 43R20416 & Pt 2, 43R7014 & Pt 2, 43R5085 Town of Caledon, Regional Municipality of Peel.

Basis:

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

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

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

PART B - THE AMENDMENT

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

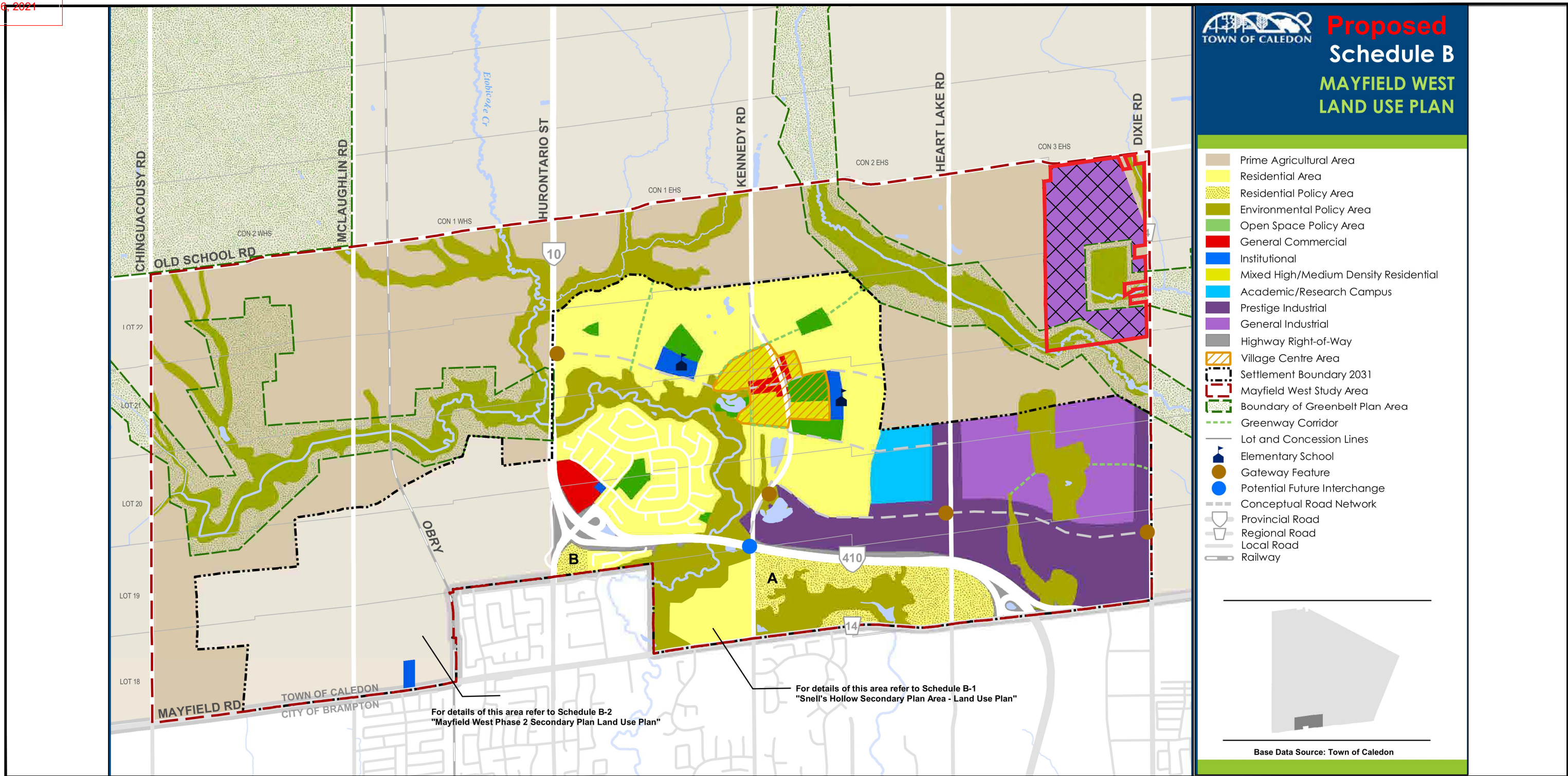
Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. "Schedule B" Mayfield West Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43R15184 Except Pts 30-33 & 35-37, 43R20345 & Pt 23, 43R20416 & Pt 2, 43R7014 & Pt 2, 43R5085 Town of Caledon, Regional Municipality of Peel, from Prime Agricultural to General Industrial, in accordance with Schedule "A" attached hereto.

