



May 6, 2024

Planning & Development Services
Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Attn: Carmine Caruso, Manager
Tanjot Bal, Acting Manager

Re: Cover Letter and Planning Justification Report – Zoning By-law Amendment/ Site Plan Approval/ Draft Plan of Subdivision. Location: East side of Humber Station Rd between Healy Rd and Mayfield Rd. (including 12519 and 12713 Humber Station Rd). Roll Numbers: 2124 010 004 01000 0000 & 2124 010 004 01100 0000. Owners: PLD Humber Station Investment LP.

Mainline Planning Services Inc. ('Mainline') is authorized by PLD Humber Station Investment LP ('owner', 'PROLOGIS') to act as their agent with respect to planning matters affecting the above referenced property ('subject property'). It should be noted that this development proposal is considerate of an ongoing 'Town Led' Secondary Plan Approval Process that is supported by the Humber Station Village Landowners Group Inc. 'Landowner Group').

We are directed by PROLOGIS to submit the above referenced development applications to facilitate the development of large warehouse distribution centres ('the proposal'). As directed by staff in the Pre-Application Review Consultation process, we respectfully submit the following required items deemed necessary to obtain a 'notice of complete application'.

- ✓ One 'pdf' copy of the duly executed Town of Caledon Draft Plan of Subdivision Application.
- ✓ One 'pdf' copy of the duly executed Town of Caledon Draft Zoning Bylaw Amendment Application.
- ✓ One 'pdf' copy of the duly executed Town of Caledon Site Plan Application.
- ✓ This Planning Justification Report.
- ✓ One 'pdf' copy of the PARC Comments.
- ✓ One 'pdf' copy of the PARC Comment Response Matrix.
- ✓ One 'pdf' copy of the Arborist Report prepared by MHBC dated April 2024.
- ✓ One 'pdf' copy of the Architectural Design Guidelines prepared by Petroff dated April 2024.
- ✓ One 'pdf' copy of the Architectural Package (including Site Plan, Roof Plan, Elevations, Floor Plans) prepared by Petroff dated April 2024.
- ✓ One 'pdf' copy of the Boundary Survey and Plan of Survey Report prepared by Searles Surveying dated June 2022.
- ✓ One 'pdf' copy of the CEISMP prepared by GEI dated October 2023.
- ✓ One 'pdf' copy of the Civil Engineering Drawing Package (including Servicing Plan, Grading Plan, SWM Details, ESC Plan, Construction Management Plan) prepared by Crozier dated April 2024.
- ✓ One 'pdf' copy of the Draft Plan of Subdivision prepared by Mainline Planning dated May 2024.
- ✓ One 'pdf' copy of the Draft Zoning By-law Amendment prepared by Mainline Planning dated May 2024.
- ✓ One 'pdf' copy of the Electrical Site Plan prepared by H&J dated April 2024.
- ✓ One 'pdf' copy of the FSR Report prepared by Crozier dated April 2024.
- ✓ One 'pdf' copy of the Green Development Standards Brief prepared by Petroff dated April 2024.
- ✓ One 'pdf' copy of the Geotechnical Report prepared by Pinchin dated October 2023.
- ✓ One 'pdf' copy of the Hydrogeological Memorandum prepared by IBI dated June 2023.
- ✓ One 'pdf' copy of the Landscape Plans, Letter of Conformance, Cost Estimate prepared by MHBC dated April 2024.
- ✓ One 'pdf' copy of the Noise Study prepared by dBa dated May 2024.
- ✓ One 'pdf' copy of the Parcel Registers prepared by Searles Surveying dated April 2024.
- ✓ One 'pdf' copy of the Phase I ESA prepared by Pinchin dated April 2022.
- ✓ One 'pdf' copy of the Stage 1 Archaeological Assessment prepared by Archeoworks dated March 2022.
- ✓ One 'pdf' copy of the SWM Report prepared by Crozier dated April 2024.
- ✓ One 'pdf' copy of the Tree Preservation Plans prepared by MHBC dated April 2024.

The Town of Caledon and Region of Peel will confirm the application fees and method of payment following review of this submission.

PLANNING JUSTIFICATION REPORT

1.0 Executive Summary

It is our considered and professional planning opinion that the proposal represents good planning and is appropriate for the development of the subject property for the following reasons.

- ✓ The proposal is consistent with the Provincial Policy Statement and in conformity with the Provincial Growth plan.
- ✓ The proposal conforms with the Region of Peel Official Plan.
- ✓ The proposal conforms with the Town's Official Plan.

2.0 Introduction

2.1 Site Location and Context:

The subject property is generally located on the east side of Humber Station Road midway between Healey Road and Mayfield Road. The property is identified municipally as 12519 and 12713 Humber Station Rd. The legal description of the property is "*Part of Lots 3 and 4 Concession 5, Albion, in the Town of Caledon, Regional Municipality of Peel*".

The subject property is rectangular in shape, generally flat, and gently sloping to the south. The property has 957 meters of frontage on the east side of Humber Station Road and abuts a valley containing a watercourse along its eastern boundary. [see Appendix 1] Lands abutting the property to the north and south are vacant agricultural lands, and the subject property wraps around 3 rural residential lots that also have frontage on the east side of Humber Station.

The site is vacant and historically used as a farm. The site is tested, considered free of contamination and suitable for industrial development. [see submitted Pinchin Phase 1 and 2 Environmental Site Assessment Reports]

2.2 Description of the Proposal:

The proposal includes three applications that will be processed concurrently.

1. A draft plan of subdivision including a 'right-of-way' Block (Block 4), that will be conveyed to the Town for the George Bolton Parkway Extension.
2. A 'site specific' Zoning Bylaw Amendment to change the current zoning from 'Agriculture' to 'Prestige Industrial' ("MP"). An accompanying 'draft' Zoning By-Law will permit large format buildings for warehousing and distribution purposes. The development of future phases will be regulated through the proposed By-Law using 'hold' provisions.
3. A Site Plan application to support the first phase of development occurring on Block 1 as illustrated in the Draft Plan of Subdivision. [see Appendix 2 and 3]

The proposal will result in the phased development of a prestige industrial park including up to 6 buildings that will be leased to AAA warehousing and/or distribution businesses and utilizing shared driveways wherever possible. Block development is proposed pursuant to the proposed draft plan of subdivision. The Site Plan Application will focus on the first phase of development including Blocks 1 and 4. Blocks 2 and 3 will be retained by the owner for future development. [see Appendix 2 and 3]

A site plan application and Zoning By-law amendment application is included in this submission to support the initial phase of development. In the first phase, PROLOGIS intends to construct a 143,222sm (1,541,625 sf) warehouse/ distribution building on Block 1. [see Appendix 2] The facility will include parking for 678 cars, 391 trailer parking spaces, 172 loading docks, generous landscape areas with the required buffer from environmental features. The building will be leased to a single AAA business or FORTUNE 500 company expected to bring 1,000 new jobs to the Town. [see Appendix 2]

Access to the PROLOGIS business park will be provided from Humber Station Road on a private

driveway constructed within Block 4. [see Appendix 2 and 3] As Block 4 conforms to the OP's required ROW alignment for the George Bolton Parkway Extension, the driveway/ private road will be constructed to the required 26m wide municipal road standard and maintained by PROLOGIS until it is conveyed to the Town at an appropriate time.

