

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

SIMPSON LANDOWNER GROUP INC.
MESP, BLOCK PLAN, &
OFFICIAL PLAN AMENDMENT
NORTHEAST CORNER OF COLERAINE DR &
MAYFIELD RD
TOWN OF CALEDON

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1. INTRODUCTION

Weston Consulting is the planning representative for Simpson Road Landowners Group Inc., a landowner group comprised of five parcels located within the “Phase 2” area of the South Simpson Industrial Secondary Plan Area in the Town of Caledon. Simpson Road Landowners Group Inc. is located within a Block Plan Area comprised of 12 individual landowners as shown on Figure 1 (the “Subject Lands”).

It should be noted that not all parcels within the Block Plan Area are participating members of the Landowner Group. Please refer to Figure 1, which identifies “participating”, “non-participating” and “pending participating” landowners within the Block Plan Area.

The following landowners are participating members of the Landowners Group.

Table 1: Simpson Landowner Group Property Ownership

| Parcel | Address | Owner |
|--------|-----------------------|--------------------------|
| 1 | PT LT 1 CON 6 ALBION | Arion Services Ltd |
| 2 | 12155 Coleraine Drive | Triple X Inc` |
| 3 | PT LT 1 CON 6 ALBION | Coleraine Properties Inc |
| 4 | 0 Coleraine Drive | 2781823 Ontario Inc |
| 5 | 8602 Mayfield Road | Anatolia Investment Corp |