Implementation and Interpretation

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



Proposed Town of Caledon Official Plan Amendment

12892 Dixie Road, Caledon ON

- 12892 Dixie Road
- Prime Agricultural Area to General Industrial

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

DATE
 FEB 2021



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Appendix C – Draft Zoning By-law Amendment

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

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43R15184 Except Pts 30-33 & 35-37, 43R20345 & Pt 23, 43R20416 & Pt 2, 43R7014 & Pt 2, 43R5085
 Town of Caledon, Regional Municipality of Peel,
 municipally known as 12892 Dixie Road.

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

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43R15184 Except Pts 30-33 & 35-37, 43R20345 & Pt 23, 43R20416 & Pt 2, 43R7014 & Pt 2, 43R5085, Town of Caledon, Regional Municipality of Peel, for employment purposes.

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

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
MS	_____	<ul style="list-style-type: none"> - Bulk Storage Facility - Business Office - Cold Storage Warehouse - Contractor's Facility - Dry Cleaning or Laundry Plant - Equipment Storage Building - Factory Outlet - Gasoline Pump Island, Accessory - Industrial Use - Light Equipment Rental Establishment - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Compound - Motor Vehicle Gas Bar - Motor Vehicle Repair Facility - Motor Vehicle Towing Facility - Open Storage Area, Accessory - Outside Display or Sales Area, Accessory - Place of Assembly - Research Establishment - Restaurant 	<p>For the purposes of this exception, all provisions are related to the entirety of the lot municipally known as 12892 Dixie Road on the date of passing this by-law. For greater clarity, if the lot is severed, the standards and provisions apply to the lot as it existed on the date of passing this by-law and shall not apply individually. Lot Lines are as defined in Schedule "B".</p> <p>Building Area: For the purpose of calculating the building area, the gross floor area (exclusive of any rooftop mechanical structure) shall be divided by the lot area. Lot area is to be calculated on the entirety of the lot municipally known as 12892 Dixie Road (inclusive of any portion of the lot within the Environmental Policy Area 1 Zone).</p> <p>Lot Frontage (minimum): Old School Road 30 m</p> <p>Building Area (maximum): 50%</p> <p>Front Yard (Old School Road): 20 m</p> <p>Rear Yard (south lot line): 15 m</p> <p>Exterior Side Yard (Dixie Road): 15 m</p> <p>Interior Side Yard (west lot line): 6 m</p> <p>Building Height (maximum): 20 m; except for Cold Storage Warehouse refrigeration tower where 45 m is permitted.</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> - <i>Retail Store, Accessory</i> - <i>Training Facility</i> - <i>Transportation Depot</i> - <i>Warehouse</i> - <i>Warehouse, Public Self-Storage</i> - <i>Warehouse, Wholesale</i> <p>Nothing in this By-law shall prevent the <i>use</i> of any <i>lot, building</i> or <i>structure</i> for any purpose prohibited by this By-law if such <i>lot, building</i> or <i>structure</i> was lawfully used for such purposes on the effective date of this By-law as for so long as it continues to be used for that purpose.</p>	<p>Landscaping Area (minimum): 10%</p> <p>Planting Strip Width (minimum): Front Lot Line (Old School Road): 3.5 m except where there are trucks, 12.0 m is required.</p> <p>Rear Lot Line (south lot line): 0.0 m Exterior Lot Line (Dixie Road): 7.0 m Interior Lot Line (west lot line): 0.0 m</p> <p>Parking Space Setback (minimum): From any <i>street</i> 3.0 m</p> <p>Parking Requirements: for added clarity, truck and trailer <i>parking spaces</i> count towards parking minimums.</p> <p>Fencing Restrictions: noise attenuation fencing required through the approved <i>noise study</i>, shall be permitted in any <i>yard</i> to the height specified by the <i>noise study</i>.</p>

