
PLANNING OVERVIEW:

'FUTURE CALEDON OFFICIAL PLAN'

IN SUPPORT OF

**OFFICIAL PLAN AMENDMENT and
ZONING BY-LAW AMENDMENT
APPLICATIONS
(POPA 2022-0006 & RZ 2022-0010)
& CLASS 'A' LICENCE (#626600)
(PIT and QUARRY BELOW WATER)
APPLICATION**

PROPOSED CBM CALEDON PIT / QUARRY

**CBM Aggregates (CBM)
a Division of St. Marys Cement Inc. (Canada)**

Town of Caledon, Region of Peel
May 2026

GSAI File # 541-003

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Planning Overview
‘Future Caledon Official Plan’
POPA 2022-0006 and RZ 2022-0010
Proposed CBM Caledon Pit / Quarry

1.0 INTRODUCTION

CBM Aggregates (CBM), a division of St. Marys Cement Inc. (Canada) (herein referred to as ‘CBM’) has applied to the Ministry of Natural Resources (MNR) for a Class A Licence (Pit and Quarry Below Water) and to the Town of Caledon for an Official Plan Amendment and Zoning By-law Amendment (the ‘Applications’ or ‘OPA and ZBA’) to permit a mineral aggregate operation. The Applications were initially submitted in December 2022, were deemed complete in February 2023, and were revised in September 2023. A Planning Justification Report and ARA Summary Statement was initially prepared in December 2022 and revised in July 2023. The December 2022 and July 2023 planning reports assessed the Applications under the April 2018 Office Consolidation of the Town of Caledon Official Plan (‘2018 OP’).

On March 26, 2024 Council for Town of Caledon adopted Phase 1 of the Future Caledon Official Plan (‘Future Caledon’), which encompassed the Town’s long-term vision and foundational policies for growth to 2051. This included land use structure, rural and urban systems, environmental protection and growth management aligned with regional targets, and excluded aggregate resources policies, which were set to comprise Phase 2 of the Future Caledon. Phase 1 of Future Caledon set the stage for future development while preserving Caledon’s unique character and natural heritage. The Minister of Municipal Affairs and Housing (‘Minister’) approved Phase 1 of Future Caledon on October 22, 2025, implementing 200 modifications to ensure consistency and conformity with the Provincial Planning Statement (2024 PPS) and provincial plans, and compliance with the Planning Act.

On October 7, 2024 Council for the Town of Caledon adopted OPA #1 (Aggregate Amendment), which formed the aggregate policy directives for the Future Caledon Official Plan, including the entirety of **Section 20** (Mineral Aggregates) of Future Caledon. The Minister approved OPA #1 (Aggregate Amendment) to Future Caledon on January 7, 2026, implementing 60 modifications to ensure consistency and conformity with the Provincial Planning Statement (2024 PPS) and provincial plans, and compliance with the Planning Act.

While it is CBM’s position that Future Caledon and OPA #1 are not determinative Official Plan policies for the CBM Caledon Pit / Quarry Applications which were submitted in December 2022 and deemed complete in February 2023, CBM has undertaken a fulsome review of Future Caledon, including OPA #1, to confirm that CBM’s Applications continue to conform to the Town’s most

recent policy updates contained in Future Caledon. This Planning Overview reviews Future Caledon (including OPA #1) as it relates to the Applications. Also, attached as **Appendix A** to this Planning Overview is the revised Draft OPA Instrument, amending Future Caledon to permit the proposed CBM Caledon Pit/Quarry proposal.

As noted in the September 2023 revised submission to the Applications, CBM owns / controls approximately 323 hectares of land located at the northwest, northeast and southwest intersection of Regional Road 24 (Charleston Sideroad) and Regional Road 136 (Main Street). Of these lands, approximately 261 hectares are proposed to be designated / zoned under the Planning Act and licenced under the Aggregate Resources Act to permit the proposed CBM Caledon Pit / Quarry, and these lands are referred to as the “Subject Site” or “Site” (**Figure 1: Location Plan of Subject Site**). The Subject Site is legally described as Part of Lots 15-17, Concession 4 WSCR and Part of Lot 16, Concession 3 WSCR (former Geographic Township of Caledon). These lands are predominantly mapped as a High Potential Mineral Aggregate Resource Area (HPMARA) in the (former) Region of Peel Official Plan and as a Caledon High Potential Mineral Aggregate Resource Area (CHPMARA) in the Town of Caledon (2018) Official Plan and are protected for their aggregate potential. These lands are also predominantly mapped as ‘Caledon High Potential Mineral Aggregate Resource Area’ (CHPMARA) on Schedule E12 in Future Caledon.

The lands proposed to be designated / zoned under the Planning Act and licenced under the Aggregate Resources Act consist of approximately 261 hectares and within that, extraction is proposed on approximately 200 hectares. The remaining approximately 61 hectares within the Subject Site and outside of the Extraction Area are referred to as the “Setback / Buffer Lands”. The Setback / Buffer Lands are used to provide setbacks to surrounding land uses and natural heritage features.

There is a balance of approximately 62 hectares of land owned / controlled by CBM which are not subject to the Applications. These lands are referred to as “CBM Additional Lands” and include approximately 26 ha located to the west, north and northeast of the Subject Site, and approximately 36 hectares located south of the Subject Site, adjacent to the Hamlet of Cataract. As part of the Applications, CBM is proposing to create an upland forest and meadow grassland on these southern 36 hectares and continues to explore potential options for the property that would benefit the community.

The proposed Extraction Area includes approximately 78 million tonnes of a high-quality bedrock resource and approximately 4 million tonnes of a high-quality sand and gravel resource. Testing has confirmed that the mineral aggregate resource found on-Site is suitable for the production of a wide range of construction products, including the use for high performance concrete. The bedrock resource provides some of the strongest and most durable aggregate material in Southern Ontario. The primary market area for the proposed CBM Caledon Pit / Quarry is the Greater Toronto Area,

including the Town of Caledon and the Region of Peel. This Site represents a close to market source of a high-quality mineral aggregate resource.

As set out in the Planning Justification Report and ARA Summary Statement (GSAI, July 2023), the proposed tonnage limit for the proposed CBM Caledon Pit / Quarry is 2.5 million tonnes per year and on average CBM anticipates shipping approximately 2.0 million tonnes per year. The proposed CBM Caledon Pit / Quarry is proposed to be operated in 7 phases. Phases 1, 2A, 3, 4, 5 are located to the northwest of the intersection of Regional Road 24 and 136. This area is referred to as the “Main Area”. Phase 2B is located to the northeast of the intersection of Regional Road 24 and 136. This area is referred to as the “North Area”. Phase 6 and 7 are located to the southwest of the intersection of Regional Road 24 and 136. This area is referred to as the “South Area”.

The project proposes progressive rehabilitation. Overall, the goal of the final rehabilitation plan is to create a landform that represents an ecological and visual enhancement and provides future opportunities for conservation, recreational, tourism and water management.

The proposed CBM Caledon Pit / Quarry is located where the resource exists and where provincial and local policy anticipates extraction to occur. This Planning Overview has been prepared to specifically review the Future Caledon Official Plan, including Amendment No. 1 (Aggregate Amendment) in the context of the proposal. This Planning Overview reviews the CBM Caledon Applications and provides a summary of relevant policy directives that have fundamentally changed in Future Caledon when compared to the 2018 Office Consolidation of the Town’s Official Plan. To the extent that planning justification and rationale has already been provided in the Planning Justification Report and ARA Summary Statement (GSAI, rev. July 2023) (‘CBM PJR’) and in the subsequent Planning Justification Report (Addendum) which specifically reviewed PPS 2024 (GSAI, May 2025), that review will not be repeated in this Planning Overview. Where conformity has already been reviewed and summarized in previous planning reporting, it will not be reviewed and repeated in this document.

2.0 PART A: INTRODUCTION TO FUTURE CALEDON

Part A (Introduction) to Future Caledon gives an overview of how the Official Plan will guide growth and the future evolution and transformation of the Town and summarizes how conservation, use of resources, and social and economic prosperity will be balanced against substantial growth and change.

While the organization of the Plan has been revised slightly, the purpose, plan area, geographic context and plan fundamentals are generally consistent with what was presented in the 2018 Office Consolidation of the Official Plan.

There is no fundamental change in Part A (Introduction) of Future Caledon that would have an impact or require a revision to the CBM Caledon Pit/Quarry planning applications or to the processing of the applications. Further, Part B (Managing Growth and Change) is related to growth management within the Town and is not directly applicable to the CBM applications.

3.0 PART C: GENERAL POLICIES

3.1 CLIMATE CHANGE (Section 5)

Section 5 in Future Caledon presents climate change policy directives. Many of the Town's objectives and policies for climate change mitigation and adaptation relate specifically to built forms, development standards, energy emissions, and the development of low carbon and climate resilient communities. Most relevant and achievable to an aggregate application are the Town's objectives and policies related to supporting climate change mitigation by reducing greenhouse gas emissions in the Town. This is addressed in the CBM applications through confirmation that the proposal will optimize the long-term availability of mineral aggregate resources in Peel/Caledon and that the Site is located close to market and will be an efficient, cost-effective development that reduces greenhouse gas emissions. The proposal also includes a rehabilitation vision that provides for ecological benefits that will offer opportunities for climate resilient enhancements through rehabilitation.

It is noted in the CBM PJR that for Ontario and Caledon to meet their climate targets, there will be a need to significantly reduce greenhouse gas (GHG) emissions from the transportation sector, which is the leading source of emissions in the province. Close-to-market aggregate production from quarries such as the one proposed in Caledon can cost-effectively reduce emissions from transportation.

3.2 CULTURAL HERITAGE (Section 6)

Section 6 of Future Caledon contains the Town's cultural heritage objectives and policy directives. The Town's planning objectives for cultural heritage continue to include encouraging, protecting and conserving cultural heritage resources to ensure their continued contribution to the identity, character, vitality, economy, sustainability and well-being of the broader community and of Indigenous communities.

Generally, the Town's policy directives in Future Caledon for cultural heritage contain the same reporting requirements as the 2018 Official Plan for proposals for new development or site alteration in areas containing (or having the potential to contain) cultural heritage resources. These reporting requirements include a cultural heritage evaluation report, a heritage impact assessment,

and all stages of archaeological assessments (as necessary) (**Sec. 6.3.2**). Future Caledon also contains the requirement that the Town may impose, as a condition of a development approval, the implementation of appropriate measures to ensure the conservation of any affected cultural heritage resources, and where appropriate, their integration into new development. Similar to the 2018 Official Plan, such conservation measures may include a heritage conservation plan, development agreement, heritage easement agreement, securities, or any other such measure as may be supported by policy and legislation (**Sec. 6.3.6**). The CBM Applications include measures as required by the 2018 Official Plan and Future Caledon to ensure the conservation of heritage resources.

As well, similar to the 2018 Official Plan, Future Caledon requires that all options for on-site retention of buildings and structures of significant cultural heritage will be exhausted before resorting to relocation of a cultural heritage resource. The Plan notes that relocation of built heritage resources will only be considered through a cultural heritage impact assessment, structural assessment and heritage conservation plan that address retention and relocation (**Sec. 6.3.7**).

Similar cultural heritage policy directives from the 2018 Official Plan are reviewed in the CBM PJR and it is noted that Heritage Impact Assessments (HIAs) were undertaken for potential heritage attributes located on five listed (not designated) heritage properties that are located within or adjacent to the proposed Caledon Pit/Quarry licence boundary. As outlined in the HIAs for these five properties, two heritage buildings, located at 18667 Mississauga Road and 18501 Mississauga Road, were identified to be conserved through relocation within the existing property parcels but beyond the proposed licence limit. Further, the heritage building cluster consisting of a farmhouse, barn and mature vegetation located at 18722 Main Street will be conserved and will remain on site in their original location with a buffer from the proposed extraction limit to protect them from potential adverse impacts. As well, the heritage building and barn foundation located at 1420 Charleston Sideroad will be protected and conserved on site in its current location and the building will be adaptively reused as an office/laboratory site for the quarry operations and will be converted back to its original residential use after extraction operations are complete. Lastly, the property known as 1055 Charleston Sideroad consists of two structural foundations, an outbuilding, a driveway, mature treelines and agricultural fields and it is noted in the HIA that these features will be salvaged, documented and commemorated in terms of their heritage attributes due to their current state of disrepair and compromised structural integrity.

Since the CBM PJR was prepared, the Town has advanced Designation By-Laws for portions of 1420 Charleston Sideroad and 18722 Main Street to ensure their long term protection and conservation. As well, measures are being examined and implemented to ensure the conservation of cultural heritage resources at 18667 Mississauga Road and 18501 Mississauga Road. These measures are set out in the Heritage Impact Studies, Heritage Conservation Plans, Heritage Easement Agreements and Cultural Heritage Documentation Reports for these properties. As a

result, significant cultural heritage resources are conserved and protected through the CBM Applications and it is confirmed that the CBM Applications conform to future Caledon.

3.3 ECONOMIC OPPORTUNITIES (Section 8)

Economic opportunities are presented through objectives and policies in **Section 8** of Future Caledon. Many of the Town's objectives and policies for economic opportunities and development relate specifically to generating opportunities for a diverse local economy, promoting tourism, cultural and recreational opportunities, streamlining the approval processes and process timelines to support development and encouraging innovation in job growth. Most relevant and achievable to an aggregate application are the Town's objective and policies related to planning for and developing employment and industrial uses near and adjacent to major goods movement corridors including haul routes, ensuring that the design and development of employment areas are easily accessible by transportation and facilitating efficient goods movement through the Town.