Future applications for site plan approval will be required to develop Blocks 2 and 3 as they are identified 'lands to be retained by the owner for future industrial development'. Once fully developed, this property will include up to 6 warehouse and distribution buildings containing approximately 3,200,000 sf (310,000sm) of total GFA leased to at least 6 AAA businesses. It is important to consider that this property has the potential to create over 2,000 much-needed new jobs. According to the Peel Region Official Plan, Caledon is expected to contribute to the creation of approximately 38,000 new jobs in designated Employment Areas by the year 2051.

2.3 Town of Caledon - Economic Development Strategy

The proposal is timely and will result in development contemplated by the Town to create significant jobs in the Humber Station Employment Area ('HSEA'). Consistent with the economic development strategy, the Town has attracted a significant business partner in PROLOGIS. PROLOGIS is invested in the HSEA and is prepared to push forward with building permits to deliver state-of-the-art large warehouse distribution facilities to AAA tenants that through letters of interest are ready to bring their business(s) and significant jobs to the Town.

The project will create a 78.5 hectare (194 acre) industrial park, containing 3,333,000sf GFA in up to 6 buildings and including land to construct the western extension of George Bolton Parkway as contemplated in the Town's Official Plan. Revenue generated from Development Charges will significantly assist in recovering costs, including but not necessarily limited to, service infrastructure improvements constructed by the Region within Humber Station Road to kick start development in the HSEA.

The proposal will bring significant and strong business investment to achieve employment growth as contemplated by the Town's Caledon 2020-2030 – Economic Development Strategy ('Caledon 2020-2030'). PROLOGIS is invested in this community and as a world leader in providing logistic space to FORTUNE 500 companies and AAA tenant businesses, the project once completed is expected to bring over 2,000 new jobs. The spin-off economic effect will be beneficial to Bolton commercial core businesses and the Town as a whole as property tax and business tax revenue will help the Town continue to provide the high quality of services that Caledonians expect.

Planning Opinion:

It is my considered and professional planning opinion that the proposal aligns with the Town's priorities, objectives, and actions including investment in employment areas as indicated in Caledon 2020-2030.

2.4 Purpose of the Application

The purpose of this report is to describe the development proposal and provide a planning opinion that the proposal is justified pursuant to the relevant Provincial, Regional, and local policy framework. In addition, the proposal must be supported by the technical studies and plans prepared by other qualified experts so that it is considerate to the environment, adjacent land uses, and is functionally serviceable utilizing municipal services and utilities.

3.0 Contextual Analysis

Schedule A1 in the new Official Plan describes the Town Structure. The subject property is in the Humber Station Employment Area which is contextually described as 'urban area' and reserved for industrial development on full municipal services.

With respect to context of development, the HSEA will be an extension of the adjacent industrial area offering a wide variety of industrial employment uses including 'General Employment' and 'Prestige Industrial' uses.

At 78.6 hectares, the subject property occupies 34% of the HSEA which spans 236 hectares of land

bounded by Humber Station Road to the west, Healey Road to the north, an eastern boundary that is approximately mid-way between Coleraine Road and Humber Station Road, and Mayfield Road to the south. The HSEA is immediately adjacent to a built out urban industrial area that includes lands on the west side of Coleraine Road east to Highway 50, and between Mayfield Road to the south and the Canadian National Railway to the north. [see Appendix 4]

The HSEA including the subject property ('PROLOGIS') abuts a natural feature including a watercourse that runs in a valley along its east boundary. An insignificant drainage feature runs southwest through the western half of the PROLOGIS property.

The HSEA Secondary Plan ('the Plan') is in the final stage(s) of review. The Comprehensive Environmental Impact Study Management Plan ('CEISMP') and Secondary Plan contain a Land Use Plan that identifies key ecological features and provides buffer requirements to sufficiently separate them from development to preserve their function. The CEISMP and draft Secondary Plan also provide the preferred alignment of George Bolton Parkway through the PROLOGIS property as well as a land use designation map to guide development in the HSEA.

Planning Opinion:

It is our considered and professional planning opinion that the proposal is considerate of natural features and the land necessary to extend George Bolton Parkway Humber Station Road as contemplated by Town in Schedule A1 of the new OP and OPA 274 in the old OP.

4.0 Planning History

4.1 The Inquiry Meeting

The inquiry meeting was virtually attended with staff followed by a meeting with the Pre-Application Review Committee (PARC) on March 14, 2024. These meetings provided preliminary comments, including but not necessarily limited to the list of required development applications, plans and reports required to issue a notice of complete application.

A comment matrix including all staff and agency comments (recorded verbatim) with a qualified expert's response to each comment is provided in this submission.

4.2 Previous Planning Approvals

In November 2020 the Local Planning Appeal Tribunal (LPAT, now Ontario Land Tribunal) directed by modification to ROPA 30 that the lands now identified as the Humber Station Employment Area are included in the 'Urban Area' of Bolton.

The in-force Region of Peel Official Plan ('ROP') identifies the lands as part of the 'Urban System', within the Bolton Residential Settlement Area. The subject property is within a designated 'Employment Area'.

The Future Caledon Official Plan ('FCOP', 'new OP') is adopted by the Town but NOT yet in-force policy. The FCOP provides the Town's policy framework for development to "...shape the future Caledon wants to see for the next 30 years". The FCOP designates the subject property Employment Area.

The in-force Town Official Plan ('old OP') is amended in November of 2023 by By-Law 2023-087 to adopt OPA 274. The purpose of OPA 274 is to bring the old OP into compliance with the ROP, bring the HSEA into the Bolton Settlement Area, and amend the schedules and policy text to allow a Secondary Plan process to promote development, and attract businesses that create jobs within this employment area.

The Town is engaged in the preparation of a Secondary Plan for the Humber Station Employment Area. Draft policies supporting development of the HSEA are being finalized including a Land Use Schedule that designates the subject property 'General Employment', 'Natural Features and Areas' and includes the preferred alignment for the George Bolton Parkway Extension. [see Appendix 4]

5.0 The Proposal

The proposal is to permit the development of land for an industrial park comprised of large warehouse and distribution buildings. [Appendix 2] Block Development will occur pursuant to the proposed draft plan of subdivision. The subdivision will result in the creation of 3 blocks of land for the phased development of the industrial park, and a 4th block that will be conveyed to the Town for the planned extension of George Bolton Parkway to Humber Station Road. [see Appendix 3] To facilitate the development of land, a draft Zoning By-law Amendment is proposed to rezone the property to permit industrial development. By-law provisions are proposed to allow the phased development of land.

5.1 Proposed Use

Once constructed, the performance standards for Building 1, Block 1 are as follows.