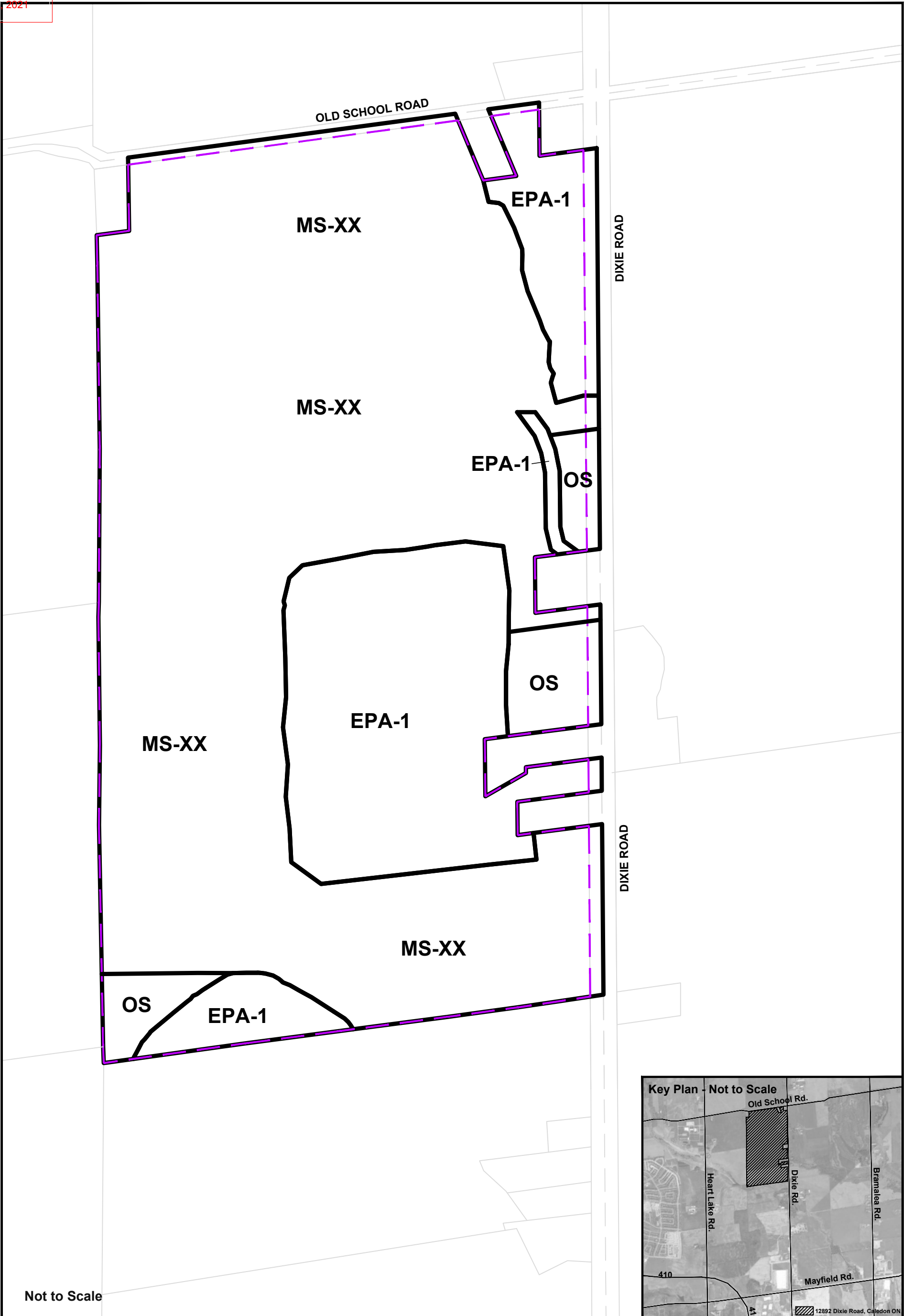
2. Schedule "A", Zone Map 6 of By-law 2006-50, as amended is further amended for Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43R15184 Except Pts 30-33 & 35-37, 43R20345 & Pt 23, 43R20416 & Pt 2, 43R7014 & Pt 2, 43R5085, Town of Caledon, Regional Municipality of Peel, from A1 and EPA 2 to MP-XX and EPA 1 in accordance with Schedule "A" attached hereto.

3. Schedule "B" _____ attached hereto, outlining the *lot lines* for the property is hereby added to Schedule "B", Maps of By-law 2006-50, as amended, for the lands legally described as Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43R15184 Except Pts 30-33 & 35-37, 43R20345 & Pt 23, 43R20416 & Pt 2, 43R7014 & Pt 2, 43R5085 Town of Caledon, Regional Municipality of Peel.