As noted in the CBM PJR and in the Socio-Economic Assessment (Golder/WSP, 2023), the proposed CBM Caledon Pit / Quarry will directly result in significant economic benefits at the regional and local level taking into account the proposed jobs that will be generated, the increase in property taxes for the Town of Caledon and Region of Peel and School Boards, and the increase in revenue the Town and Region will receive from the annual aggregate licencing fees. Indirectly, the Region and Town's economy will also benefit due to the proximity of the Site to the consumer which results in reduced cost for transporting an essential raw material that is needed for the construction and maintenance of communities. The proposal also includes a rehabilitation vision that provides for ecological benefits and may offer opportunities for public access and sustainable tourism opportunities.

As well, as noted in the Socio-Economic Assessment, in light of Caledon's projected population growth and the corresponding need for high-quality dolostone, the implications of importing far from-market aggregate also needs to be considered. The Ontario Chamber of Commerce report (summarized in the Socio-Economic Report) demonstrated the importance of the aggregate industry for construction, and the economic and environmental impacts of longer haul distances, as well as the many benefits associated with close-to-market aggregate production. The study found that an increase in the haul distance for transporting aggregates from pits and quarries to market can have sizeable economic and environmental implications through increased transportation costs borne by home buyers and governments, and GHG emissions.

Mineral aggregate resources have economic benefits when they are located in Peel and Caledon such as reducing the transportation costs of supplying materials for urban development in the Region and attracting value-adding processing facilities that use aggregates and shale as raw

materials. Mineral aggregate resources are an important component of the economic development and employment opportunities in the Region and Town.

3.4 TRANSPORTATION (Section 11)

Section 11 of Future Caledon contains the Town's transportation objectives and policy directives. The Town's planning objectives for transportation continue to recognize that the Peel Regional road network should facilitate and address the goods movement needs in Caledon as growth occurs. **Section 11** also recognizes the dominant role that trucks play in the movement of goods and supporting the local and regional economy. Future Caledon notes that the Town will continue to work with the Region, the Province and neighbouring municipalities to plan and implement a strategic goods movement network that minimizes impacts on Caledon's roads, residential neighbourhoods and financial resources.

The Town's objectives for transportation as outlined in Future Caledon are similar to those outlined in the 2018 Official Plan and include developing a transportation system that supports multimodal connections, working with the Region to develop a strategic goods movement network to ensure efficient movement of goods and services within and through the Town, and developing a transportation system that minimizes the impact of heavy truck and commuter traffic on residential areas.

Policy directives related to trucking and goods movement are included in **Section 11.6** of Future Caledon. This section emphasizes that goods movement is an important aspect of the overall transportation system and that safe and efficient movement of goods and services within and through the Town is essential for sustained economic growth and in attracting and retaining a wide range of industries and businesses. Policy directives in this section seek to provide for the safe and efficient movement of trucks through and within the Town and to minimize the impact of heavy trucks on residential areas by encouraging primary through truck traffic onto Regional arterial roadways, where road pavement structure is deemed structurally adequate, and by encouraging activities generating substantial truck traffic to locate near arterials and Provincial highways (**Sec. 11.6.3 (a) and (h)**). As well, policies indicate that the Town will work with the Region and Province to improve connections between arterials, freeways and intermodal freight facilities to ensure that through traffic is concentrated on major arterials and highways due to their separation from residential areas (**Sec. 11.6.3 (i)**).

The Transportation Impact Study and Haul Route Assessment completed and revised by Tylin (March 2025) ('CBM TIS') in connection with the CBM Applications acknowledges that the proposal seeks to utilize primary existing haul routes for trucks destined to/from Caledon Pit / Quarry, including Charleston Sideroad and Hurontario Street. **Schedule C1** (Town-Wide Transportation Network) in Future Caledon identifies Charleston Sideroad as a Regional Arterial

and a Mineral Aggregate Haul Route. Similarly, Hurontario Street is identified as a Provincial Highway and a Mineral Aggregate Haul Route.

“11.6.7 The Town will encourage, where possible, activities generating substantial goods movement traffic to strategically locate near Provincial freeways, highways, arterial roads, rail yards and other major transportation corridors and facilities.”

The proposed CBM Caledon Pit/Quarry is in a location that is appropriately sited to utilize Mineral Aggregate Haul Routes as identified on **Schedule C1** (Town-Wide Transportation Network) and consistent with **Section 11.6.7** in Future Caledon.

3.5 INFRASTRUCTURE (Section 12)

Infrastructure is presented through objectives and policies in **Section 12** of Future Caledon. Many of the Town’s objectives and policies for infrastructure relate specifically to the provision of municipal infrastructure for services including water, wastewater, stormwater facilities, and building on principles of sustainability and balancing environmental, social, cultural, financial and economic considerations. Most relevant and achievable to an aggregate application are the Town’s objectives and policies related to transportation infrastructure, including roads and haul routes. This is addressed through the CBM TIS and policy directives found in **Section 11** (Transportation) of Future Caledon.

4.0 PART D: NATURAL ENVIRONMENT SYSTEM

4.1 NATURAL ENVIRONMENT SYSTEM (Section 13)

As noted under **Section 20** (Mineral Aggregate Resources) in Future Caledon, **Section 20.5.3** has policy directives related to environmental protection for new, existing and expanding aggregate operations within the Greenbelt Plan Area. The CBM Caledon Pit/Quarry Site is located entirely within the Greenbelt Plan Area, as depicted on **Figure 2: Excerpt of Greenbelt Plan (2017)** (*this is the same Figure which was labelled Figure 12 in the CBM PJR*). This Section, as modified by the Province, notes the following as it relates to policy directives for proposals within the Greenbelt Plan Area:

“20.5.3 Notwithstanding Section 13 of this Plan, the following policies shall apply to new, existing and expanding mineral aggregate operations, and wayside pits and quarries within the Greenbelt Plan Area.”

The above noted policy means that **Section 13**, Natural Environment System, is not applicable to new, existing and expanding mineral aggregate operations in the Greenbelt Plan Area, and this includes the CBM Applications. In other words, **Section 20.5.3** prevails over **Section 13** in Future Caledon for these types of applications in the Greenbelt Plan Area.

Section 20.5.3, as modified through the Minister's Decision in January 2026, essentially quotes the relevant policies from the Greenbelt Plan, which already apply to CBM's Applications and with which the CBM Applications already conform. Conformity with the policies of the Greenbelt Plan is covered in the CBM PJR, as well as the Natural Environment Report (Golder/WSP, Rev. July 2023) (CBM NER) and the Water Report Level 1/2 (Golder/WSP, Rev. July 2023) (CBM Water report).

Through Future Caledon, a number of small green 'dots' appear on the CBM Caledon Site in the Main Area (west of Main Street and north of Charleston Sideroad) on Schedule B4 (Land Use Designations) which are indicative of the Town's 'Natural Features and Areas' designation in the Official Plan (**Figure 3: Excerpt Future Caledon Schedule B4 Land Use Plan**). Importantly, these same green 'dots' are identified as a combination of 'Natural Features and Areas' and 'Supporting Features and Areas' on Schedule D1 (Natural Environment System), and as 'Other Wetlands (Unevaluated)' and 'Other Woodlands' on Schedule D3 (Natural and Supporting Features and Areas) (**Figure 4: Excerpt Comparison of Schedule B4, D1 and D3 in Future Caledon**).

Given that the green 'dots' in the northeast portion of the Main Area are designated 'Natural Features and Areas' on Schedule B4 (Land Use Schedule), yet they are identified as 'Supporting Features and Areas' on Schedule D1 (Natural Environment System) and 'Other Wetlands (Unevaluated)' and 'Other Woodlands' on Schedule D3 (Natural and Supporting Features and Areas) in Future Caledon suggests the mapping and labelling of these areas is inconsistent or inaccurate on the CBM Site because 'Natural Features and Areas' are not intended to reflect 'Other Wetlands', 'Other Woodlands', or 'Surrounding Features and Areas'. Therefore, the 'Natural Features and Areas' currently identified on Schedule B4 in the northeast portion of the Main Area on the CBM Site is a mapping error and doesn't meet the designation criteria of 'Natural Features and Areas' and should be mapped 'Supporting Features and Areas' consistent with Schedule D1 and D3.

Section 13.3.1 notes the following as it relates to the Town's 'Natural Features and Areas' designation:

"13.3.1 The Natural Features and Areas designation in this Plan corresponds to the Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan. The Natural Features and Areas designation

is shown on Schedule D1, Natural Environment System, and Schedules D2a and D2b, New Urban Area Preliminary Natural Environment System. Individual components are shown on Schedule D3, Natural and Supporting Features and Areas. The Natural Features and Areas designation includes the following:

- a) Provincially Significant Wetlands;*
- b) woodlands meeting one or more of the criteria for Core Area woodland on Table 1 of the Region of Peel Official Plan;*
- c) significant valleylands*
- d) Environmentally Sensitive or Significant Areas;*
- e) Provincial Life Science Areas of Natural and Scientific Interest;*
- f) the Escarpment Natural Area designation of the Niagara Escarpment Plan; and,*
- g) valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan.”*

As shown on **Figure 5: Excerpt from Region of Peel Schedule C-2 Core Areas of the Greenlands** (this is the same Figure which was labelled Figure 16 in the CBM PJR), there are no Core Areas of the Greenlands mapped on the CBM Site. Further, it has been confirmed through natural environment work undertaken by WSP on behalf of CBM that the green ‘dots’ mapped on Site are not Provincially Significant Wetlands (PSWs), significant woodlands, significant valleylands, Environmentally Sensitive or Significant Areas, Provincial Life Science Areas of Natural and Scientific Interest, Escarpment Natural Area designation, or valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in the Region of Peel Official Plan. Accordingly, these green ‘dots’ on Site have been incorrectly mapped by the Town of Caledon as ‘Natural Features and Areas’.

Notably, Section 13.3.2 notes the following:

“13.3.2 Only those natural features and areas that have been identified are currently mapped and designated Natural Features and Areas. The identification, mapping and the determination of significance of additional or refinements to Natural Features and Areas can only be determined after they have been evaluated through a Planning Act process, to the satisfaction of the Town and relevant approval authorities.”

Through detailed field work and assessment of the natural environment on the CBM Site and surrounding lands, it has been confirmed that there are no significant woodlands or PSWs on the

CBM Site and there is no endangered or threatened species habitat within the Greenbelt Plan Natural Heritage System on the CBM Site. In terms of woodlands, Woodland C in the Main Area and Woodlands F and G in the South Area are not within the Greenbelt Plan NHS, are not significant woodlands and are proposed for removal. As well, based on the results of the CBM NER and the Information Gathering Form (IGF) submitted to Ministry of Environment, Conservation and Parks (MECP), the MECP and Town of Caledon peer reviewer recommended conducting further bat habitat surveys for Woodlands C, G, and F, as the proposed extraction area includes the removal of these woodlands, which could lead to the loss of habitat for species-at-risk (SAR) bats.

Accordingly, WSP conducted targeted SAR bat habitat surveys in March and April 2025 for tree roosting bats and the results were submitted to the Town of Caledon in October 2025 and to MECP in December 2025. Importantly, MECP advised in January 2026 that they are satisfied with the field work, surveys and reporting to MECP for SAR species and that with the inclusion of specific Site Plan notes to address MECP comments regarding mitigation, removal and replacement, that MECP does not have any further comments on the Aggregate Resources Act (ARA) licence application. MECP also advised that it recognizes that following issuance of the ARA licence, CBM and its consultants will advance an Authorization through correspondence with MECP under the Interim ESA, and SCA once adopted, in accordance with the Site Plan note.

Essentially, the removal of Woodlands C, F and G is permitted and supported by policy and by MECP. The removal of Woodlands C, F and G consists of the removal of a total of 18.9 ha (consisting of 12.6 ha (Woodland C), 2.09 ha (Woodland F), and 4.16 ha (Woodland G)), all consisting of non-significant woodland. The CBM proposal includes the replacement of these woodlands with 46.2 ha of woodlands on Site and 15.5 ha of woodlands off Site through the ecological enhancement plan (***Figure 6: Final Rehabilitation Landform and Ecological Enhancement Area, MHBC, April 2026***). Woodland areas will be increased by a 3.2 to 1 ratio (61.7 ha to be created and 18.9 ha to be removed).

In terms of wetlands, there are two wetlands in the proposed extraction footprint within the northeast portion of the Main Area, close to Main Street. These are identified by WSP in the CBM NER as Wetland #1 and #2. These two wetlands consist of 0.1 ha (Wetland #1) and 0.03 ha (Wetland #2) and are proposed to be removed. These wetlands have been evaluated by WSP and are not PSWs. These wetlands represent two of the green ‘dots’ incorrectly mapped in Future Caledon as ‘Natural Features and Areas’. Since these two wetlands are not PSWs, they are more appropriately mapped as ‘Supporting Features and Areas’ and ‘Other Wetlands’, which is how they are mapped on Schedule D1 and D3, respectively. Specifically, in Future Caledon, ‘Supporting Features and Areas’ include (but are not limited to) evaluated non-provincially significant wetlands, unevaluated wetlands, non-significant woodlands, fish habitat and habitat of endangered and threatened species. Since the CBM Applications propose to remove these

wetlands, the OPA seeks to redesignate these ‘dots’ to ‘Prime Agricultural Area – Site Specific Exception X’ to allow for aggregate resource extraction. The proposed non-significant wetland removal in the northeast portion of the Main Area through the CBM proposal is a total of 0.1 ha and the proposed replacement is 1.6 ha. This results in wetland replacement at a ratio of 16:1 (see **Figure 6: Final Rehabilitation Landform and Ecological Enhancement Area, MHBC, April 2026**).