- ✓ The use is warehouse and distribution facility.
- ✓ Total Area of Block 1 is 300,847sm.
- ✓ The building envelope GFA is 143,222sm (1,541,625sf).
- ✓ The floor space index ('FSI') is 0.5 (50% coverage).
- ✓ The building height is 17m.
- ✓ Provided parking for 678 cars and 391 trailer parking spaces.
- ✓ 172 loading docks.
- ✓ 43,062sm of Landscape area (14% coverage).
- ✓ Access from Humber Station Road is provided within Block 4. The driveway/ private roadway will be constructed to municipal standards so it can be easily conveyed to the Town when it is deemed appropriate. [see Appendix 2 and 3]

5.2 General Site Design

General Site Design is provided in the attached site plan. [see Appendix 2: Petroff Site Plan] The proposal is compatible with the expanded industrial area and is similar in density to the large format warehousing located along Coleraine Road. Vehicular and pedestrian connections are shown on the site plan, including accessible parking and sidewalk connections to office entrances. Driveways are provided to separate truck and car traffic from the proposed private road.

5.3 Servicing

Municipal services are available with sufficient capacity to support development within the HSEA. A functional servicing report is included in this submission that provides development details including but not necessarily limited to stormwater management, sewer and watermain connections.

5.4 Development Phasing

Development will occur in two phases. The initial phase of development includes Blocks 1 and 4 lands as noted in the draft plan of subdivision and more particularly informed in section 5.1 of this report.

Blocks 2 will be developed in the second phase of development as will Block 3 to allow for decisions concerning a potential future road planned from George Bolton southbound through the HSEA.

5.5 Green Development Standards and Initiatives

Included in this submission is a Green Development Standards and Initiatives Brief prepared by the project architect. The brief considered the Town of Caledon's vision for climate change resiliency and pathway to a zero emissions community. Specified innovative building technologies will be used in the design respect for the natural heritage system and socially responsible design is optimized for significant growth in the local economy, creating employment opportunities and promoting innovation for environmental benefit. The proposed architectural and engineering design can meet the overall objective of the municipality and will be subject to further detail design as a part of the active Site Plan Application for the Humber Station Distribution Centre. If you have any questions regarding this brief, please contact us.

5.6. General Performance/ Consistency with Existing By-Law MP Zone

The proposal includes a site plan that was designed to conform with the Town's 'Prestige Industrial'

('MP') performance standards. The only site-specific exemption concerns a variance to allow a reduction in parking spaces. A draft Zoning By-law is included in this submission to address this proposed variance.

6.0 Summary of Findings of Supporting Studies and Materials

6.1. Arborist Report, prepared by MHBC:

The arborist provides an inventory of the existing trees within the boundaries of the subject property. Of 140 trees examined, thirty-two (32) will be removed to accommodate the proposed development. Recommendations are provided to protect the remaining trees. The arborist informs that no tree shall be harmed or removed prior to applying for and receiving the requisite permits from the Town of Caledon.

6.2. Architectural Design Guidelines, prepared by Petroff Partnership Architects:

The project architect provides his interpretation of the preferred architectural design elements to achieve the Town's urban design standard. The objective of the guideline is to bring consistency and a high-quality design throughout all phases of the project.

6.3. Comprehensive Environmental Impact Study and Management Plan ('CEISMP'), prepared by GEI Consultants:

The CEISMP is a comprehensive planning framework that describes how a wide range of elements of development will be addressed. The CEISMP requirements include an Environmental Impact Study to address a range of environmental and servicing issues including the protection and management of surface water, groundwater, fluvial geomorphology, terrestrial and aquatic resources, and the identification of the Natural Heritage System. Municipal servicing needs, including stormwater management, sanitary and water servicing and site grading requirements are also addressed. The Management Plan component of the CEISMP informs planning and decision making so that changes in land use are compatible with natural systems and consistent with the Provincial Policy Statement (PPS; MMAH 2020) and applicable Region of Peel and Town of Caledon Official Plan policies.

The draft Secondary Plan policies and land-use designations are informed by the CEISMP and includes the necessary buffers to protect designated environmental features. In the case of the subject proposal, the CEISMP also informs the site-specific engineering analysis included in our submissions to maintain groundwater balance, and control stormwater quantity and quality and its conveyance post-development to pre-development conditions.

6.4. Functional Servicing Report ('FSR'), prepared by C.F. Crozier & Associates Inc.:

This report is prepared to document details associated with the servicing strategy for the proposed development. The Report concludes that the proposed development of the subject property can be readily serviced from a functional servicing perspective. The proposed civil engineering servicing design outlined in this report will meet the objectives of the regulatory agencies and will be subject to detailed design.

6.5. Green Development Standards ('GDS') Design Brief, prepared by Petroff Partnership Architects:

The project architect concludes that the sustainable features under the green development standard theme areas including community design, green infrastructure, and buildings and energy are aligned to meet the Town of Caledon's vision for climate change resiliency and pathway to a zero emissions community. The specified innovative building technologies, respect for the natural heritage system and socially responsible design is optimized for significant growth in the local economy, creating employment opportunities and promoting innovation for environmental benefit. The proposed architectural and engineering design can meet the overall objective of the municipality and will be subject to further detailed design as a condition of site plan approval.

6.6. Hydrogeological Report, prepared by IBI Group for the Landowners Group:

The hydrogeological investigation was conducted to assess hydrogeological conditions in the lands owned by the Humber Village Landowners Group (within the HSEA). This study included the review of existing hydrogeological information of the subject site, characterization of the geological and hydrogeological setting, and an assessment of potential impacts to the local aquifer and

nearby well users. The report informs that the implementation of best management practices and/or LIDs will be able to help increase the amount of infiltration to the aquifer system. The Report further informs that during the detailed design stage of the proposed site stormwater management, including design of supporting LIDs, there may be a requirement to confirm existing soil infiltration rates at the Site.

6.7. Supplemental Geotechnical Investigation, prepared by Pinchin:

This report informs that the subsurface conditions and soil engineering characteristics found specifically on PROLOGIS owned land by advancing a total of eighty-two (82) additional sampled boreholes and fourteen (14) additional topsoil thickness holes at the Site. Test pits were advanced to determine the topsoil thickness present for quantity estimation and costing purposes. The borehole analysis concluded that water levels in open boreholes were generally between about 2.2m and at least 5.5m below ground surface. Topsoil is recommended to be stripped and replaced and replaced with engineered fill. The soil composition supports foundations and slab on grade construction, as proposed.

6.8. Preliminary Noise Impact Study, prepared by dBA Acoustical Consulting Inc.:

The study considers the noise impact from the proposed development's rooftop HVAC units, onsite truck traffic and coupling and decoupling on neighboring residential properties. Prepared in accordance with the Ministry of Environment, Conservation & Parks (MECP) D-6 separation requirements between residential and industrial sites, the Study concludes that no noise control measures are necessary to meet the requirements of MECP Publication NPC-300 entitled "Stationary & Transportation Sources-Approval & Planning guidelines.

6.9. Phase I Environmental Site Assessment, prepared by Pinchin:

The study was prepared in general accordance with the scope and limitations of the ASTM Standard Practice E1527-13 to the extent applicable in Canada. The assessment did not identify current or historical recognized environmental conditions (RECs) for the Site, and as such, no subsurface investigation work (Phase II ESA) is recommended.