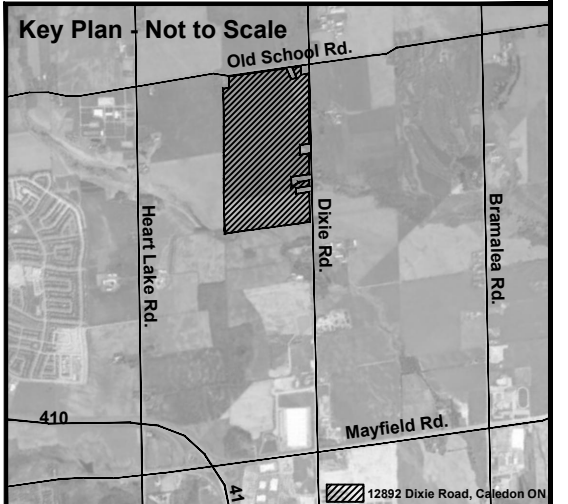
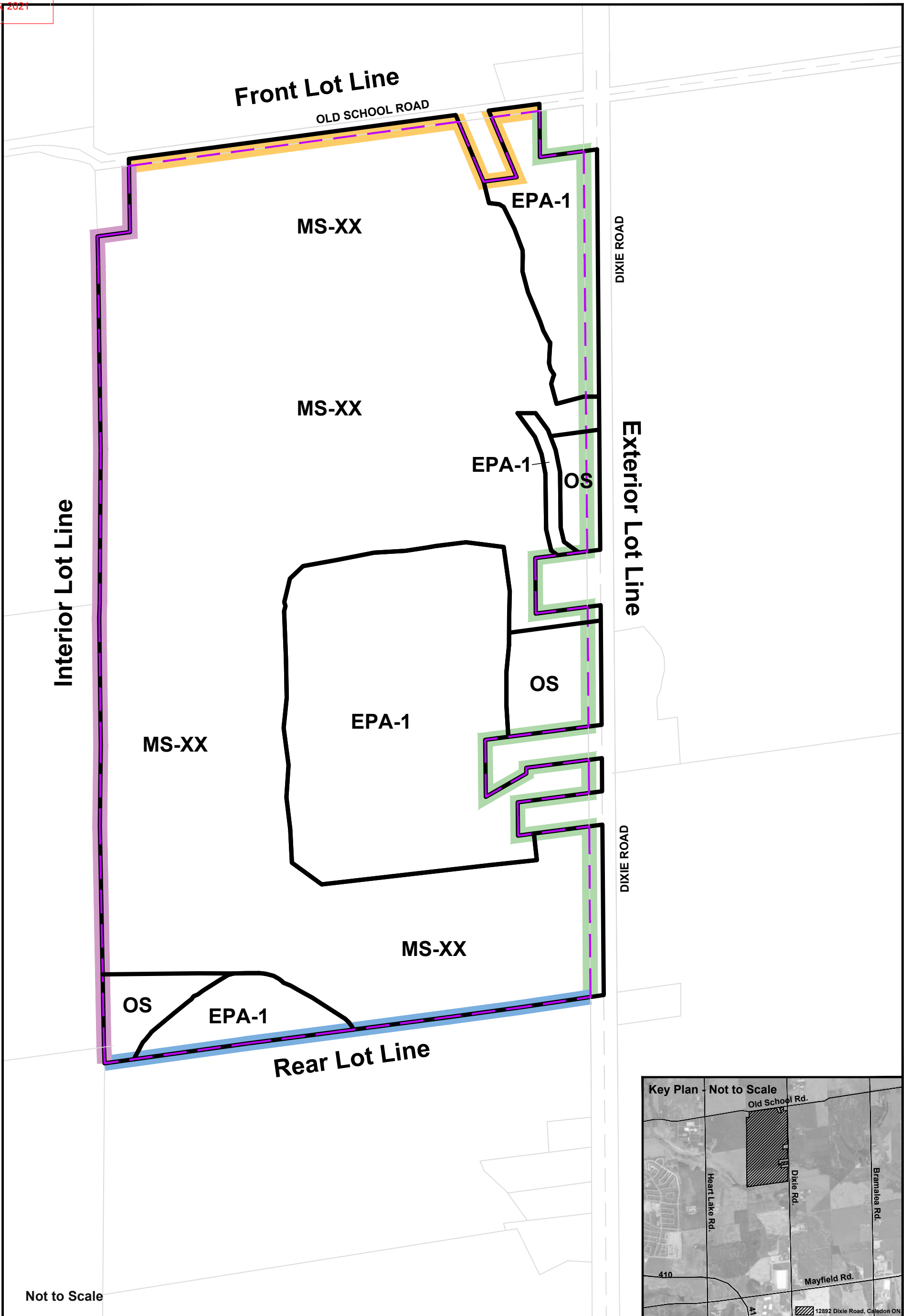
Read three times and finally passed in open Council on the _____ day of _____, _____.