In the northwest quadrant of the Main Area there are three wetlands that are located outside of the extraction limit but inside the proposed licence limit which also appear to be mapped as green ‘dots’ on Schedule B4 in Future Caledon. These are identified by WSP as Wetlands #3, #4 and #5 and WSP has evaluated these wetlands and determined that none of these wetlands are PSWs. The CBM Applications propose to protect these wetlands and an abutting tributary by maintaining the existing ‘Natural Features and Areas’ designation on the ‘dots’ in this location. The balance of lands in the Main Area are to be designated ‘Prime Agricultural – Site Specific Exception X’ to recognize and permit the proposed extraction of the CBM lands. As well, the CBM proposal includes a proposed 30 m buffer to these wetlands, which is the equivalent protection that would be provided for a PSW, yet these three wetlands are all non-significant.

Lastly, CBM has recent knowledge that there is confirmed Jefferson Salamander habitat in the Cataract PSW off Site and to the south of the proposal. The CBM proposal already proposes to protect this off Site PSW and the closest proposed extraction limit is approximately 430 m from the PSW. Further, as illustrated on the attached **Figure 6: Final Rehabilitation Landform and Ecological Enhancement Plan**, CBM controls lands off Site and to the south of the South Area and proposes lands in the vicinity of the Cataract PSW to be planted for meadow.

As noted above, **Section 13**, Natural Environment System, is not applicable to new, existing and expanding mineral aggregate operations in the Greenbelt Plan Area, including the CBM applications. While **Section 20.5.3** prevails over Section 13 in Future Caledon for the CBM applications, the Future Caledon Land Use Schedule (B4) has been reviewed and it is noted that two small ‘dots’ in the northeast portion of the Main Area for the CBM Site have been mapped inaccurately as ‘Natural Features and Areas’ as they do not meet the Town’s criteria for that land use designation. Through the CBM Applications it is proposed to maintain the ‘Natural Features and Areas’ designation in the northwest portion of the Main Area of the proposal to reflect CBM’s efforts to protect the non-PSW wetland and surrounding lands in that vicinity, while seeking to remove two non-PSW wetlands in the northeast portion of the Main Area to allow for extraction through the proposed ‘Prime Agricultural Area – Site Specific Exception X’ designation.

4.2 SOURCE WATER PROTECTION (Section 15)

Section 15 contains objectives and policy directives related to source water protection. Future Caledon notes that the quantity and quality of drinking water can be adversely affected by incompatible activities and land uses which have the potential to contaminate or reduce the supply of drinking water sources. The Clean Water Act provides a framework through which municipalities can protect existing and future sources of municipal drinking water and requires the preparation of source protection plans.

It is noted in the CBM Water report that the proposed Caledon Pit / Quarry is within the Credit Valley Source Protection Area but is not located in a wellhead protection area (WHPA) or an intake protection zone (IPZ) and there will be no impacts to municipal water supplies. The CBM Water report notes that the closest municipal drinking water systems are the Alton Well Supply to the north and the Caledon Village-Alton Well Supply to the north and east-northeast. The Alton municipal wells are located approximately 3.4 km north-northwest of the Site, and the Caledon Village-Alton wells are located approximately 2.3 km north of the Site and 3.8 km east-northeast of the Site. The closest WHPA is approximately 1.9 km east-northeast of the Site and part of the Caledon Village-Alton WHPA. Since the Site is not located in any WHPAs, there are no significant threats to the municipal water supplies.

Notably, Schedule D4a (Highly Vulnerable Aquifers) and Schedule D4b (Significant Groundwater Recharge Areas) in Future Caledon appear to be the same schedules that were contained in the former Region of Peel Official Plan and which are reflected in Figures 14 and 15 in the CBM PJR (which are figures depicting the Region of Peel's Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas, respectively).

As noted in the CBM PJR, a small portion of the Main Area, a very small portion of the North Area and the majority of the South Area is mapped as a Highly Vulnerable Aquifer. This is very common for mineral aggregate resource areas, and based on the design of the operation, and the implementation of the recommendations contained in the Water Report Level 1/2 (WSP, July 2023) and the Maximum Predicted Water Table Report (WSP, July 2023), the proposed Caledon Pit/Quarry does not result in additional risk to the aquifer. As well, almost all of the Rural Area in the Town of Caledon including the Main Area, North Area and South Area of the CBM Site are mapped as a Significant Groundwater Recharge Area. This is also very common for mineral aggregate resource areas, and based on the design of the operation, and the implementation of the recommendations contained in the Water Report Level 1/2 and the Maximum Predicted Water Table Report, the groundwater recharge function of the area will be maintained.

4.3 NATURAL AND HUMAN-MADE HAZARDS (Section 16)

Section 16 in Future Caledon contains objectives and policy directives related to natural and human-made hazards. This section in Future Caledon contains a preamble noting that there are natural hazards and human-made hazards across the Town including ravine, valley, river and stream corridors, flood plains, hazardous lands and hazardous sites that may pose threats to human life and risk of damage to property. It also notes that human-made hazards may include hazards associated with oil and gas wells, former mineral aggregate operations, and petroleum resource operations. Future Caledon notes that hazards occur when sites have not been properly rehabilitated during or after use.

Policy directives contained in Future Caledon related to hazards seek to ensure that development and site alteration are not permitted in areas where site conditions or their location, including on lands containing natural or human-made hazards, may pose a danger to public safety, public health or result in property damage. As confirmed in the CBM PJR, the proposed extraction area for the CBM Caledon Pit/Quarry does not contain hazardous lands or hazardous sites. Accordingly, the proposal conforms to the Future Caledon section related to natural and human-made hazards.

5.0 PART E: RURAL SYSTEM

5.1 AGRICULTURAL AND RURAL LANDS (Section 17)

Section 17 in Future Caledon contains policies for the agricultural area and rural lands. The current land use designations pursuant to Future Caledon on the CBM Site include ‘Prime Agricultural Area’ on lands west of Main Street and ‘Rural Lands’ on lands east of Main Street (**Figure 3: Excerpt of Schedule B4 Land Use Schedule in Future Caledon**). The delineation of land use designations on the CBM Site is consistent with the (former) Region of Peel Official Plan land use designations set out on Schedule D-1 (Rural System), which is reflected as Figure 7 in the CBM PJR.

Section 17.9.2 contains policies for lands in the ‘Prime Agricultural Area’ and notes the following as it relates to the extraction of minerals, petroleum resources or mineral aggregate resources:

“17.9.2 c) Non-agricultural uses are discouraged in the Prime Agricultural Area and may only be permitted in accordance with the policies of this Plan, applicable Provincial Plans and Provincial legislation and impacts from any new or expanding non agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated

as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance for:

- i) the extraction of minerals, petroleum resources or mineral aggregate resources;”*

An Agricultural Impact Assessment (Colville, rev. July 2023) was completed and submitted with the CBM applications and concludes that with the implementation of the recommended mitigation measures, the proposed CBM Caledon Pit / Quarry operation will have minimal effect on the surrounding agricultural land uses. Approval and licencing of the proposed CBM Caledon Pit / Quarry will be consistent with the agricultural-related policies provided in provincial and local planning documents regarding mineral extraction in prime agricultural areas.

In the ‘Rural Lands’ policies of Future Caledon, it is noted that all uses permitted in the ‘Prime Agricultural Area’ designation are also permitted in the ‘Rural Lands’ designation. The CBM applications seek to amend the land use designations on the Site to ‘Prime Agricultural Area -Site Specific Exception X’ for lands on the west side of Main Street to permit the proposed aggregate resource operation, and to ‘Extractive Industrial Area / Mineral Aggregate Resource Extraction Area’ for lands on the east side of Main Street to permit the proposed aggregate resource operation.

5.2 MINERAL AGGREGATE RESOURCES (Section 20)

Section 20 of Future Caledon was approved through OPA No. 1 in January 2026 and contains the Town’s mineral aggregate objectives and policy directives. Notably the Section contains the following in the introduction:

“The Town’s Mineral Aggregate policies are based on the need to balance the protection, use and enjoyment of these environmental features with the Provincial interest in protecting mineral aggregate resources for long-term use. It is also recognized there are potential impacts on human health arising from aggregate extraction that have also been considered in preparing these policies. The policies in this plan support the wise management of the Town’s aggregate resources remaining critical to preserving Caledon’s unique identity and character.”

The Town’s objectives for mineral aggregates are contained in **Sec. 20.1** and include similar objectives as set out in the 2018 OP and in Provincial policy. **Sec. 20.1(i)** makes reference to the Town’s Aggregate Guidance Manual, however this manual does not apply to the CBM Applications.

Section 20.2 provides policy directives related to the ‘Mineral Resource Extraction Area’ designation, which is noted to be the designation that is intended to permit mineral aggregate operations. Permitted uses and prohibited uses in this section are consistent with what is already set out in the 2018 OP. However, it is also notable that **Schedule B4** (Land Use Designations) in Future Caledon maps current mineral aggregate operations as ‘Extractive Industrial Area’. There is an inconsistency in designation naming between the Land Use Schedule in Future Caledon and in Section 20 of Future Caledon. Accordingly, the revised OPA Instrument (appended to this document as **Appendix A**) which is intended to now amend Future Caledon for the CBM Caledon applications seeks both land use designations out of an abundance of caution.

Section 20.2.5 provides ‘Additional Policies’ for mineral aggregate resources. **20.2.5 (a)** has the following policy for the establishment of new licenced mineral aggregate operations:

“20.2.5 (a) The establishment of new licensed mineral aggregate operations, including changes to a type of licence issued under the Aggregate Resources Act, or expansion to existing licensed mineral aggregate operations will require an amendment to this Plan and the Zoning By-law (or, as required, an Amendment to the Niagara Escarpment Plan and/or issuance of a Development Permit under the Niagara Escarpment Planning and Development Act, if within the Niagara Escarpment Development Control Area). Any lands designated Prime Agricultural Areas impacted by the establishment of new licensed aggregate operations, including changes to a type of licence issued under the Aggregate Resources Act or expansions to existing licensed areas, will remain designated Prime Agricultural Area. Extraction of mineral aggregate resources is permitted as an interim use in prime agricultural areas in accordance with the policies of this Plan and applicable Provincial direction.”

As noted on **Figure 1: Location Plan of Subject Site**, the CBM Caledon Pit/Quarry site occupies lands on three quadrants of the intersection of Charleston Sideroad and Main Street; specifically, the northwest, northeast, and southwest quadrants. The lands on the west side of Main Street on the north and south sides of Charleston Sideroad are currently designated “Prime Agricultural Area” on **Schedule B4** (Land Use Designations) in Future Caledon and, accordingly, pursuant to policy **20.2.5 (a)** above, the proposed OPA instrument for the CBM Applications has been modified to now seek “Prime Agricultural Area – Site Specific Exception X” for those lands subject to the Applications on the west side of Main Street. The details of the ‘Site Specific Exception X’ section are outlined in the attached revised OPA Instrument (attached as **Appendix A**). This includes mapping revisions to **Schedule B4** (Land Use Plan) and to **Figure H1** (Site Specific Exceptions) which are reflected in the OPA Instrument for the lands on the west side of Main Street subject to the Applications.

Section 20.5 contains policy directives related to applications for new mineral aggregate operations. **Section 20.5.1** requires that “*conditions of approval and operation for mineral aggregate operations are codified on the site plan and associated notes approved under the Aggregate Resources Act. The Town shall require its conditions to be included on the site plan and associated notes in order to release any objection to a proposal for new mineral aggregate operation.*” During the processing of the application CBM has made additional revisions to the ARA Site Plan notes / conditions to address the Town of Caledon peer review comments.

Section 20.5.2 sets out policies for complete applications and application processing. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications.

Section 20.5.3 has policy directives related to environmental protection within the Greenbelt Plan Area. The CBM Caledon Pit/Quarry Site is located entirely within the Greenbelt Plan Area, as depicted on **Figure 2: Excerpt of Greenbelt Plan (2017)** in the CBM PJR. This Section, as modified by the Province, notes the following as it relates to policy directives for proposals within the Greenbelt Plan Area:

“20.5.3 *Notwithstanding Section 13 of this Plan, the following policies shall apply to new, existing and expanding mineral aggregate operations, and wayside pits and quarries within the Greenbelt Plan Area.*”

Proper interpretation of the above noted policy is that **Section 13**, Natural Environment System, is not applicable to new, existing and expanding mineral aggregate operations in the Greenbelt Plan Area, including the CBM Applications. In other words, **Section 20.5.3** prevails over **Section 13** in Future Caledon for these types of applications in the Greenbelt Plan Area.

Section 20.5.3, as modified through the Minister’s Decision in January 2026, essentially quotes the relevant policies from the Greenbelt Plan, which already apply to CBM’s Applications and with which the CBM Applications already conform. Conformity with the policies of the Greenbelt Plan is covered in the CBM PJR, as well as the CBM NER and the CBM Water report.