6.10. Stage 1 Archaeological Assessment, prepared by Archeoworks Inc. for the Landowners Group:

The Stage 1 Assessment includes background research which established archaeological potential within the study area. The study informs that lands within the subject property are considered NOT to contain archeological potential and therefore NO further study is necessary. There is an ongoing Stage 2 and 3 study within the subject property that will be concluded in approximately 4 months.

6.11. Stormwater Management Report, prepared by C.F. Crozier & Associates Inc.:

The Report concludes that the proposed development of the subject property can be readily serviced from a functional stormwater management perspective. The proposed stormwater management design outlined in the Report can meet the objectives of all regulatory agencies and will be subject to further detailed design a condition of Site Plan Approval.

7.0 Policy Justification and Analysis

7.1 Planning Act

The proposal is subject to planning applications including a plan of subdivision to create a block plan to facilitate a future conveyance of land needed for the George Bolton Parkway Extension and allow the phased development of this industrial park. The subdivision is designed with due regard to the matters noted in 51(24) of the Planning Act.

7.2 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 ('PPS') came into effect on May 1, 2020. The PPS provides policy direction to municipalities on matters of provincial interest related to land use planning and development with a view to supporting the provincial goal to enhance the quality of life for all Ontarians.

All municipal Official Plans are required to be consistent with the PPS. In making development decisions, the city is required by legislation to manage development while protecting resources of

provincial interest, public health and safety, and the quality of the natural and built environment. Policy directions pertaining to employment areas are set out in Section 1 of the PPS.

Planning Opinion:

The proposal is consistent with the PPS as the adopted Town's Official Plan is in conformity with the Regional Official Plan, both designating the subject property for Employment. The Town is finalizing a Secondary Plan for the Humber Station Employment Area ('HSEA'). In doing so, an appropriate range and mix of employment uses will result. The proposed Zoning Bylaw Amendment will support the development of industrial warehousing and distribution centers creating significant jobs. The proposal will support development on an otherwise vacant urban employment property. The resulting development will utilize available capacity in services already constructed or in process of construction along Humber Station Road without additional cost to the city or its ratepayers, making them sustainable. The proposed development will promote active and passive transportation which is essential to support the development of healthy communities.

Our planning opinion is supported by the following policies.

- ✓ Consistent with PPS policy 1.1.1 a), c), e), and g) the proposed development promotes "*effective development and land use patterns which sustain the financial well-being of the Province*" through increased employment tax base and jobs. The proposed development will conform with the Town's Secondary Plan vision for the subject area and in doing so contributes to a "*mix of employment*" opportunities within the HSEA to "*meet long-term needs*". The proposal is considerate of adjacent development and environmental features and avoids "*development and land use patterns which may cause environmental or public health and safety concerns*" and in turn promotes "*the integration of land use planning, growth management...and standards to minimize land consumption and servicing costs*". Expert studies and plans provided in this submission conclude that the "*necessary infrastructure and public service facilities... [are] available to meet current and projected needs*".
- ✓ Consistent with PPS policies 1.1.3.1 and 1.3.2.2, the proposed development is located within a designated Employment Area that is subject to a Town led Secondary Plan approval process. The proposal is timely and is consistent with this PPS policy as it provides development within a defined settlement area and will provide over 2,000 jobs needed to reach the 2051 employment target set out by the province and the region for Caledon.
- ✓ Consistent with PPS policy 1.3.1, the proposed development occupies the largest land component of the HSEA and once developed will promote "*economic development and competitiveness by...providing for an appropriate mix and range of employment...*" that is compatible with surrounding industrial areas.
- ✓ Consistent with PPS policy 1.3.2.1, the proposed development preserves employment on this site utilizing existing service infrastructure. An existing watermain is located adjacent to the subject property with the Humber Station Road right-of-way and a sanitary sewer extension is presently under construction to service this employment area. Timely development is essential to ensure new infrastructure is sustainable without additional cost to the city or its ratepayers.
- ✓ Consistent with PPS policy 2.1.1, the proposed development is considerate of natural heritage systems and provides appropriate buffers to ensure that "*natural features ...[are] ...protected for the long term*".

7.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (As Amended in August 2020)

The 2020 Growth Plan expands on the Provincial Policy Statements ('PPS') and builds upon the successful implementation of the *Places to Grow Act*.

Pursuant to Section 3(5)(b) of the *Planning Act*, the decision by an approval authority respecting a planning matter, "*shall conform with the provincial plans that are in effect on that date or shall not conflict with them as the case may be*".

The Growth Plan provides a policy framework for implementing the Government of Ontario's vision for building strong, prosperous communities by better managing growth.

Schedule 3 of the Growth Plan provides population and employment forecasts to the year 2051 and places significant importance on the development of existing urbanized employment areas through 'intensification' prior to expanding into the designated greenfield of municipalities.

Planning Opinion:

It is our considered and professional planning opinion that the subject employment proposal conforms with the Growth Plan or will not otherwise conflict with it.

7.4 The Region of Peel Official Plan ('ROP')

The ROP identifies the subject property within a designated 'Employment Area' (Humber Station Employment Area or 'HSEA') bounded by Humber Station Road to the west, Mayfield Road to the south, Healy Road to the north to the mid-concession block between Humber Station Road and Coleraine Road to the east.

ROP policy 5.4.3.2.9 is helpful as it sets the following growth milestones for the development of the HSEA to 2031.

- ✓ The HSEA lands must accommodate 3,600 jobs.
- ✓ Community infrastructure and transportation options must be planned for.
- ✓ Natural heritage features must be identified and protected.

Planning Opinion:

It is my considered and professional planning opinion that the proposal conforms with ROP policies as follows.

- ✓ The proposal will create an industrial park that will accommodate over 2,000 new jobs.
- ✓ The proposal is timely and supported by community infrastructure with sufficient capacity as planned by the Region.
- ✓ The proposal is considerate of natural features and protects them. [see CEISMP Report included in this submission].
- ✓ The proposal acknowledges opportunities for both active and passive transportation through development of the subject property.
- ✓ The proposal is considerate of the GTA West Preferred Route and the NWGTA Transmission Corridor.

7.5 The Town of Caledon Official Plan

The 'draft' Future Caledon Official Plan ('new OP') was adopted by Town Council in November 2023; however, it is not in-force and therefore the Caledon Official Plan ('old OP') remains in-force policy.

Official Plan Amendment No. 274 ('OPA 274') was adopted by By-law 2023-087 and resulted in changes to the text and schedules of the Town's old OP.

The result of OPA 274 is to include the subject property (and surrounding lands within the HSEA) into Bolton's urban boundary and re-designate these lands 'Humber Station New Employment Area'. Pursuant to the old OP, detailed land use designations and policies are to be applied through the preparation and adoption of a Secondary Plan.

Planning Opinion:

It is my considered and professional planning opinion that the intent of OPA 274 is to advance the development of lands in the Humber Station Employment Area ahead of the final approval of the new OP. It is also my considered opinion that the proposal is in conformity with the in-force (old) OP and the new OP as the 'New Employment Area' designation permits... *"employment/ industrial uses on the entirety of the subject property in accordance with an approved Secondary Plan"*.

7.5.1. Secondary Plan

The Humber Station Employment Area Secondary Plan ('HSEA Secondary Plan') is substantially completed in accordance with the policies and requirements of the Future Caledon

Official Plan ('new OP'); however, as the new OP is not yet in force these policies were incorporated into the old OP by amendment number OPA 274.