 Allan Thompson, Mayor

 Carey Herd, Clerk



<p>Schedule "A"- By-law 2021-XXX 12892 Dixie Road, Caledon ON</p> <p>Legal Description: Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43r15184 Except Pts 30-33 & 35-37, 43r20345 & Pt 23, 43r20416 & Pt 2, 43r7014 & Pt 2, 43r5085 ; Town of Caledon; Regional Municipality of Peel</p>	 12892 Dixie Road	<p>DATE FEB 2021</p>	
<p>armstrong planning project management</p>			



Schedule "B" - Lot Line Schedule	<ul style="list-style-type: none"> 12892 Dixie Road Front Lot Line Rear Lot Line Interior Lot Line Exterior Lot Line 	DATE FEB 2021	
Legal Description: Pt Lt 21 Con 3 Ehs Chinguacousy; Pt Lt 22 Con 3 Ehs Chinguacousy Pt 1, 43r15184 Except Pts 30-33 & 35-37, 43r20345 & Pt 23, 43r20416 & Pt 2, 43r7014 & Pt 2, 43r5085 ; Town of Caledon; Regional Municipality of Peel	armstrong planning project management		

Appendix D – TRCA Terms of Reference



12892 DIXIE ROAD
CALEDON, ONTARIO

COMPREHENSIVE ENVIRONMENTAL IMPACT STUDY AND MANAGEMENT PROGRAM (CEISMP)


NATURAL HERITAGE TERMS OF REFERENCE



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

Signatures

Prepared by



Steven Leslie, B.E.S.,
Ecologist

December 7, 2020

Date

Reviewed by



Jeff Gross, MSc.,
Senior Ecologist

December 7, 2020

Date

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

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4.1	Field Surveys & Analyses Completed to Date	3
4.1	Outstanding Tasks For CEISMP	4
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LIST OF APPENDICES

Appendix A: Subject Property Overview Figure

1.0 INTRODUCTION

WSP Canada Inc. (WSP) has been retained by Tribal Partners to provide input to a Comprehensive Environmental Impact Study and Management Program (CEISMP) in support of future development for a property, herein identified as 12892 Dixie Road (the Subject Property), located at the south corner of the Dixie Road and Old School Road intersection in Caledon. To confirm the natural heritage scope of work for the CEISMP, we have prepared these Terms of Reference (TOR), based on relevant policies in the Town of Caledon Official Plan (2018), Toronto and Region Conservation Authority (TRCA) Environmental Impact Statement Guidelines (2014), pre-consultation (DART meeting) comments from the Town of Caledon dated September 23, 2020, background information and 2020 field surveys of the Subject Property. This also includes scope for a fluvial geomorphic analysis, provided by GeoMorphix Ltd. The Subject Property location and the surrounding landscape are shown on the Figure in Appendix A.

To document existing natural environment conditions, WSP has completed background information review and field investigations on the Subject Property in September and October 2020 (refer to Section 4.1). WSP's Ecology Group completed a preliminary characterization of existing natural features and assessed natural heritage features and functions. Field investigations included documenting vegetation communities, and determining the potential for Species at Risk (SAR) or their habitat to occur within the Subject Property. To identify constraint limits, woodland and wetland delineations were completed by WSP staff. These delineations were confirmed in the field with Town of Caledon and TRCA staff on October 27, 2020. Limits will be surveyed for inclusion on all base plans that accompany the future submission.

2.0 SITE CONTEXT

2.1 Overview

The Subject Property has a total area of approximately 79 hectares, adjacent lands include agricultural fields, woodlands / riparian areas along tributaries of the Humber River, and rural residential homes. Most of the Subject Property is under active agricultural use (crops), though there are natural areas associated with multiple tributaries of the Humber River, as discussed below and shown in Appendix A.

2.2 Natural Features

The natural heritage overview presented below is based on two field surveys in the fall of 2020 and review of available background information. Natural areas, which comprise approximately 13.65 ha (or 17%) of the Subject Property, include: a central woodlot; wetland and riparian areas along tributaries of the Humber River; and areas of cultural meadow within to the northeast corner of the Subject Property.