For thoroughness, accuracy and ease of cross-reference, the following table summarizes where policy directives contained in **Section 20.5.3** are also contained exactly as written within the Greenbelt Plan:

Table 1: Comparison of Future Caledon Section 20.5.3 to Greenbelt Plan

Future Caledon Section 20.5.3 (Jan 2026)	Greenbelt Plan (2017)
20.5.3.1 (a)	4.3.2.3 (a)
20.5.3.1 (b)	4.3.2.3 (b)
20.5.3.1 (c)	4.3.2.3 (c)
20.5.3.1 (d)	4.3.2.4
20.5.3.1 (e) (i– iv)	4.3.2.5 (a-d)
20.5.3.1 (f) (i – iv)	4.3.2.6 (a-d)
20.5.3.1 (g) (i – iii)	4.3.2.7 (a-c)
20.5.3.1 (h)	4.3.2.8

Section 20.5.6 contains policy directives related to agricultural lands. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM’s preparation and submission of an Agricultural Impact Assessment (Colville, Rev. July 2023) as well as the provision of additional information through the Town’s peer review process.

Section 20.5.7 contains policy directives related to water resources. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM’s preparation and submission of a Water Report Level 1/2 (Golder, WSP, Rev. July 2023), a Maximum Predicted Water Table Report (Golder/WSP, Rev. July 2023), a Water Report Addendum (WSP, March 2025), Geomorphology Assessment (WSP, February 2025), and Groundwater Mitigation System Design Report (WSP, May 2025) as well as the provision of additional information through the Town’s peer review process.

Section 20.5.8 contains policy directives related to monitoring and adaptive management. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM’s preparation and submission of a Monitoring, Trigger and Mitigation Plan (WSP, April 2026).

Section 20.5.9 contains policy directives related to operational design, air quality and land use compatibility. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM’s preparation and submission of the ARA Site Plans (MHBC April 2025), a phasing plan (Figure 4: Operation and Phasing Plan in the CBM PJR), a Noise Assessment Report (Golder/WSP, Rev. July 2023), a Visual Impact Assessment (Golder/WSP, Rev. July 2023), and an Air Quality

Impact Assessment (Golder/WSP, Rev. July 2023) as well as the provision of additional information through the Town's peer review process.

Section 20.5.10 contains policy directives related to blasting and flyrock. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM's preparation and submission of a Blast Impact Assessment (Golder/WSP, Rev. July 2023) as well as the provision of additional information through the Town's peer review process.

Section **20.5.11** (Transportation) sets out policy directives related to transportation and haul routes for mineral aggregate resource operations. **20.5.11 (a)** contains a policy directive related to existing haul routes and refers to **Schedule C1** which sets out existing haul routes. The CBM Caledon Pit/Quarry proposes to utilize Charleston Sideroad and Hurontario Street/Highway 10, which are identified as Regional Arterial and Provincial Highway, respectively, and both are identified as Mineral Aggregate Haul Routes on **Schedule C1** (Town-Wide Transportation Network).

20.5.11 (b) contains policy directives related to a circumstance where a new haul route is proposed to be established through a new mineral aggregate operation application. It is important to note that the CBM Caledon Pit / Quarry proposes to utilize an existing haul route and there is no proposal to establish a new haul route through these Applications. Accordingly, **20.5.11 (b)** is not applicable to the CBM Applications and the CBM TIS completes a comprehensive analysis of the existing haul route.

Notably, **20.5.11 (b)** has a policy that notes where there is an existing haul route, the information required by Section **20.5.11(b)(ii)** for the establishment of new mineral aggregate operations shall only be required for those lands adjacent to of the proposed pit or quarry. **20.5.11 (b) (ii)** requires the following:

"20.5.11 (b) (ii) Land use, land use activities and the character of adjacent lands (including the agricultural system and any significant environmentally sensitive features) along the proposed haul route, including the identification of existing and permitted land uses that may be significantly affected by the proposed haul route."

The CBM Applications and submitted materials address this policy through the identification of land uses and land use activities and the character of adjacent lands along Charleston Sideroad which is the haul route CBM proposes to utilize and since it is adjacent to the proposed CBM Caledon Pit Quarry. Essentially, lands on both sides of Charleston Sideroad are proposed for the

CBM Caledon Pit/Quarry. Those lands are currently prime agricultural area and are proposed for development of the Caledon Pit/Quarry.

20.5.11 (d) refers back to **20.5.11.(b) (ix)** which is not specifically applicable to the CBM Applications since the CBM proposal seeks to utilize an existing haul route. Accordingly, this section's requirement for a Road Improvement Study is not applicable to the CBM Applications.

Section 20.5.12 contains policy directives related to rehabilitation and after-uses. This section makes reference to the Town's preparation of a future Town-Wide Rehabilitation Master Plan. When the CBM Applications were submitted, specific reference was made to the Town's approved Rehabilitation Master Plan (RMP) (Dated March 2021, Approved March 2022) to which approximately 5.75% of the Site is subject. The CBM Applications have considered how they meet the intent of the RMP and proposed rehabilitation for the CBM Site is presented in the technical reports, the CBM PJR and MHBC Drawing 4 of 4 in the Site Plans (Final Rehabilitated Landform and Ecological Enhancement Areas) (July 2025). CBM's proposed rehabilitation is an ecologically-based rehabilitation which takes surrounding land uses and natural heritage systems into consideration. **Figure 6: Final Rehabilitation Landform and Ecological Enhancement Plan** is also included in this Planning Overview for ease of reference.

Section 20.5.13 contains policy directives related to social impact assessments. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM's preparation and submission of a Socio-Economic Assessment (Golder/WSP, Rev. July 2023), as well as the other technical reports submitted in connection with the CBM Applications, including assessments for noise, air quality, blasting, and visual impacts as well as the provision of additional information through the Town's peer review process.

Section 20.5.14 contains policy directives related to visual impact assessments. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM's preparation and submission of a Visual Impact Assessment (Golder/WSP, Rev. July 2023) as well as the provision of additional information through the Town's peer review process.

Section 20.5.15 contains policy directives related to cultural heritage and archaeology. The CBM Applications have followed (and continue to follow) these directives through the submission and processing of the CBM Applications. This includes CBM's preparation and submission of a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (WSP, Rev. March 2026), a Heritage Impact Assessment for 1055 Charleston Sideroad (WSP, Rev. February 2026), a Heritage Impact Assessment for 1420 Charleston Sideroad (WSP, Rev. February 2026), a Heritage Impact Assessment for 18501 Mississauga Road (WSP, Rev. February 2026), a

Heritage Impact Assessment for 18667 Mississauga Road (WSP, Rev. February 2026) and a Heritage Impact Assessment for 18722 Mississauga Road (WSP, Rev. February 2026).

As well, the CBM applications have included the following Archaeological Assessments submitted to the Town of Caledon and to the Ministry of Tourism, Culture and Sport:

- Stage 1/2 Archaeological Assessment prepared by Golder Associates Ltd . dated November 14, 2022;
- Stage 3 Archaeological Assessment for Location 1 (AkHa-23): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated June 12, 2025;
- Stage 3 Archaeological Assessment for Location 2 (AkHa-24): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated June 12, 2025;
- Stage 3 Archaeological Assessment for Location 4 (AkHa-25): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP dated April 11, 2025;
- Stage 3 Archaeological Assessment for Location 7 (AkHa-26): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated June 12, 2025;
- Stage 3 Archaeological Assessment for Location 9 (AkHa-27): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated April 11, 2025;
- Stage 3 Archaeological Assessment for Location 10 (AkHa-28): Lot 16, Concession 4 SCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated July 10, 2024;
- Stage 3 Archaeological Assessment for Location 12 (AkHa-29): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated June 23, 2025;
- Stage 3 Archaeological Assessment for Location 15 (AlHa-52): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated May 13, 2025;

- Stage 3 Archaeological Assessment for Location 16 (AkHa-30): Part of Lot 17, Concession 4 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated March 19, 2025;
- Stage 3 Archaeological Assessment for Location 18 (AkHa-31): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated March 24, 2025;
- Stage 3 Archaeological Assessment for Location 22 (AkHa-32): Part of Lot 17, Concession 4 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated July 10, 2024;
- Stage 3 Archaeological Assessment for Location 26 (AkHa-33): Part of Lot 15, Concession 4 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated July 10, 2024;
- Stage 3 Archaeological Assessment for Location 27 (AkHa-34): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated June 19, 2025; and
- Stage 3 Archaeological Assessment for Cameron Site (AlHa-9): Part of Lots 15 to 17, Concession 4 WSCR, and Lot 16, Concession 3 WSCR, Former Township of Caledon, County of Peel, Now the Town of Caledon, Peel Region, Ontario as prepared by WSP, dated May 13, 2025.

CBM and the Town are in receipt of Ministry acceptance letters for the 14 above-noted Stage 3 Archaeology Reports.

Section 20.7 contains policies related to community and Indigenous engagement. In terms of community engagement, CBM has hosted 8 Public Information Sessions on the project (three sessions on March 9 and 10, 2021; one session on April 7, 2021; one session on Dec 1, 2021; one session Sept 7, 2022; one on Oct. 25, 2023, and one on March 20, 2025) and participated in two in-person public meetings hosted by the Town of Caledon on June 20, 2023 and January 29, 2026. All presentations (and technical reports) and contact information for questions have been posted on the CBM Caledon Web Site.

In terms of Indigenous engagement, CBM began Indigenous consultation in 2019 regarding the CBM Caledon Pit / Quarry and continues to provide each Indigenous community the updated reports and ARA site plans. As part of the Aggregate Resources Act application, CBM has consulted with Huron-Wendat Nation, Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute, Six Nation of the Grand River, Mississaugas of the Credit First Nation, Metis Nation of Ontario, and Chiefs of Ontario. Indigenous consultation has been

extensive and is on-going. CBM is committed to working through this process and will advise the Town when MNR confirms Duty to Consult has been met.

6.0 PART G: IMPLEMENTATION

6.1 OFFICIAL PLAN AMENDMENTS (Section 24)

Part G of Future Caledon relates to implementation. **Section 24** of Future Caledon falls within Part G and contains the Town's policy directives related to Official Plan Amendments, including notice and public engagement requirements, submission requirements, Town-initiated versus privately initiated amendments, housekeeping amendments, and site-specific amendments. Policy directives set out in this Section are consistent with implementation policy directives related to the general advancement and processing of official plan amendments in the 2018 OP and accordingly, there is no change in Future Caledon that would require an update or additional reports to be prepared/submitted for the CBM Applications as it relates to this Section in Future Caledon.

6.2 DEVELOPMENT APPLICATION REQUIREMENTS (Section 27)

Part G (Implementation) of Future Caledon also contains **Section 27** (Development Application Requirements). **Section 27.2.2** (Complete Application Requirements) sets out all information and materials required by the Planning Act and applicable regulations that may be required to be submitted as part of a complete application for an official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium, site plan, consent, or minor variance. Through OPA 1, this section was modified to add in sub-section (j) as follows:

"27.2.2 (j) Mineral Aggregate Applications:

In addition to the studies identified above, the following technical reports and studies may be required for applications for new mineral aggregate extraction operation:

- (i) Blast impact assessment shall be required as part of applications for new or expanding quarries in accordance with the Aggregate Resources Act, including a blast design report and protocol, flyrock management plan and vibration management plan.*
- ii) Haul route safety analysis including consideration for the agricultural system, and confirmation the Applicant is prepared to enter into agreements with the appropriate public bodies to ensure the timely completion of any necessary road improvements*

- iii) *Haul route condition analysis, and confirmation the Applicant is prepared to enter into agreements with the appropriate public bodies to ensure the timely completion of any necessary road improvements*
- iv) *Overburden (site preparation) study.*
- v) *A complete set of site plan drawings and notes to satisfy Aggregate Resources Act requirements*
- vi) *In place of a local subwatershed study, the Applicant may undertake a comprehensive broader scale environmental study that includes any areas functionally connected with the resource area. This report is to be considered in conjunction with an environmental impact study/assessment.*
- vii) *A statement describing its public consultation process used to introduce the proposal to the immediately surrounding community and to describe to the community the nature of impacts to be expected and the means proposed to mitigate those impacts to acceptable limits.*
- viii) *Written confirmation of the quality and quantity of the resource based on professional assessment.”*

The CBM Applications provided the above noted information in various reports and studies at the time of submission in December 2022 and through the subsequent full resubmission in September 2023. Of the above noted studies, it is notable to highlight that three of them, consisting of (ii) a **haul route safety analysis**, (iii) a **haul route condition analysis**, and (iv) an **overburden (site preparation) study** were not submitted under those specific titles but rather, were incorporated in other submission materials. Below is an outline of where those materials can be found in the CBM application materials, in fulfilment of these report requirements set out in Future Caledon:

Haul Route Safety Analysis:

The CBM TIS (March 2025) addresses the requirements for a haul route safety analysis by assessing the haul route and access for the CBM Caledon Pit Quarry and includes considerations related to the existing haul route restrictions, impact to existing residents, access spacing requirements in accordance with Region of Peel Road Characterization Study (RCS) and TAC guidelines, physical constraints, and safety considerations. Section 4.5 (Safety and Route Considerations) of the CBM TIS recognizes that Charleston Sideroad and Highway 10, which are CBM’s proposed haul route roads, are existing haul routes in the Official Plan and are designed and maintained to accommodate a large volume of trucks and goods movement. Further, Section 4.6 (Preferred Future Site Access Location) reviews several factors and conditions to analyse both quantitatively and qualitatively the proposed access, including haul route restrictions, existing

capacity analysis results, a high-level sightline review, study area road classifications, safety / route considerations, and physical constraints.