In conformity with the old Official Plan, as amended by OPA 274 ('old OP'), the Town has substantially completed the HSEA Secondary Plan ('Secondary Plan') approval process. The draft Secondary Plan is targeted for a public meeting in June 2024.

The draft Secondary Plan primarily designates the subject property for 'General Employment' uses including 'Natural Features and Areas'. [Appendix 4] A 'Conceptual Road Network' is provided including the preferred alignment of George Bolton Parkway as indicated in the old and new Official Plans. [see Draft Plan of Subdivision in Appendix x]

It is important to consider that all studies supporting the draft Secondary Plan are completed and further refined by site specific studies included in this development application. The land use plan is justified and supported by several reports including but not necessarily limited to a Comprehensive Environmental Impact Study and Management Plan, Cultural Heritage Reports, and a Traffic Impact Study.

Planning Opinion:

It is our considered and professional planning opinion that the proposal will result in a development that conforms with OPA 274 from which the draft Secondary Plan has been constructed. As a result, the proposal is good and responsible planning and is justified as follows using policy objectives provided in OPA 274 for clarity.

- ✓ In conformity with OPA 274 policy 5.5.8.1 and 5.5.8.3a) II), the draft HSEA Land Use Plan designates the subject property for 'General Employment'. [see Appendix 4]
- ✓ In conformity with OPA 274 policy 5.5.11.1a), the proposal will result in the development of employment buildings used for warehousing and distribution centers. The proposal includes a ROW Block of land to accommodate the Town's planned extension of George Bolton Parkway and facilitate excellent access (on roads suited for trucking) to arterial roads (including Humber Station Road and Coleraine Road), and 400 series highways. [see Appendix 3]
- ✓ In conformity with OPA 274 policy 5.5.11.1b), the proposal will provide a supply of land suited to the development of warehouse – distribution centers for major business employers.
- ✓ In conformity with OPA 274 policy 5.5.11.1c), the proposal is appropriate and will provide a higher standard of industrial buildings that will encourage the continued operation of permitted industrial and warehouse uses.
- ✓ In conformity with OPA 274 policy 5.5.11.1d), the proposal includes architectural drawings including building elevations and landscape plans that through site plan control will fulfill the Town's urban design vision for the area.
- ✓ In conformity with OPA 274 policy 5.5.11.1e), the proposal includes a draft Zoning By-law that will regulate the use of land and contribute to the attractiveness and competitive advantage of the area for the intended uses.
- ✓ In conformity with OPA 274 policy 5.5.9.4p), the proposal timely and good planning as it conforms with the Town's Growth Management and Phasing Plan as the HSEA is considered phase 1 employment land with access to existing urban services which is essential to making the Town and Region Capital investments sustainable.
- ✓ In conformity with OPA 274 policy 5.5.9.4, the proposal will create over 2,000 new jobs or 55% of the 3,600 jobs assigned by the Town's Growth Plan for this employment area.
- ✓ In conformity with OPA 274 policy 5.5.9.4h), the property will continue to be farmed for as long as it is practical in advance of development permits.
- ✓ In conformity with OPA 274 policy 5.5.9.4j), the proposal conforms to the draft Secondary Plan as it is considerate of the Natural Environment System by protecting it and enhancing it as required by the CEISMP recommendations. [see CEISMP report submission included in the application].
- ✓ In conformity with OPA 274 policy 5.5.9.4k), the proposal conforms to the draft Secondary Plan as state-of-the-art facilities will be constructed that are sensitive to reduce carbon emissions by preventing trucks from idling at docks. In addition, green standards of the municipality will be addressed by the project architect's building design(s) to include the sustainable features under the green development standard theme areas including

community design, green infrastructure, and buildings and energy are aligned to meet the Town of Caledon's vision for climate change resiliency and pathway to a zero emissions community.

7.6 Zoning By-law

A site-specific Zoning By-law amendment application ('ZBA') is needed to rezone the property from 'Agriculture' ('A') to 'Prestige Industrial' ('MP').

A site plan is provided to describe the first phase of development (Block 1) including [Appendix 2] including elevations to describe the massing, location, and general construction of the building. The site plan and landscape plan provide details concerning the provision of parking, loading spaces, and access. [see Appendix 2 and submitted Landscape Plans]

A 'draft' Zoning By-law is included in this application to facilitate the proposal. With the minor variance needed to reduce the required parking, the proposal is otherwise in conformity with the MP zone performance standards indicated in the Town's By-Law 2006-50 ('By-Law') and recorded verbatim in Table 1.

Planning Opinion:

Based on our review of the By-Law, it is my considered and professional planning opinion that the proposed zoning as evidenced in Table 1 will result in an industrial development that meets the intent and purpose of the Official Plan and draft Secondary Plan.

Table 1: PROLOGIS – Humber Station Distribution Centre Zoning Compliance Review - MP, Zoning By-Law 2006-50			
Provision	By-Law Requirement	Provided on Site	Conforms To By-law
4.3.4 Minimum Entrance Separation	22.5m	27m	Complies
4.3.5 Maximum Entrance Width	12.5m	14m	
5.2.11 Size of Parking Spaces	a) Where parking spaces are provided in a surface parking area, each parking space shall have width of not less than 2.75 metres and length of not less than 6.0 metres, with the exception of a barrier-free parking space which shall have a width and a length which complies with the Town's barrier-free parking requirements space shall be measured exclusive of the width or length of any painted lines marking such parking space.	2.75m x 6m	
5.2.12 Width of Aisles	The minimum width of an aisle providing access to a parking space within a parking area shall be 6.0 metres.	6.7m	
5.2.13 Width of Access Ramps and Driveways	Access ramps and driveways accessing a parking area or parking lot shall be a minimum of 6.0 metres in width for two-way traffic.	11m	
5.2.17 Parking Area Location on A Non-Residential Lot	Notwithstanding any other provisions of this By-law, parking areas shall be set back a minimum of 2.0 metres from any building or structure.	2.8m	
5.2.18 Illumination	Where parking areas are illuminated, the lighting fixtures shall be provided in accordance with the following provisions: a) No part of the lighting fixture shall be more than 9 metres above grade and no closer than 4.5m to any lot line; and, b) Lighting fixtures shall be installed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of	9m	