Aquatic habitat includes the aforementioned tributaries of the Humber River. Tributary 1 and Tributary 5 (Appendix A) are permanent watercourses that originate off of the Subject Property and have associated riparian areas located within and adjacent to the Subject Property. Tributary 2 and Tributary 3 are narrower, less defined features that originate as overland drainage from the agricultural field, conveying flows from



the field into the woodlot on the Subject Property, ultimately outletting to an on-line pond located on an adjacent residential property. Tributary 4 also originates as overland drainage from the agricultural field and is conveyed off the property to a residential property fronting the south side of Dixie Road. Based on air photo interpretation, it is likely that Tributaries 1 and 5 are permanent watercourses with the potential to support direct fish habitat, whereas Tributaries 2, 3 and 4 are ephemeral / intermittent drainage features .

2.3 Designations

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

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

- Five regulated watercourses are present (per TRCA online mapping; December 2020:
 - The five tributaries of the Humber River (and associated riparian areas), generally flowing west to east as described above (per TRCA online mapping; December 2020).

Region of Peel Official Plan (2018)

- Tributaries 1, 2 and 3 of the Humber River, and associated natural areas (riparian and woodland) on and adjacent to the Subject Property are designated as *Core Areas of the Greenlands System* in the Official Plan (Schedule A; Section 2.3).
- The remainder of the Subject Property is designated as *Prime Agricultural Area* (per Schedule B).

Mayfield West Secondary Plan (2018)

- Tributaries 1, 2, 3 and 5 of the Humber River, and associated natural areas (riparian and woodland) on and adjacent to the Subject Property are designated as *Environmental Policy Area* (per Schedule B)
- The remainder of the Subject Property is designated as *Open Space Policy Area* (per Schedule B).

Greenbelt Plan (2017)

- Tributaries 1, 2 and 3 of the Humber River, and associated natural areas (riparian and woodland) on and adjacent to the Subject Property are designated as *Protected Countryside – Natural Heritage System of the Greenbelt Area* (per Schedule 4); generally coincident with *Environmental Policy Area* in the Mayfield West Secondary Plan (2018), with approximate limits shown on the Figure in Appendix A.

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



3.0 BACKGROUND INFORMATION REVIEW

Background information reviewed includes the following:

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

4.0 SCOPE OF WORK

4.1 Field Surveys & Analyses Completed to Date

Field investigations completed to date are summarized below:

- General Field Reconnaissance (multiple dates in 2020)
- Aquatic Field Survey (targeted survey on one date; December 7, 2020):
 - Headwater Drainage Features (HDF) field assessment across the site – based on guidance provided in the Evaluation, Classification and Management of Headwater Drainage Features Guidelines (CVC & TRCA, January 2014)
- Fluvial geomorphological assessment (GeoMorphix Ltd.)
 - Desktop analysis
 - Field verification on one date (November 26, 2020) including the following tasks at each watercourse on the Subject Property:
 - Rapid Geomorphic Assessments (MOE, 2003) to evaluate channel stability;
 - Rapid Stream Assessments (Galli, 1996) to determine stream health;
 - Channel classification using the modified Channel Evaluation Model (Downs, 1995); and
 - Habitat sketch maps per Newson and Newson (2000).
- Vegetation Surveys (targeted surveys on 2 dates – September 17, 2020 and October 27, 2020):
 - General vegetation overview
 - ELC habitat classification and mapping (as per Ecological Land Classification for Southern Ontario protocols)



- Botanical inventory
- Wetland and woodland delineation flagged by a qualified WSP ecologist (September 17, 2020)
 - WSP delineations were confirmed during a site walk with TRCA and Town of Caledon staff on October 27, 2020.
- General Wildlife and SAR habitat Assessments (three dates from October to December 2020)
 - A list of SAR potentially present in the study area was developed using background information review sources, including database information from NHIC, avian and herpetofauna atlases and other sources, as relevant. This approach is consistent with recent MECP guidance, specifically the Client's Guide to Preliminary Screening for Species at Risk (Draft, MECP 2019).

4.1 Outstanding Tasks For CEISMP

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

- Submit agency information requests (TRCA, MECP);
- Documentation of results and conclusions of the Headwater Drainage Feature assessment;
- Confirmed feature limits will be surveyed for inclusion on all plans that accompany the submission;
- Feature-based water balance focusing on the woodlot;
- Erosion hazard delineation through erosion setback or meander belt width;
- Submit CEISMP Report for agency review; and
- Revise and finalize CEISMP Report in consideration of agency comments.

5.0 REPORT

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

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



realignment designs.

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

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



APPENDIX A

SUBJECT PROPERTY OVERVIEW FIGURE



Legend

- Subject Property (Approximate)
- Greenbelt Plan Area - Protected Countryside (Approximate)
- Permanent Watercourse
- Unevaluated Wetland