The CBM TIS recommends Charleston Sideroad for the proposed access for the CBM Caledon Pit/Quarry and confirms that there are no physical or safety concerns for Charleston Sideroad and moreover, confirms that Charleston Sideroad is an existing haul route currently and the proposed CBM haulage route travels primarily along this roadway. As well, the CBM TIS recommends an auxiliary lane length of 75 metres and a taper length of 85 metres for the dedicated westbound right-turn lane at the proposed Site access, and an auxiliary eastbound left-turn lane at the proposed access on Charleston Sideroad to provide increased safety on the road mitigating slower-moving turning vehicles from the higher-speed vehicles in the through lanes. While the signal warrant analysis for the proposed access did not indicate that a signal is warranted under the 2037 future total conditions, the CBM TIS recommends (and CBM has agreed to this at their expense) that the access should be signalized in the interest of safety and operations. It is noted in the CBM TIS that the signal will provide adequate gaps in through traffic to allow for trucks to enter and exit the Site and accelerate safely without posing risk to vehicles along Charleston Sideroad.

In terms of safety along the haul route itself, the CBM TIS provides a collision data analysis to identify any trends in the number of collisions along the haul route (Sec. 12.4) and confirms that the collision data for the Province, Town, and haul route generally follow the same trend with collisions increasing from 2015 – 2019, and dropping significantly after 2018. The percent change calculated in 2021 – 2023 for the haul route suggests that the trend continues as travel patterns do not return to pre-COVID conditions. The CBM TIS concludes that this is likely due to the change in commuting behaviour with work-from-home becoming more prevalent. It is further noted that there is a relatively low number of accidents along the haul route and that based on a detailed review of the available and recent collision history for the intersections of Charleston Sideroad at Hurontario Street (Highway 10) and Charleston Sideroad at Main Street, it can be concluded that the proposed pit / quarry development and haul route will not create any additional safety concerns to the surrounding road network.

The CBM TIS adequately and sufficiently addresses the provision of a haul route safety analysis.

Haul Route Condition Analysis:

The CBM TIS examines and assesses the Site characteristics, including the study area environment, the proposed pit/quarry statistics, and the proposed routing plan and existing haul route roadways (Sec 2.0 (Site Characteristics) of CBM TIS). It is clearly noted in the CBM TIS that Charleston Sideroad and Hurontario Street/Highway 10 are existing and identified haul routes in the Town of Caledon Official Plan. The CBM TIS provides an analysis of baseline traffic conditions (Sec 3.0), future background conditions (Sec. 5.0), Site generated traffic (Sec. 6.0),

future total traffic conditions (Sec. 7.0) and capacity analysis (Sec. 10.0). The CBM TIS provides an assessment of potential impacts to the existing road network and existing haul routes through these detailed sections in the report. CAART comments received in October 2024 to the Sept 2023 submission indicated the horizon year in the CBM TIS should be adjusted to represent 10-year post build-out as opposed to 10-years beyond existing conditions. Accordingly, the March 2025 CBM TIS updated the traffic analysis to 10 year post build-out (2037).

The CBM TIS also determines the traffic volumes anticipated to be generated by truck activity associated with the proposed quarry activity during the typical weekday a.m., p.m., and Saturday peak periods and assesses the impact of traffic on the adjacent road network and, as necessary, recommends possible improvements to accommodate the projected site-related traffic (as separate and distinct from traffic generated by background scenarios).

In terms of mitigation measures and proposed improvements for the proposed access, as noted above, the CBM TIS recommends an auxiliary lane length of 75 metres and a taper length of 85 metres for the dedicated westbound right-turn lane at the proposed Site access, and an auxiliary eastbound left-turn lane at the proposed access on Charleston Sideroad. While the signal warrant analysis for the proposed access did not indicate that a signal is warranted under the 2037 future total conditions, the CBM TIS recommends that the access should be signalized in the interest of safety and operations, and CBM has agreed to this at their expense. It is noted in the CBM TIS that the signal will provide adequate gaps in through traffic to allow for trucks to enter and exit the Site and accelerate safely without posing risk to vehicles along Charleston Sideroad.

The CBM TIS also included a queuing analysis for the intersections along the haul route, including Hurontario Street and Charleston Sideroad, Charleston Sideroad and Main Street, and Charleston Sideroad and Mississauga Road. The TIS confirmed that the average queue length for all movements at all intersections is expected to be accommodated by the storage for all horizons, except for the Hurontario Street (Highway 10) and Charleston Sideroad (RR24) intersection. Specifically, southbound and northbound movements at Hurontario Street and Charleston Sideroad are expected to be at critical capacity but still with acceptable delay and with reserve capacity available. Long delays are again noted for the eastbound and westbound movements. However, it is concluded that the addition of Site traffic does not materially impact the operation at the intersection; rather, the delays are related to existing and projected growth in the area. As a result, the CBM TIS recommends that the Region consider future monitoring as needed in order to determine if adjustments to the signal timing plan and intersection operation parameters (e.g. cycle length adjustments, split optimizations) are required to accommodate an increase in background traffic.

The CBM TIS adequately and sufficiently addresses the provision of a haul route condition analysis.

Overburden (Site Preparation) Study

Each technical report submitted in connection with the CBM Applications outlines in the introduction that the proposed Extraction Area includes approximately 78 million tonnes of a high-quality bedrock resource and approximately 4 million tonnes of a high-quality sand and gravel resource. Further, each report outlines that the proposed tonnage limit for the proposed CBM Caledon Pit / Quarry is 2.5 million tonnes per year and on average CBM anticipates shipping approximately 2.0 million tonnes per year once operations are in full production.

In terms of Site preparation, as noted in the CBM NER, the proposed CBM Caledon Pit/Quarry involves stripping topsoil and overburden from the subject Site to create perimeter berm and any excess soil will be temporarily stored in the northern portion of the Main Area or used for progressive rehabilitation of the Site. The proposed Extraction Area includes extracting both sand and gravel below the water table and the Site will be dewatered to allow operations in a dry state. The Site will be extracted in sequence of the proposed phases (Phase 1 to 7). The phasing of the proposed mineral aggregate operation has been designed to reach final extraction limits and depths within each phase so progressive rehabilitation of the side slopes can be completed. The CBM NER also provides details related to features on and surrounding the Site, as outlined in Section 4.0 (Existing Conditions) of the CBM NER.

The CBM Water report provides details related to Site topography (Sec. 3.3 and Fig. 3-1), noting that the Credit River flows from northwest to southeast along the base of the escarpment east and south of the Site and into the gorge south of the Site. Further, Section 3.5, Fig. 3-2 and Fig 3-3 in the CBM Water report provides details related to surficial and bedrock geology of the Site. As well, the MHBC Site Plans (July 2025) prepared in support of the CBM Applications provide details related to topographic information, drainage, groundwater, natural and human made features on Site and within 120 metres of the Site, and aggregate related site features (Existing Features, Drawing 1 of 4). As well, the Operational Plan (Drawing 2 of 4) provides additional details related to Site Preparation (Sec. E), Extraction Sequence (Sec. H), and Extraction Details (Sec. I), including details related to the excavation depth on Site.

The CBM application materials adequately and sufficiently address the provision of an overburden (site preparation) study.

7.0 SUMMARY AND CONCLUSIONS

This Planning Overview concludes that the proposed CBM Caledon Pit / Quarry proposal conforms to the Town of Caledon's Future Caledon Official Plan.

The Subject Site is mapped predominantly as CHPMARA in the Future Caledon Official Plan which represents an area of primary significance for sand and gravel and bedrock resources and is protected and prioritized for potential future extraction. The Site includes approximately 78 million tonnes of high-quality dolostone bedrock resource and approximately 4 million tonnes of high-quality sand and gravel resource.

The Site is located within the rural area of the Town of Caledon and is located close to the GTA market and will result in minimizing the length and number of vehicle trips required to transport an essential raw material needed for the construction and maintenance of communities, thereby minimizing overall social, economic and environmental impacts, including reducing GHG emissions.

The proposed OPA seeks to amend the land use designation on Site to 'Prime Agricultural Area – Site Specific Exception X' for lands on the west side of Main Street (on both the north and south sides of Charleston Sideroad) to permit the proposed aggregate extraction operation. Through this amendment, an area in the northwest quadrant of the Main Area is proposed to be maintained in the 'Natural Features and Areas' to ensure the protection of three small (non-significant) wetland and tributary areas in this area of the Site. Through this amendment, two small areas in the northeast portion of the Main Area are proposed to be redesignated from 'Natural Features and Areas' (which was mapped in error) to 'Prime Agricultural Area – Site Specific Exemption X' to permit the proposed Caledon Pit and Quarry operation. The proposed OPA also seeks an 'Extractive Industrial / Mineral Resource Extraction Area' designation for lands on the east side of Main Street to permit the proposed operation.

The proposed haul route is an existing and identified haul route in the Future Caledon Official Plan. The proposed Site access is located along Charleston Sideroad in between Mississauga Road and Main Street and has been determined to be the most appropriate access location from a haul route, access spacing and impact to existing residents' perspective.

With the implementation of the recommended mitigation measures, the proposed Caledon Pit/Quarry operation will have minimal effect on surrounding agricultural operations and licensing

of the proposed Caledon Quarry will be consistent with the agricultural-related policies provided in the Future Caledon Official Plan regarding mineral extraction in prime agricultural areas.

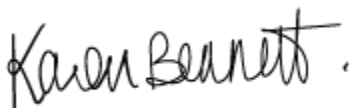
The Site does not contain any Core Areas of the Region of Peel Greenlands System, and the proposed extraction area does not include provincially significant wetlands or significant woodlands. As well, the proposal includes detailed monitoring and reporting requirements to ensure ongoing verification that adjacent sensitive groundwater features and sensitive surface water features will be protected, improved or restored. With the implementation of the recommendations in all of the technical reports, natural heritage features, sensitive surface water features and sensitive groundwater features will be protected, improved and restored during operations.

Taking into account rehabilitation, there will be a long term enhancement to the water resources system and features. As well, the rehabilitation plan for the Site has been designed to significantly enhance the Greenbelt Natural Heritage System compared to existing conditions.

Overall, the proposed CBM Caledon Pit / Quarry represents good planning, wise resource management and it is confirmed through this analysis that the proposal conforms to the Future Caledon Official Plan.

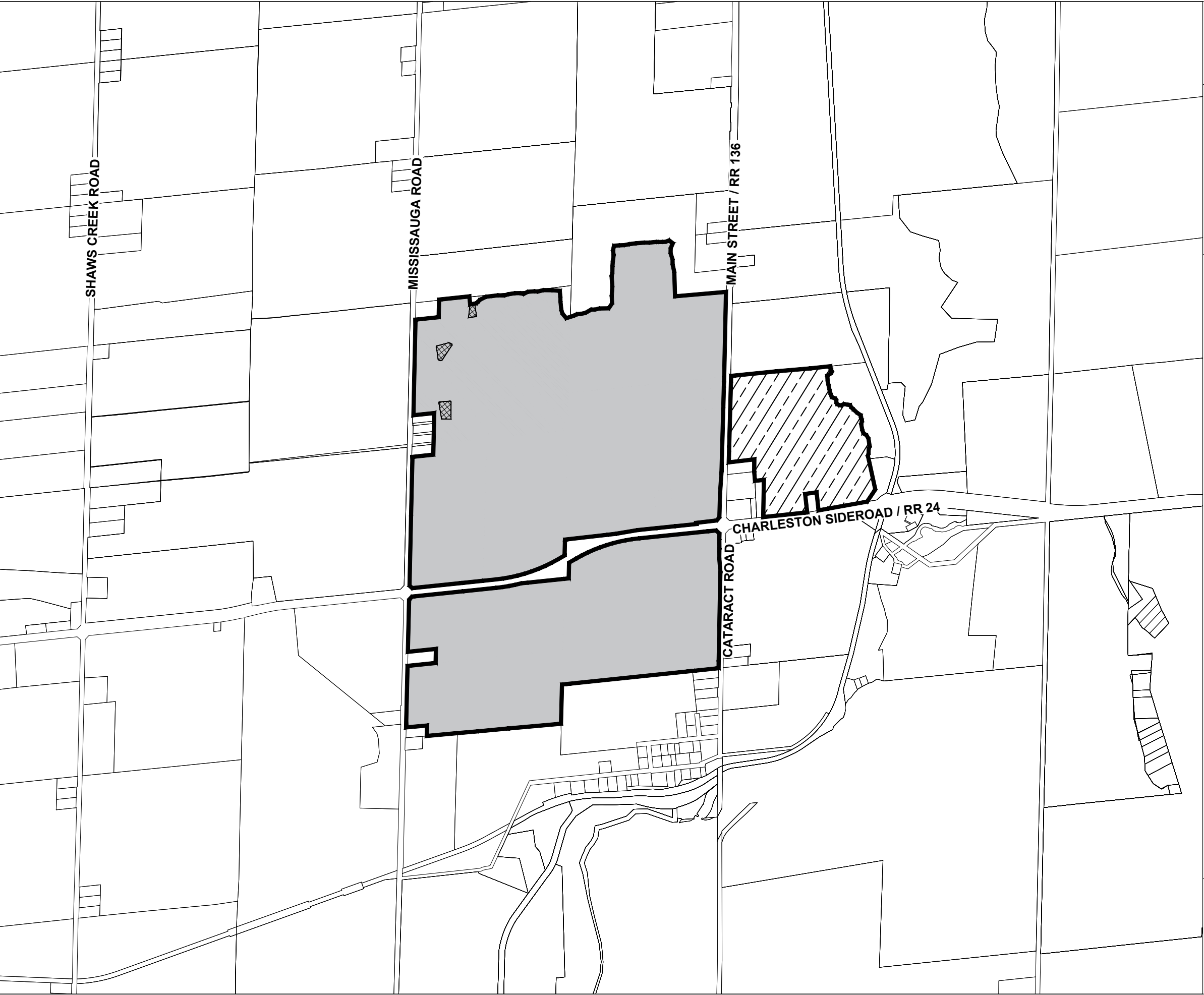
Respectfully Submitted and Prepared by:

Glen Schnarr & Associates Inc.