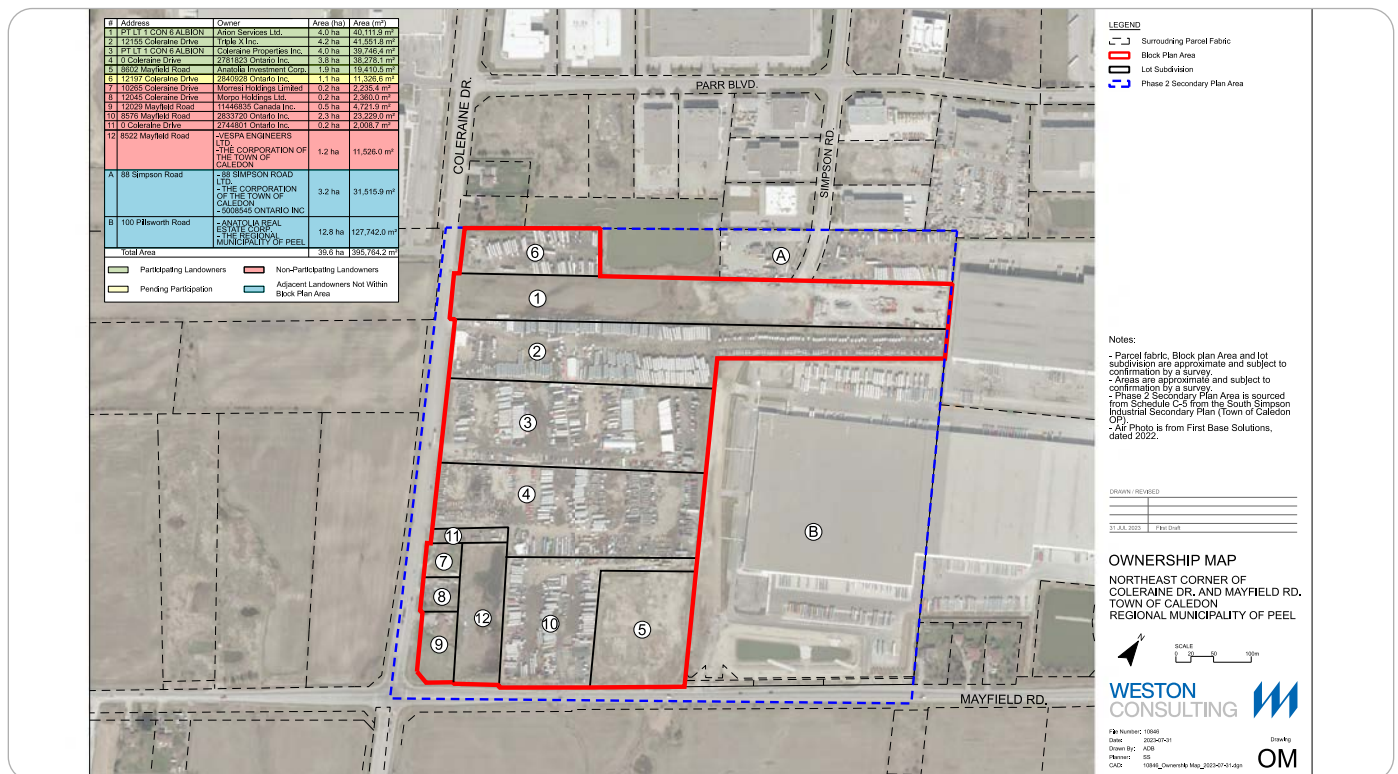


Figure 1: Ownership Map

This Planning Justification Report has been prepared in support of an updated Master Environmental Servicing Plan (MESP), Official Plan Amendment (OPA) application and Block Plan. The policies of the South Simpson Industrial Secondary Plan speak to development adhering to the MESP, completed in 2000, and stormwater management be required as per the MESP. Considering the fragmented ownership of land in the area, the changes which have occurred since the approved MESP in 2000 and the lack of detail on how some of the lands in the South Simpson Industrial Secondary Plan will be appropriately serviced, an update to the MESP is required to support development in the area.

A Block Plan application and updated MESP is required in order for individual development applications within the Secondary Plan area to be approved. A Staff Report dated July 12, 2022 (2022-0374), recommended that Staff be directed to require the South Simpson Landowners Group to prepare and receive approval of a Block Plan and to update the Master Environmental and Servicing Plan to the satisfaction of the Town, prior to the submission of any development application and site development occurring in the South Simpson Industrial Secondary Plan. Weston Consulting has been working diligently with Staff and Council to approve a revised motion to permit the submission of site specific development applications within the Secondary Plan area as part of this submission.

The purpose of the Block Plan is to enable the extension of Simpson Road south towards Mayfield Road and the channelization of Rainbow Creek. A new storm sewer bypass will be located under the Simpson Road Extension, which will effectively replace the current Secondary Plan proposal to construct an open channel system along the future Simpson Road. An Official Plan Amendment is required to facilitate the Simpson Road alignment and extension.

An updated Master Environmental and Servicing Plan (MESP) is also being submitted in support of the Block Plan and OPA. An update to the Master Environmental Servicing Plan (MESP) is required to evaluate development applications and provide for a comprehensive servicing solution.

The extension of Simpson Road and channelization of Rainbow Creek is required to facilitate the future development of the Subject Lands. Site Plan applications will be brought forward at the appropriate time to develop the individual parcels within the Block Plan area.

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2. PURPOSE OF THE REPORT

The purpose of this report is to outline the nature of the proposed Block Plan and to evaluate the proposal in the context of the policies of the Provincial Policy Statement 2020 (the “PPS”), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (the “Growth Plan”), the Peel Region Official Plan 2022 (the “PROP”), the in-force Town of Caledon Official Plan, the ‘Future Caledon’ Official Plan, the future Bolton Secondary Plan, and the Town of Caledon Zoning By-law 2006-50 (the “Zoning By-law”).

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

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3. SITE DESCRIPTION AND CONTEXT

3.1 DESCRIPTION OF SUBJECT LANDS

The Subject Lands are approximately 23.6 hectares (58.32 acres) in size with approximately 352 metres of frontage along Mayfield Road and approximately 598 metres of frontage along Coleraine Drive. The Subject Lands are currently occupied by various truck and transportation uses, residential uses, and a former garden supply store. The Subject Lands are surrounded by commercial, industrial and office uses to the north and east, and agricultural lands to the west. A portion of the Subject Lands are located within the Toronto and Region Conservation Authority's (TRCA) Regulated Area as Rainbow Creek runs adjacent to the eastern Block Plan Area boundary.