	the fixture is projected below the lamp and onto the lot the lighting is intended to serve.		
5.3.3 Loading Space Size	Each loading space shall be at least 14 metres long, 3.5 metres wide and have a vertical clearance of at least 3.35 metres.	16.76m x 3.7m	Complies
5.3.6 Location of Required Loading Spaces	Required loading spaces shall: a) not be permitted in the front yard or exterior side yard; b) not be located closer than 20 metres from any street line or Residential Zone boundary.	N/A	
5.2.3 Non-Residential Parking Requirements	The number of parking spaces required for non-residential uses shall be calculated in accordance with the standards set out in Table 5.2: Warehouse Rate If associated office or retail net floor areas are 15% or less of the total net floor area: <ul style="list-style-type: none"> Over 20,000 m² – 168 parking spaces, plus 1 parking space per 170 m² of net floor area or portion thereof over 20,000 m² = 893 spaces required. 	678	Variance Required (see 'draft' Zoning Bylaw)
5.3.2 Loading Space Requirements	The minimum number of loading spaces required for the uses identified in Table 5.3.1 shall be calculated in accordance with the standards set out in Table 5.3.2: 3 loading spaces plus 1 additional loading space for each additional 9,300 m ² or portion thereof in excess of 7,441 m ² = 18 spaces required.	172	Complies
8.3 - Minimum Lot Area	925m ²	343,000 m ²	
8.3 - Minimum Lot Frontage	30m	343.3m	
8.3 - Minimum Building Area	N/A	No minimum specified in bylaw	
8.3 - Maximum Building Area	50%	42.1%	
8.3 - Minimum Front Yards	9m	94.6m	
8.3 - Minimum Exterior Side Yards	7.5m	N/A	
8.3 - Minimum Rear Yards	7.5m	106.2m	
8.3 - Minimum Interior Side Yards	3m & 6m	41.2m, 83.1m	
8.3 - Minimum Accessory Open Storage Area Setbacks	N/A	N/A	
8.3 - Maximum Building Heights	18m	17m	

8.3 - Minimum Landscaping Area	10%	10%	Complies
8.3 - Minimum Planting Strip Width	6m	6m	
8.3 - Planting Strip Location	(17) MP and MS Zone – In addition to the Planting Strip Widths and Locations noted in Table 8.2, the following provisions shall also apply: (iii) Minimum width required on all interior side yards except where there is a mutual driveway along an interior side lot line - 1.5m	1.5m	
8.3 - Minimum Driveway Setbacks	From a lot line abutting a Residential Zone - 4.5m From any other lot line - 1.5m	16.76m	
8.3 - Minimum Parking Space Setbacks	From any front lot line - 6m From any other lot line - 3m	6 m	

7.7. Urban Design

Included in this submission is the project architect's Urban Design Brief together with his architectural design (including building elevations). A rendering depicting the proposed streetscape and building construction and massing indicates that the proposal will provide a higher standard state-of-the-art facility. Landscape drawings are also included in this submission to assist staff as we implement the city's urban design expectation through detailed design and site plan approval conditions. [see Appendix 5]

8.0 Public Engagement and Indigenous Consultation

The HSEA has evolved through previous planning approval processes including amendments to the ROP, the adopted Future Caledon Official Plan, and the more recently adopted OPA 274. The public was engaged at each stage of the Official Plan(s) amendment process.

In addition to the statutory public consultation process, we are informed by Archeoworks that engagement with the Mississaugas of the Credit First Nation (MCFN), Six Nations of the Grand River First Nation (SNGRFN), the Huron Wendat First Nation (HWFN), the Haudenosaunee Development Institute (HDI) and the Metis Nation of Ontario (MN) is ongoing. Engagement involves both email and phone methods of contact with all forms of communication properly documented.

As additional works are planned in the coming weeks, we are informed by the consultant that the process for engagement is as follows:

- ✓ The groups listed above are contacted to confirm their interest in participating in the Stage 2 AA.
- ✓ Participation at the Stage 2 AA phase can include email correspondence, information sharing, phone conversations, field participation.
- ✓ All details of engagement, including any information provided by the various Indigenous groups, as well as the results of the Stage 2 field testing, will be documented in a draft Stage 2 AA report, which will be forwarded to the proponent for feedback.
- ✓ Following receipt of feedback from the proponent, the draft report will be updated and sent to the various Indigenous groups for review.

Other considerations include:

- ✓ *"Archeoworks role is as a facilitator and advisor on technical aspects of the MCM 2011 Standards and Guidelines as an archaeological license holder granted by the MCM and ensures the engagement is conducted in accordance with above Standards;*
- ✓ *Proponent is kept informed and involved on all aspects of the Indigenous engagement and is the final decision maker on all aspects of the engagement process."*

9.0 Summary and Conclusions

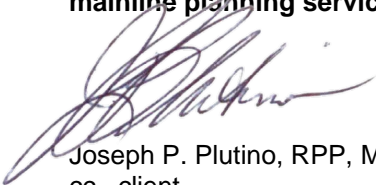
We respectfully submit our considered and professional planning opinion that the proposal can receive Council approval as it is justified and represents good planning.

- ✓ The proposal represents good planning as it will result in the construction of a large building industrial park that is considerate of environmental features, stormwater management and is functionally serviceable on full municipal services.
- ✓ The proposed development will provide land and result in the construction of the George Bolton Parkway Extension providing access to Humber Station Road, Coleraine Road, and provincial highways.
- ✓ The development will not cause additional expense to the municipality as it utilizes existing infrastructure, including service connections to piped Regional services with the necessary capacity to support development.
- ✓ The proposal is timely and appropriate for the orderly development of this land as the development is in conformity with the in-force Official Plan and a Secondary Plan that is substantially completed by the Town.
- ✓ The Proposal is consistent with the Provincial Policy Statement and in conformity with the Provincial Growth Plan as the development will create over 2,000 new jobs.
- ✓ The proposal conforms with the Regional Official Plan.
- ✓ The proposal conforms with the Town's Official Plan.
- ✓ The proposal will provide significant revenue to the municipality through development charges to pay for capital works front ended by the Region to support the HSEA.
- ✓ Once developed PROLOGIS, as a responsible ratepayer will contribute significant tax revenues needed by the Town to continue providing the high-quality services that Caledonians expect.

We trust that our planning opinion together with this application is well received as the proposal is justified and therefore worthy of City Council consideration for approval. Should you require anything further, please do not hesitate to contact the undersigned.