Karen Bennett, MCIP, RPP
Partner

APPENDIX A: OFFICIAL PLAN AMENDMENT
(AMENDMENT TO FUTURE CALEDON OFFICIAL PLAN)



SCHEDULE A
OPA No. XX

-  SUBJECT LANDS
-  LANDS TO BE DESIGNATED
'PRIME AGRICULTURAL AREA -
SITE SPECIFIC EXCEPTION SPECIAL X'
-  LANDS TO BE DESIGNATED
'EXTRACTIVE INDUSTRIAL AREA /
MINERAL AGGREGATE RESOURCE
EXTRACTION AREA'
-  LANDS CURRENTLY DESIGNATED
'NATURAL FEATURES AND AREAS'

 PART OF LOTS 15-17, CONC. 4, WSCR AND
PART OF LOT 16, CONC. 3, WSCR
(FORMER GEOGRAPHIC TOWNSHIP OF CALEDON),
TOWN OF CALEDON, REGION OF PEEL



SCHEDULE B
OPA No. XX
EXCERPT OF SCHEDULE 'B4' TO THE
OFFICIAL PLAN OF THE TOWN OF CALEDON

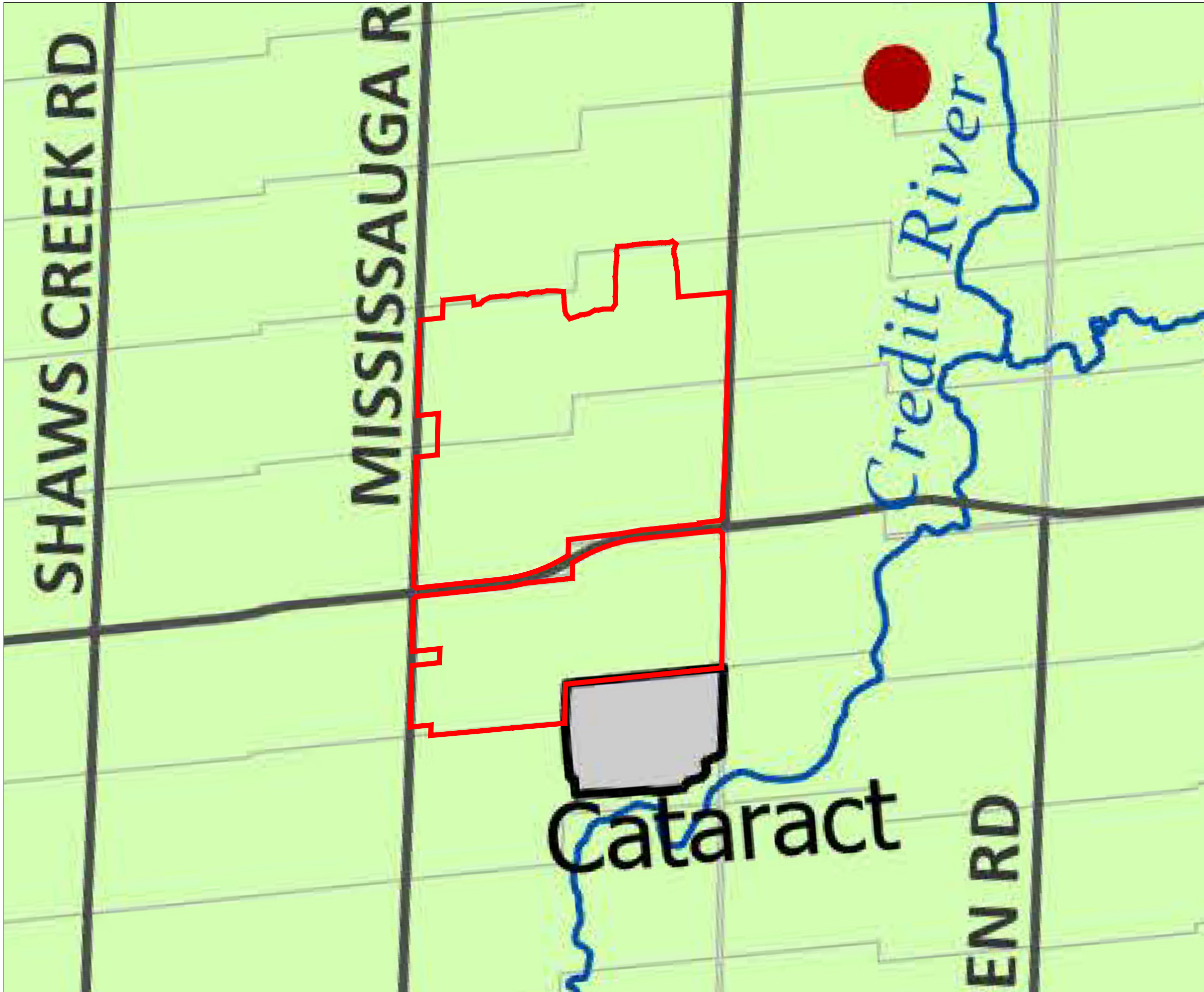
-  SUBJECT LANDS
-  LANDS TO BE DESIGNATED
'PRIME AGRICULTURAL AREA -
SITE SPECIFIC EXCEPTION SPECIAL X'
-  LANDS TO BE DESIGNATED
'EXTRACTIVE INDUSTRIAL AREA /
MINERAL AGGREGATE RESOURCE
EXTRACTION AREA'
-  LANDS CURRENTLY DESIGNATED
'NATURAL FEATURES AND AREAS'

 PART OF LOTS 15-17, CONC. 4, WSCR AND
PART OF LOT 16, CONC. 3, WSCR
(FORMER GEOGRAPHIC TOWNSHIP OF CALEDON),
TOWN OF CALEDON, REGION OF PEEL

APRIL 2026

Sources: Town of Caledon, Regional Municipality of Peel
Contains information licensed under the Open Government License - Ontario

This map forms part of the Future Caledon Official Plan of the Town of Caledon and must be read in conjunction with the text, other schedules and secondary plans. The boundaries/alignments of designations on this schedule are approximate and are not intended to be scaled.



SCHEDULE C
OPA No. XX
EXCERPT OF FIGURE 'H1' TO THE
OFFICIAL PLAN OF THE TOWN OF CALEDON

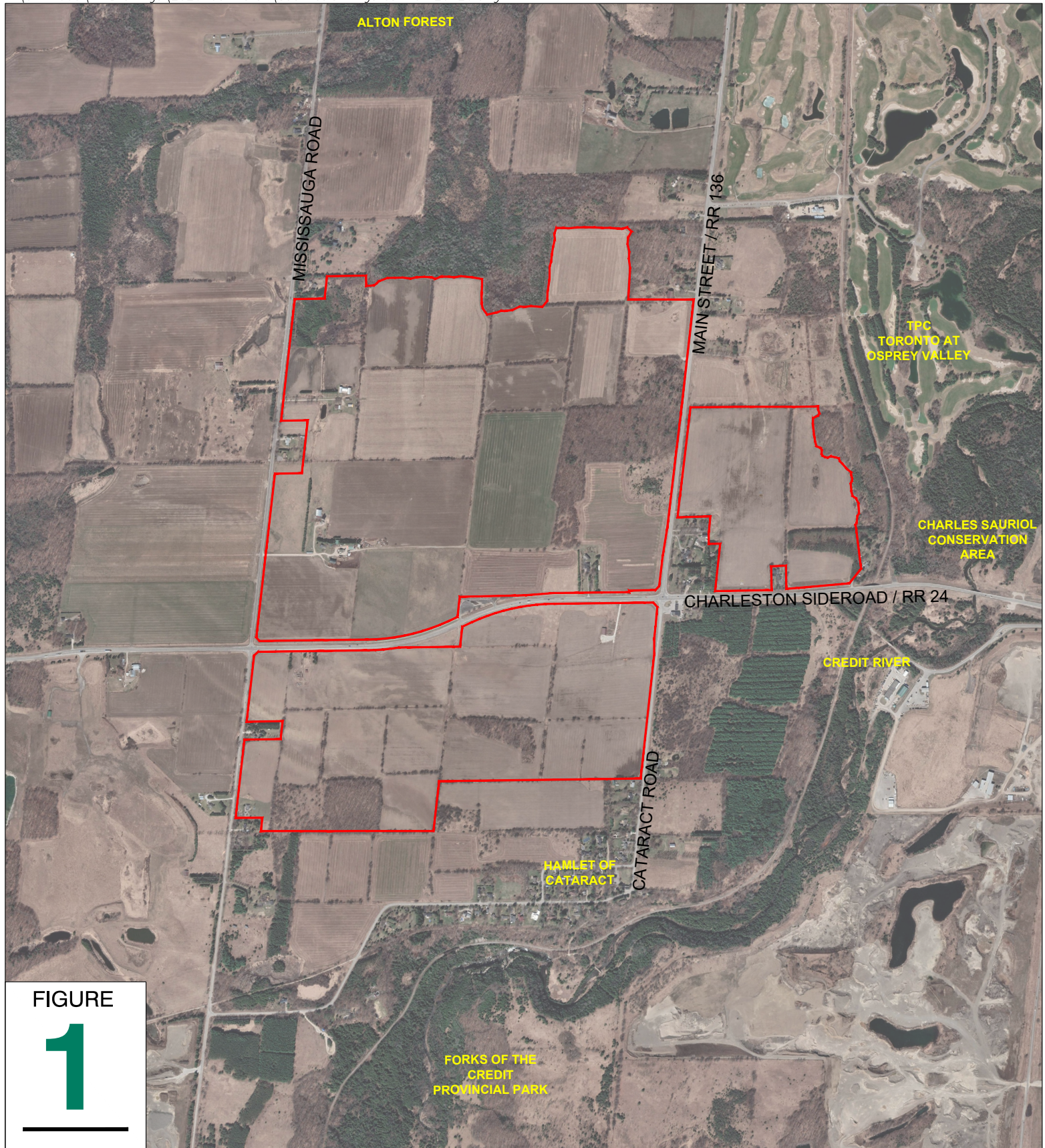
 AREA SUBJECT TO
SITE SPECIFIC AMENDMENT 'X'

 PART OF LOTS 15-17, CONC. 4, WSCR AND
PART OF LOT 16, CONC. 3, WSCR
(FORMER GEOGRAPHIC TOWNSHIP OF CALEDON),
TOWN OF CALEDON, REGION OF PEEL

APRIL 2026
Sources: Town of Caledon, Regional Municipality of Peel
Contains information licensed under the Open Government License - Ontario

This map forms part of the Future Caledon Official Plan of the Town of Caledon and must
be read in conjunction with the text, other schedules and secondary plans. The
boundaries/alignments of designations on this schedule are approximate and are not
intended to be scaled.