The Subject Lands are designated *Prestige Industrial* according to the in-force Town of Caledon Official Plan, designated *Prestige Industrial* in the South Simpson Industrial Area Secondary Plan, and split zoned *Serviced Industrial (MS)* and *Prestige Industrial (MP)* according to the Town of Caledon Zoning By-law 2006-50.



Figure 2: Aerial Photo

3.2 SURROUNDING LAND USE CONTEXT

The Subject Lands are located on Mayfield Road, which forms the southern municipal boundary for the Town of Caledon's southern municipal border. Agricultural and industrial uses, including a distribution center with accessory office, are located generally to the west; industrial uses, such as manufacturing and transportation logistics facilities, are located generally to the north; and industrial uses are located to the east. Specific land uses in the vicinity of the Subject Lands include:

North: Industrial uses are located immediately north of the Subject Lands and extend along Coleraine Drive, generally between Coleraine Drive and Highway 50 towards a rail corridor. Further north of the Subject Lands include additional industrial lands and commercial uses along Highway 50.

South: Vacant land is located immediately south of Mayfield Road, which forms the north municipal border for the City of Brampton. Light industrial uses, including truck and trailer storage, and vacant land is located further south along Coleraine Drive.

East: Industrial uses are located directly east of the Subject Lands and extend along the north side of Mayfield Road towards Highway 50. Truck and trailer storage is located east of Highway 50.

West: Vacant land and some residential dwellings are located on the west side of Coleraine Drive, north of Mayfield Road, and extends generally towards Humber Station Road.

3.3 TRANSIT AND TRANSPORTATION

The Subject Lands are situated in an area that is highly accessible by major transportation routes. The Peel Region Official Plan classifies Mayfield Road and Coleraine Drive as *Major Roads* according to Schedule F-2 (Major Road Network). Mayfield Road has a planned Right-of-Way (ROW) of 50 metres and Coleraine Drive has a planned ROW of 36 metres according to Schedule F-3 (Regional Road Mid-Block Right-Of-Way Requirements).

The in-force Caledon Official Plan classified Mayfield Road a *High-Capacity Arterial road* and Coleraine Drive as both a *Medium Capacity Arterial road* and *Proposed Bolton Arterial Route (BAR) road* according to Schedule J (Long Range Road Network) (Figure 3). *High-Capacity Arterials* are intended to serve high volumes of medium to long distance inter and intra-regional traffic and provide access to major attractions. *Medium Capacity Arterials* are intended to serve moderate volumes of medium distance traffic at moderate speeds with limited property access and on-street parking. According to Schedule K (Figure 4), Mayfield Road has a planned ROW of 50 metres with a two to four lane capability and Coleraine Drive has a planned ROW of 36 metres with a two to four lane capability.

The Subject Lands are also located adjacent to the *Route Planning Study Area* for the proposed Highway 413, as seen in Figure 5.

The Subject Lands are also accessible by public transit via GO Transit. The nearest bus stop is located along Mayfield Road and Highway 50. This bus stop serves Route 38 of the GO Transit service and operates along Highway 50 and is considered a major bus stop with public parking.