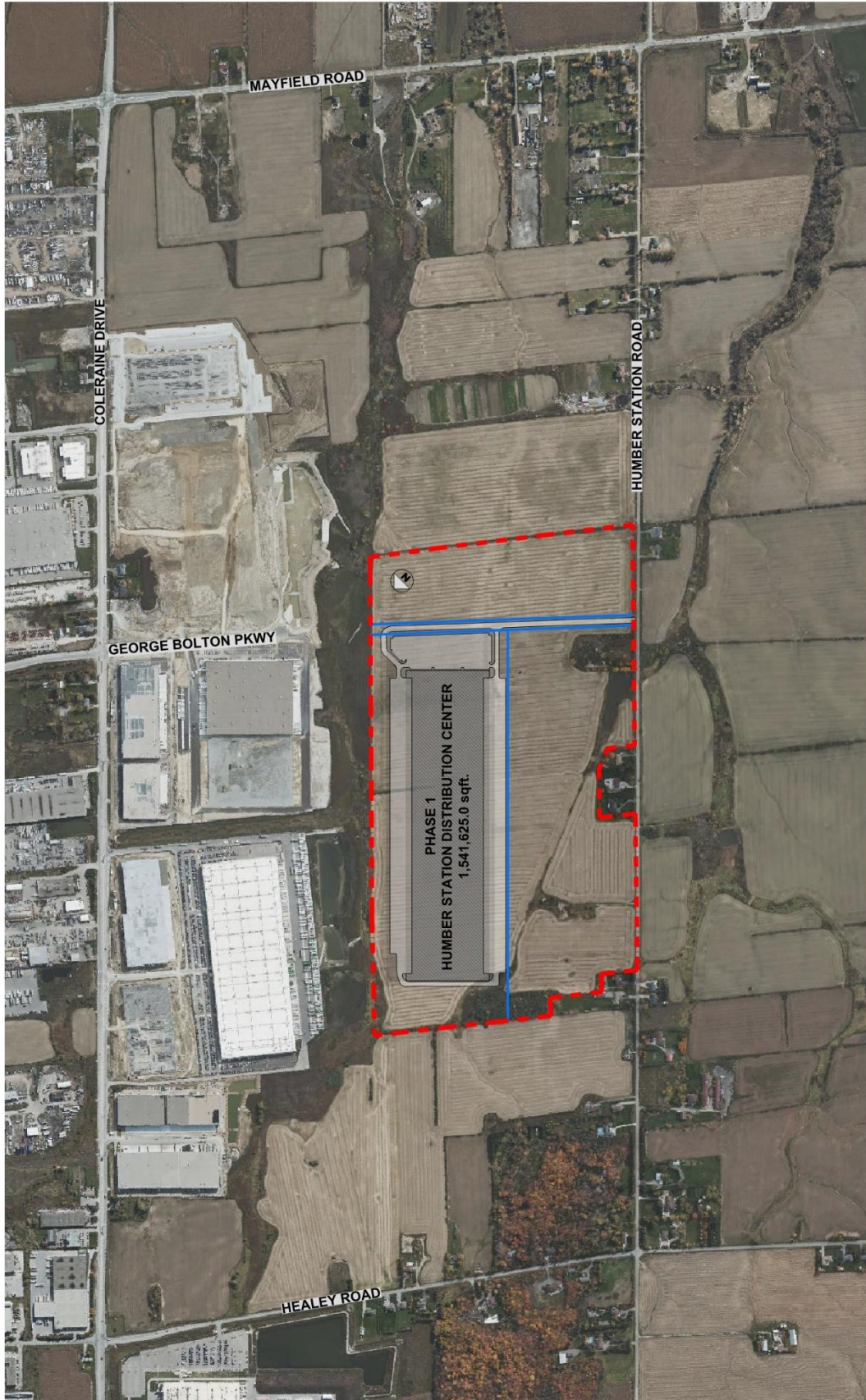
Sincerely,

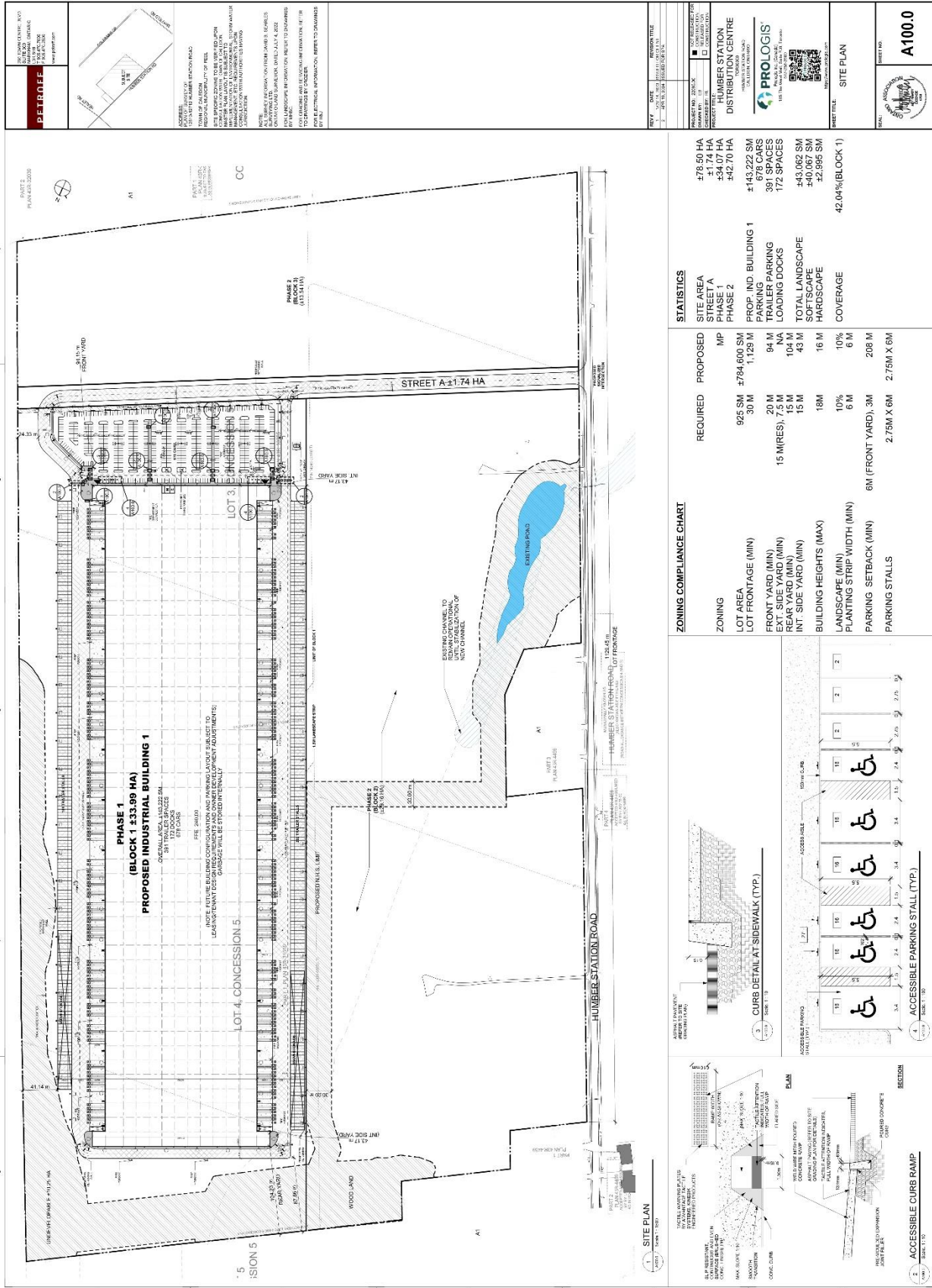
mainline planning services inc.