FIGURES



FIGURE

1

JULY 2023 FIGURE 1 LOCATION PLAN OF SUBJECT SITE

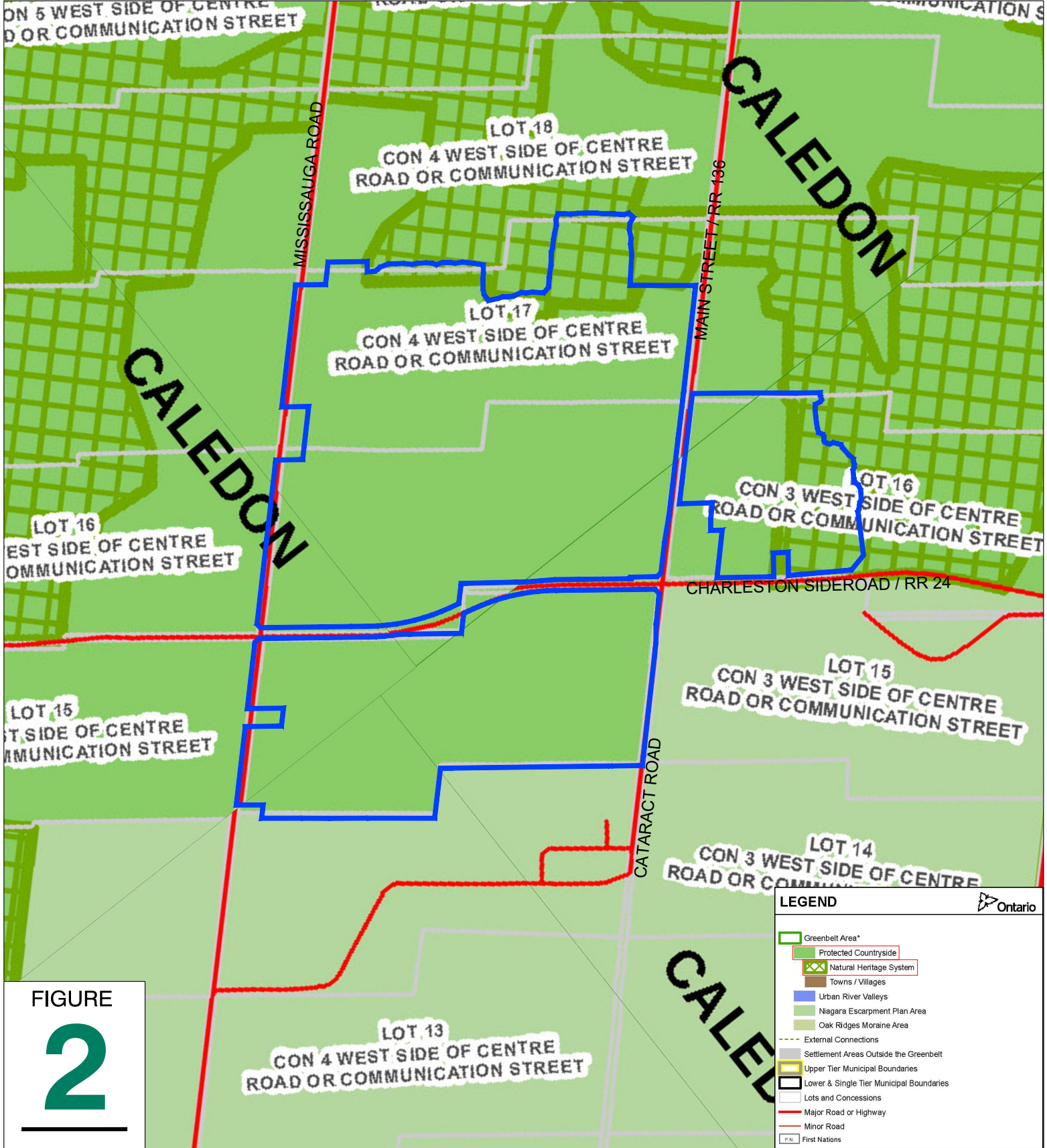
PART OF LOTS 15-17, CONC. 4, WSCR AND
PART OF LOT 16, CONC. 3, WSCR
(FORMER GEOGRAPHIC TOWNSHIP OF CALEDON),
TOWN OF CALEDON, REGION OF PEEL

LEGEND

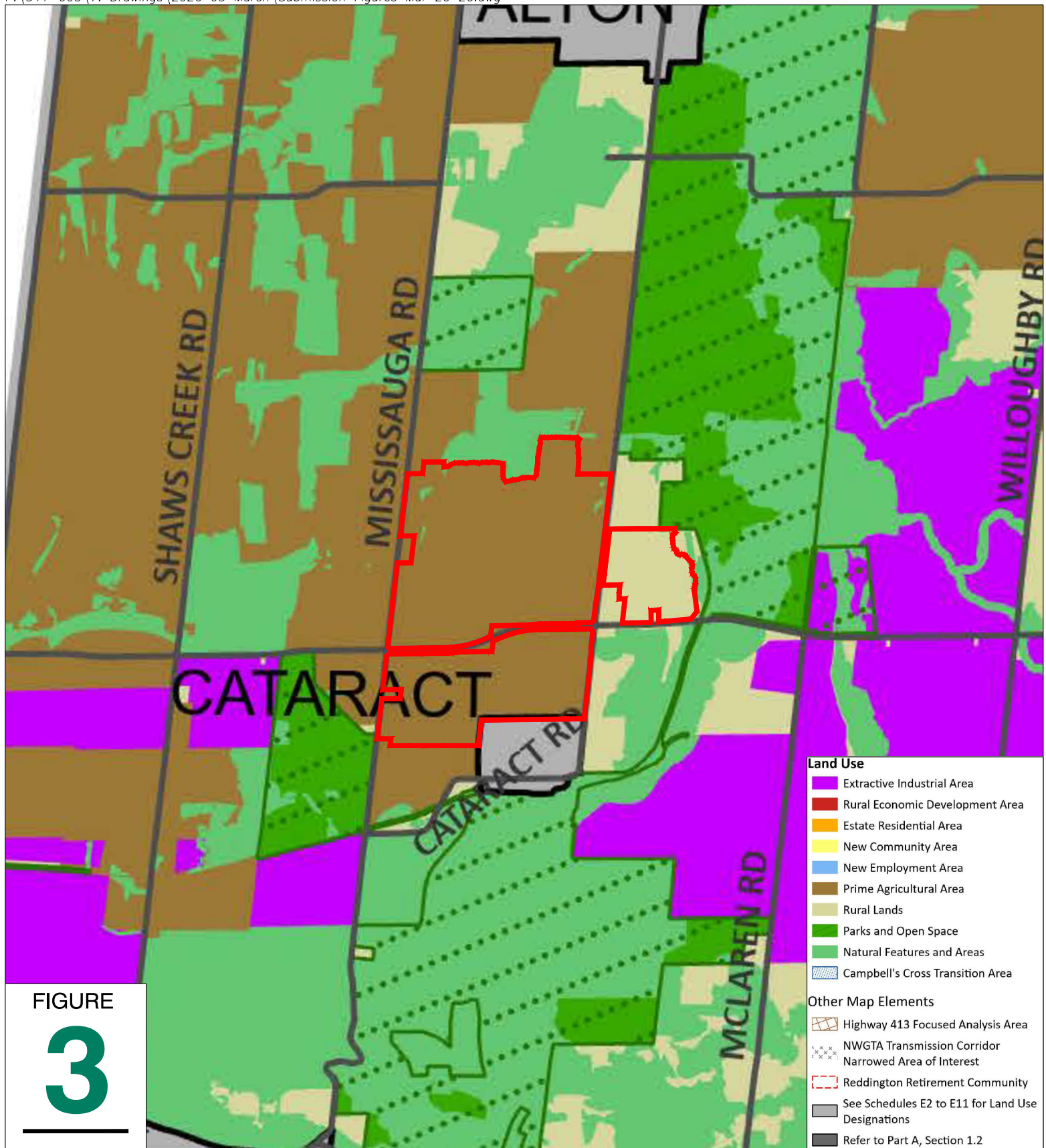
CBM Lands - 261 ha (645ac)



Scale: N.T.S.
MARCH 2026
(ORIGINAL FIG. JULY 2023)



Scale: N.T.S.
 MARCH 2026
 (ORIGINAL FIG. JULY 2023)



FUTURE CALEDON OFFICIAL PLAN APPROVED OCTOBER 2025

SCHEDULE 'B4' - LAND USE DESIGNATIONS

PART OF LOTS 15-17, CONC. 4, WSCR AND
PART OF LOT 16, CONC. 3, WSCR
(FORMER GEOGRAPHIC TOWNSHIP OF CALEDON),
TOWN OF CALEDON, REGION OF PEEL

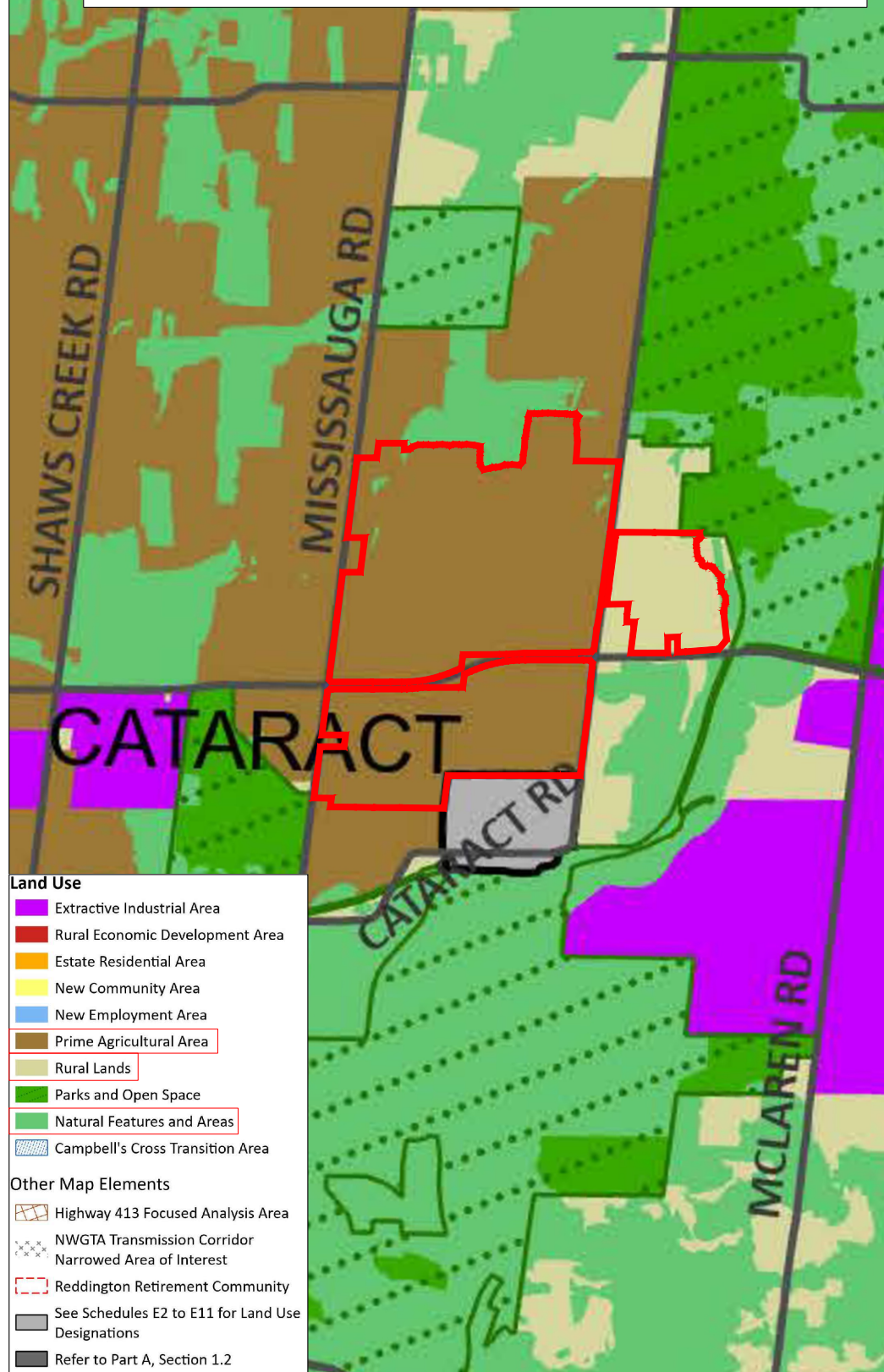
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 SUBJECT LANDS