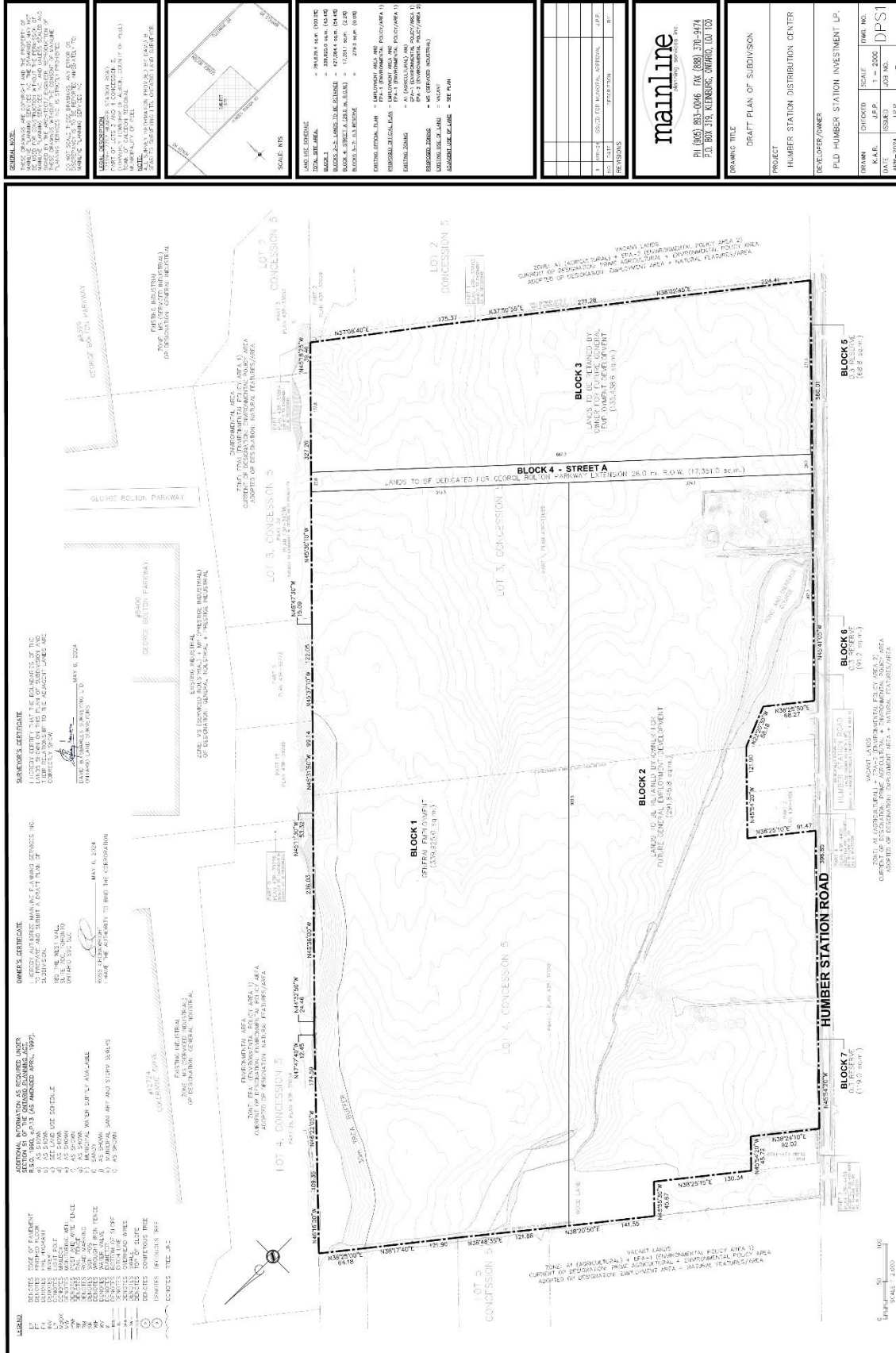
Joseph P. Plutino, RPP, MCIP
cc. client

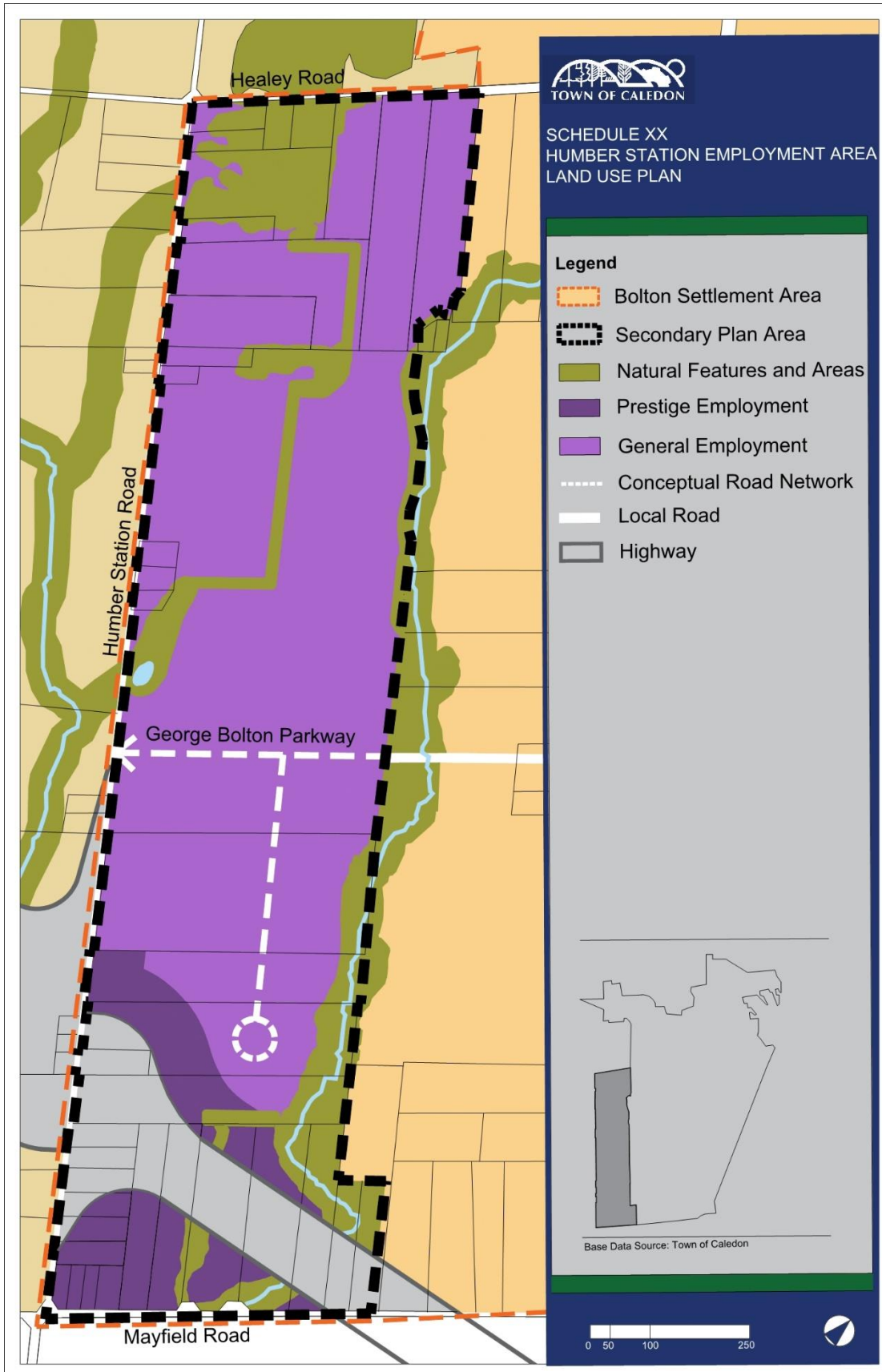
APPENDIX 1





APPENDIX 3





APPENDIX 5



PROLOGIS HUMBER STATION DISTRIBUTION CENTER