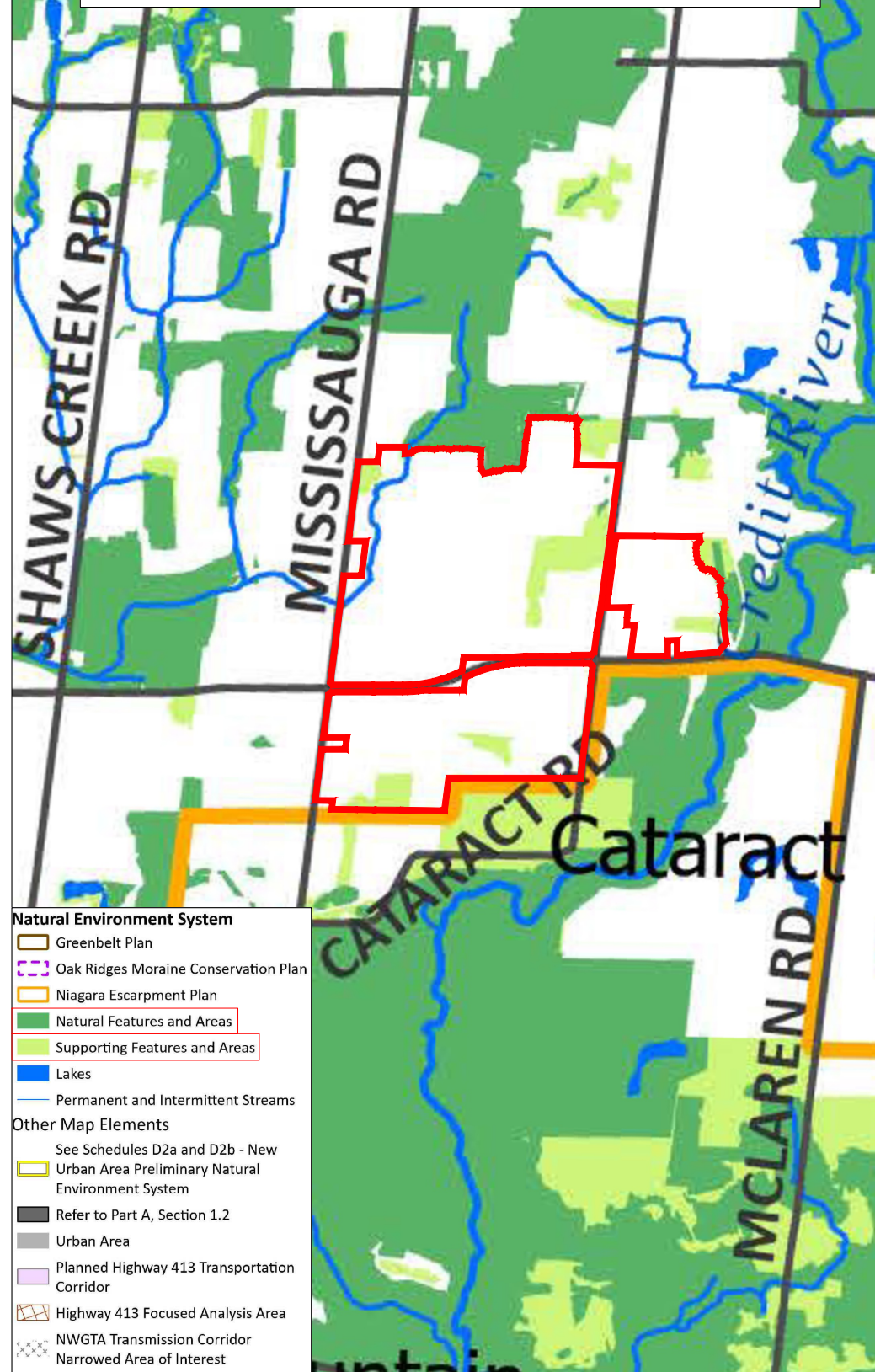


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MARCH 2026

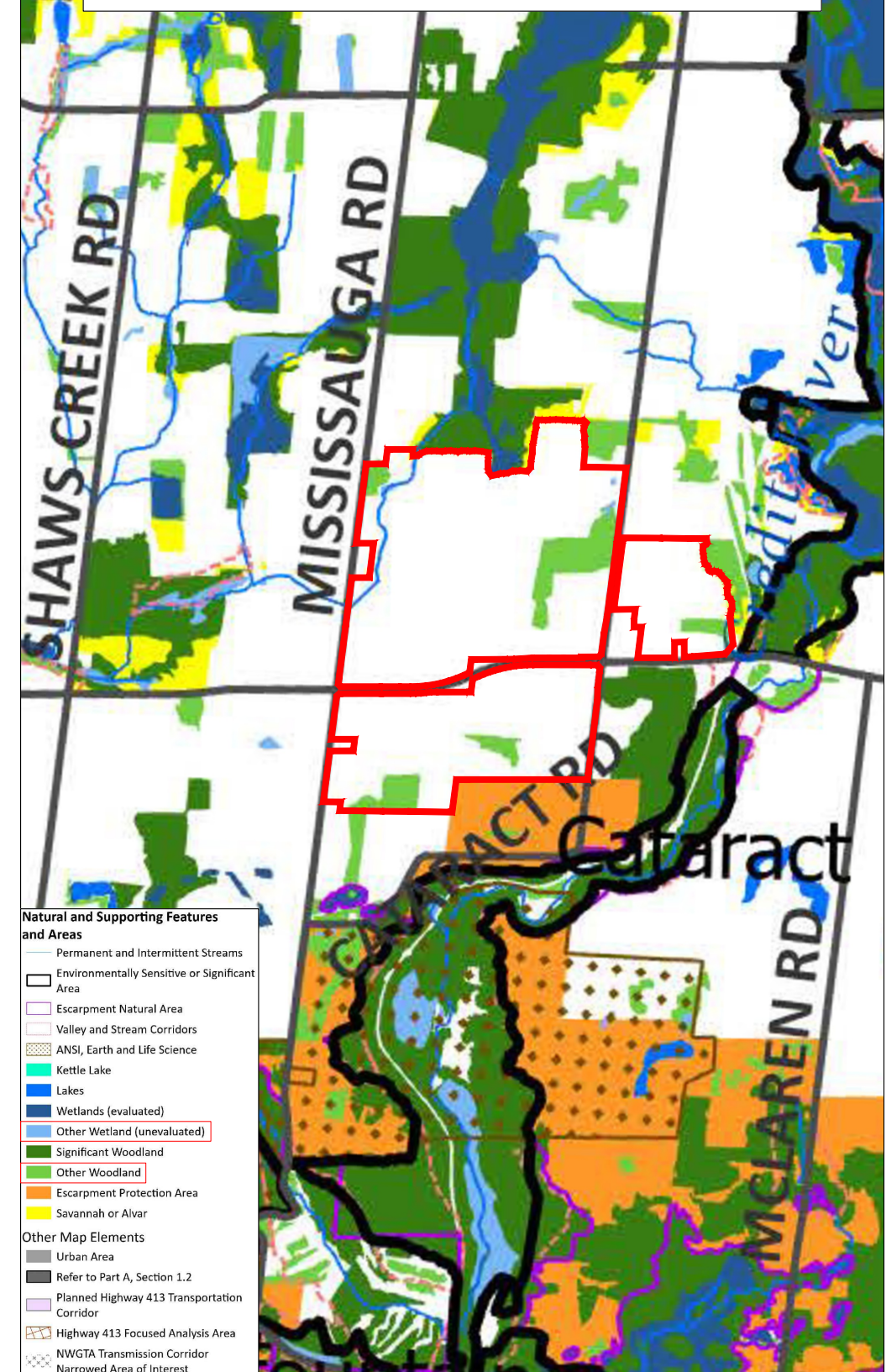
CBM CALEDON PIT/QUARRY SITE OVERLAID ON
SCHEDULE B4: LAND USE DESIGNATIONS
(FUTURE CALEDON OFFICIAL PLAN APPROVED OCTOBER 2025)



CBM CALEDON PIT/QUARRY SITE OVERLAID ON
SCHEDULE D1 - NATURAL ENVIRONMENT SYSTEM
(FUTURE CALEDON OFFICIAL PLAN APPROVED OCTOBER 2025)



CBM CALEDON PIT/QUARRY SITE OVERLAID ON
SCHEDULE D3 - NATURAL AND SUPPORTING FEATURES AND AREAS
(FUTURE CALEDON OFFICIAL PLAN APPROVED OCTOBER 2025)



FIGURE

4

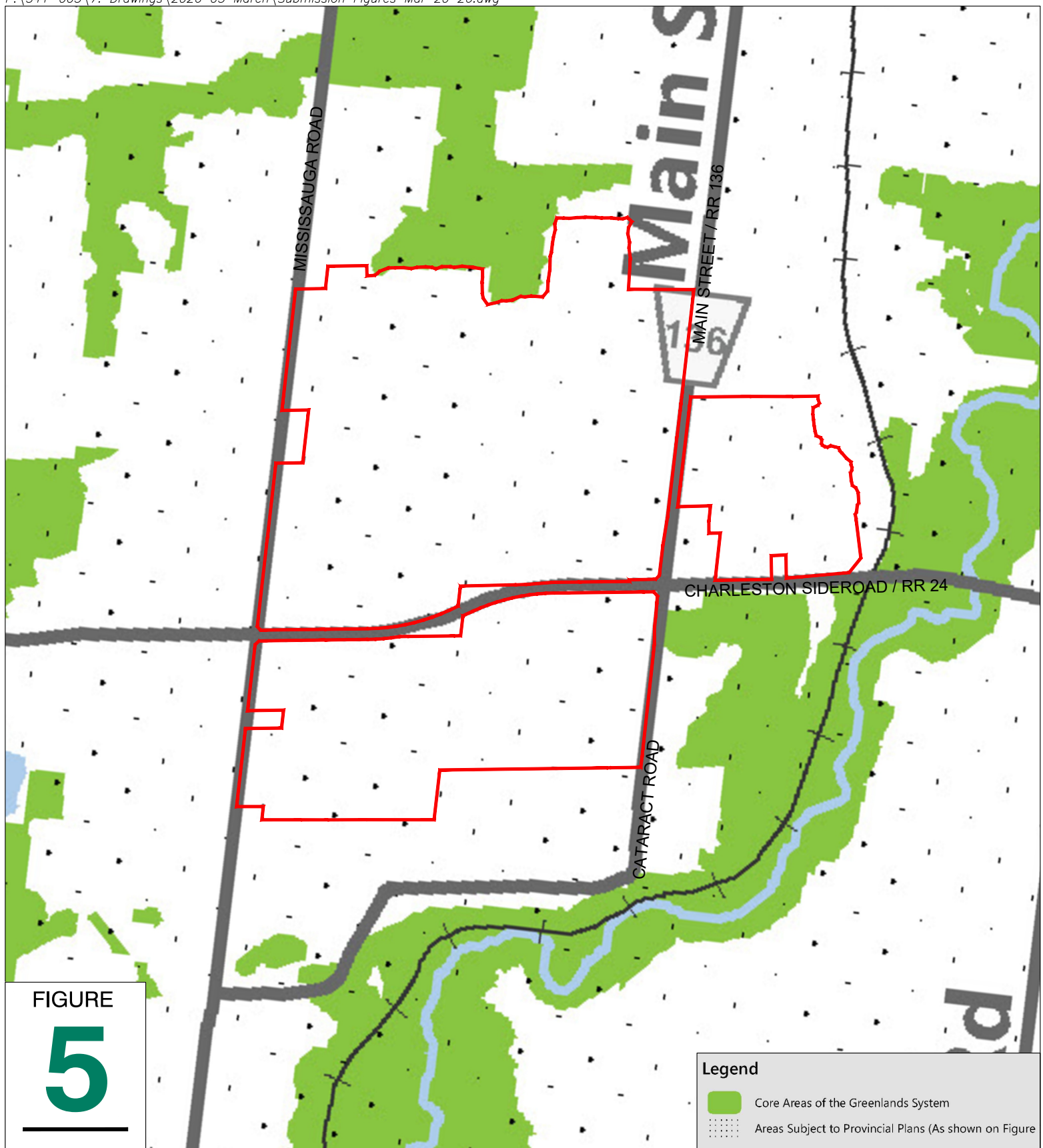
LEGEND

SUBJECT LANDS

FUTURE TOWN OF CALEDON
OFFICIAL PLAN
APPROVED OCTOBER 2025 MAPPING



SCALE: NTS
MARCH 19, 2026



FIGURE

5

JULY 2023 FIGURE 16

EXCERPT FROM REGION OF PEEL OFFICIAL PLAN - SCHEDULE C-2: CORE AREAS OF THE GREENLANDS SYSTEM

PART OF LOTS 15-17, CONC. 4, WSCR AND
PART OF LOT 16, CONC. 3, WSCR
(FORMER GEOGRAPHIC TOWNSHIP OF CALEDON),
TOWN OF CALEDON, REGION OF PEEL

LEGEND

 CBM Lands - 261 ha (645ac)



Scale: N.T.S.
MARCH 2026
(ORIGINAL FIG. JULY 2023)

GSAI
Glen Schnarr & Associates Inc.

SOURCE: REGION OF PEEL NOVEMBER 2022
APPROVED OFFICIAL PLAN



FIGURE 6

Note:

1. 4.8 hectares of woodland shall be planted within the setbacks for the Main and North Areas within the first year of the licence being issued to provide a visual screen for nearby residences (e.g visual screening area on drawing 2 of 3).
2. The meadow area within the North Area shall be created within five years of the licence being issued.
3. The meadow and woodland area adjacent to the South Area shall be created within five years of the licence being issued.
4. Of the 10,449 metres of extraction face, only 592 metres (6%) will remain vertical while the remaining 9,857 metres (94%) will be backfilled. The extraction faces to remain will eventually be below water once pumping ceases and the extraction areas fill with water to the final anticipated lake levels.

Ecological Enhancement Areas				
	Main Area	North Area	South Area	Total
Licence Boundary	151.5 ha	30.3 ha	79.4 ha	261.2 ha
Limit of Extraction	123.4 ha	16.0 ha	59.9 ha	199.3 ha
Gradual Grade or Island	1.3 ha	0.2 ha	6.3 ha	7.8 ha
Grassland	12.2 ha	1.3 ha	11.8 ha	25.3 ha
Lake	101.0 ha	9.5 ha	47.2 ha	157.7 ha
Meadow	N/A	7.6 ha	N/A	7.6 ha
Wetland	N/A	1.6 ha	N/A	1.6 ha
Woodland	27.6 ha	8.9 ha	9.7 ha	46.2 ha
Existing Conditions	9.4 ha	1.2 ha	4.4 ha	15.0 ha
Outside Licence Boundaries				
Meadow	20.3 ha			
Woodland	15.5 ha			

Total
261.2 ha

Final Rehabilitated Landform and Ecological Enhancement Areas

Caledon Pit and Quarry

Part of Lots 15-18, Concession 4 WSCR
Part of Lot 16, Concession 3 WSCR
Geographic Township of Caledon
Township of Caledon
Region of Peel

Legend

- Licence Boundary
- Limit of Extraction
- Additional Land Owned by CBM
- Gradual Grade or Island
- Grassland
- Woodland
- Off-site Woodland
- Wetland
- Lake
- Meadow
- Off-site Meadow
- Extraction Face (below water) - 592 m
- Rock Piles and Bat Boxes (white)

Date	April 2026
Sources	2021 aerial photography from First Base Solutions
Scale - 1:12,000	0 200 400 Metres

B:\Brian\8816AF - CBM - Caledon Quarry\Drawings\Site Plan\CAD\8816AF - Site Plan.dwg