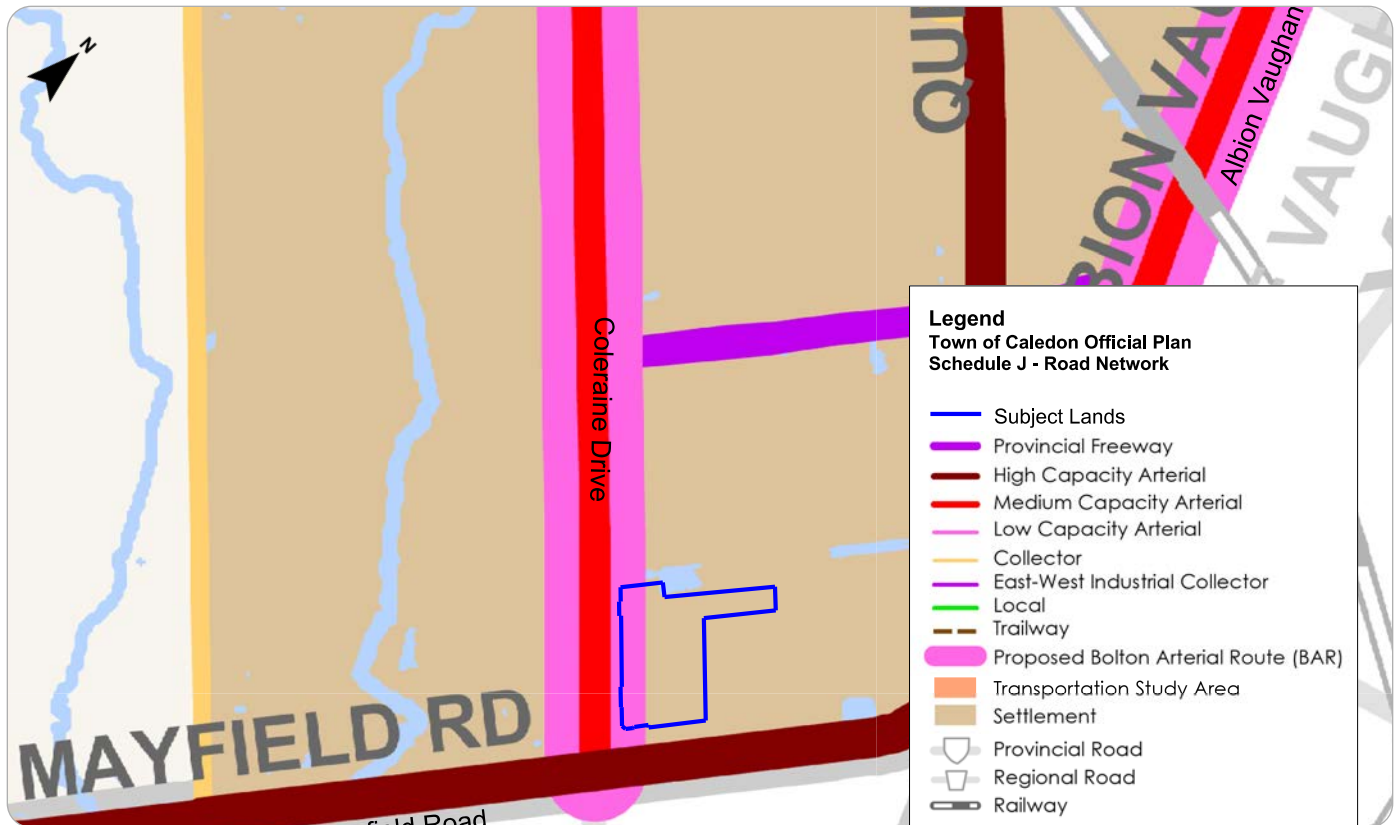


Figure 3: Town of Caledon Official Plan Schedule J - Road Network

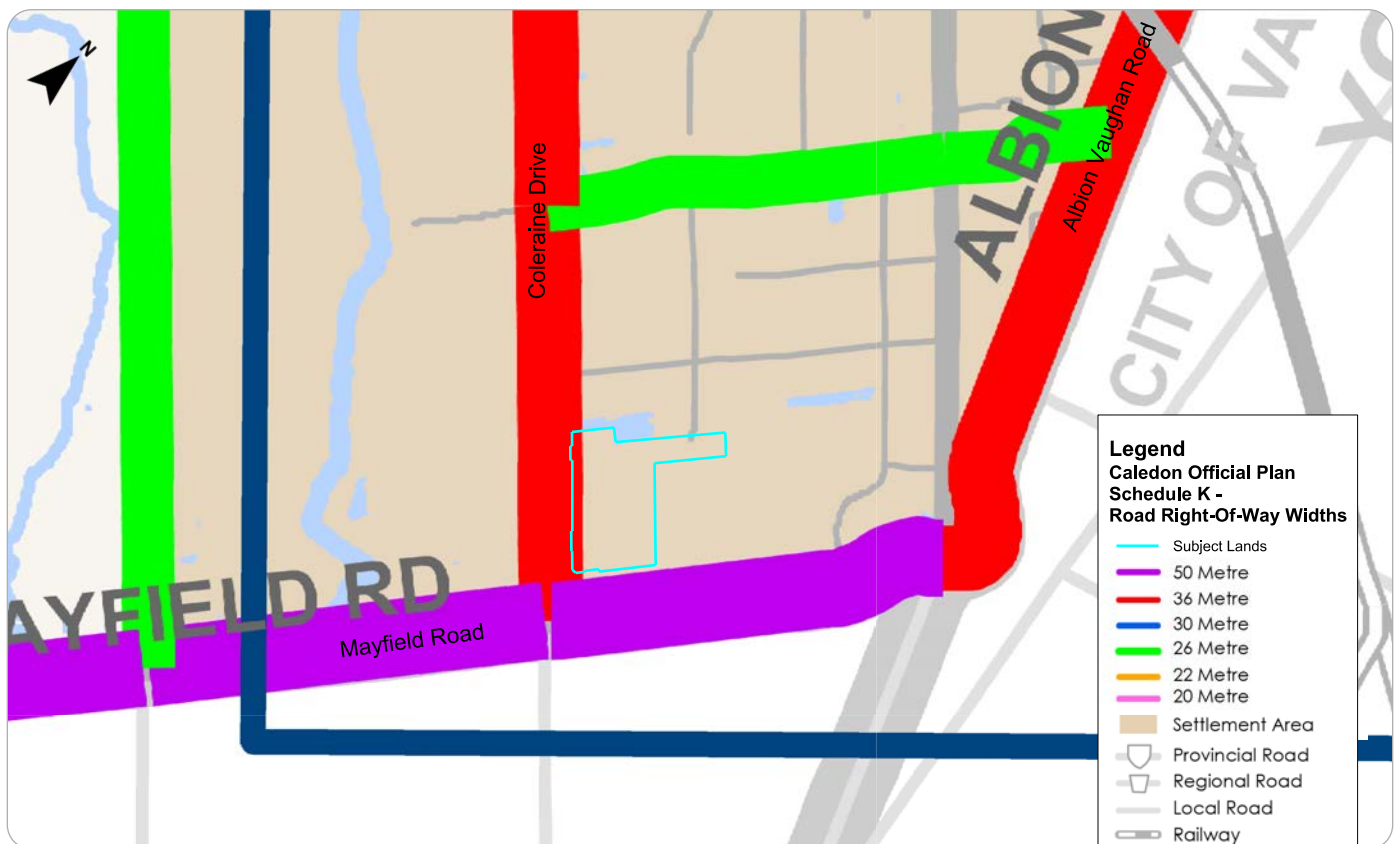


Figure 4: Town of Caledon Official Plan Schedule K - Road Right-of-Way Widths

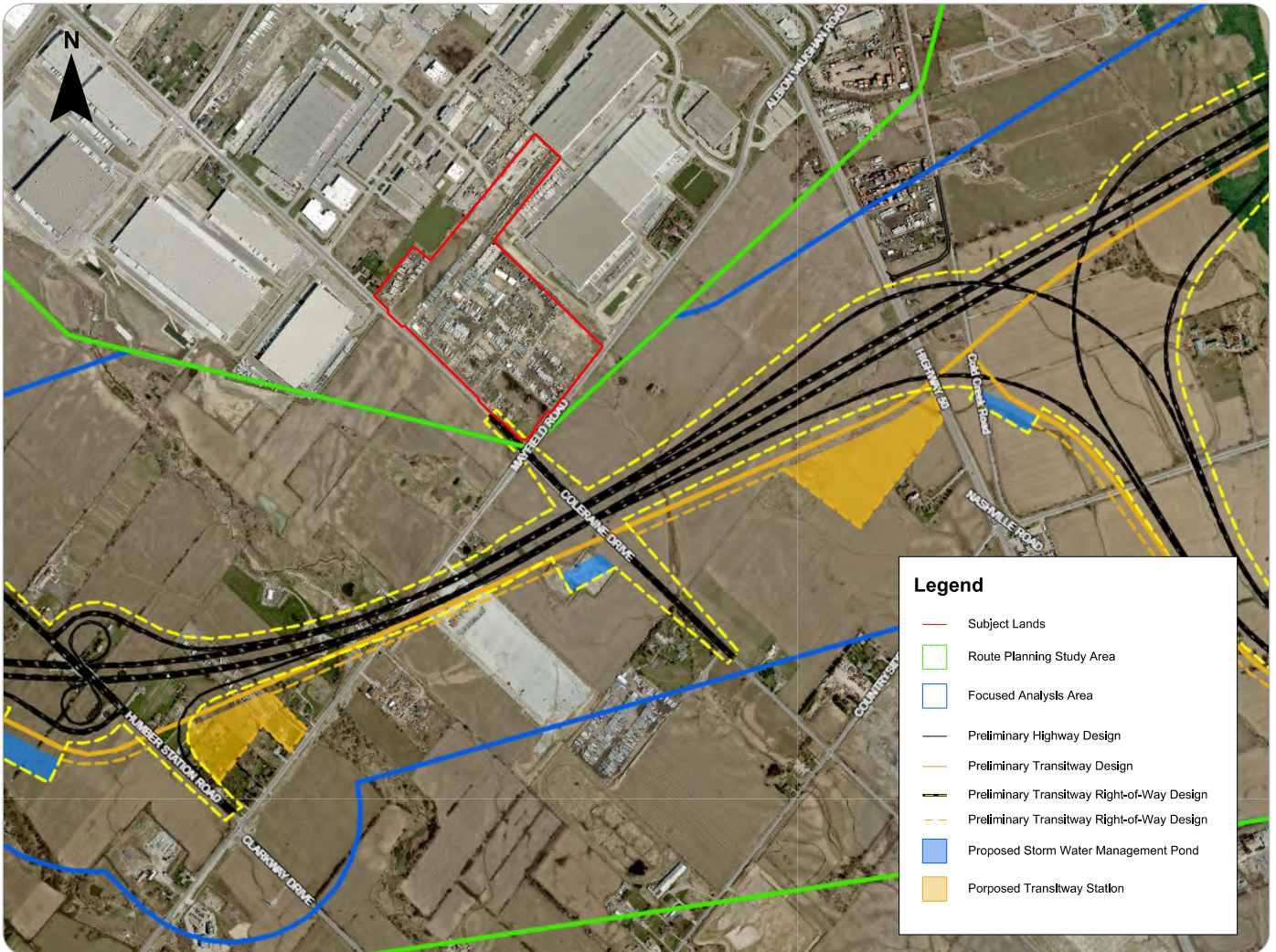


Figure 5: Highway 413 Route

3.4 NEARBY DEVELOPMENT APPLICATIONS

The following applications in Table 2 are within a 500 metre radius of the Subject Lands and similar in nature to the proposed development. These applications provide insight into how the area is evolving into an industrial hub that will serve the local, regional and provincial economy.

Table 2: Nearby Development Applications

| Address | Application Type | City File No. | Development Proposal | Status |
|--------------------|-----------------------|---------------|---|---------------|
| 8522 Mayfield Road | Site Plan Application | SPA 2020-0053 | Proposal to construct a one storey industrial building with accessory offices, landscaping, grading, parking and additional site works. | Recirculation |
| 171 Parr Boulevard | Site Plan Application | SPA 2021-0067 | Proposal to construct an industrial warehouse building with an accessory office. Property to also have parking, landscaping and additional site works. | Satisfactory |
| 0 Simpson Road | Site Plan Application | SPA 2019-0064 | Proposal to construct a contractor's facility which will consist of a two-storey office with an attached maintenance shop and cleaning shop. The applicant has also proposed an open storage area situated in the rear. Landscaping and vehicle parking is proposed along the frontage of the site. | Satisfactory |

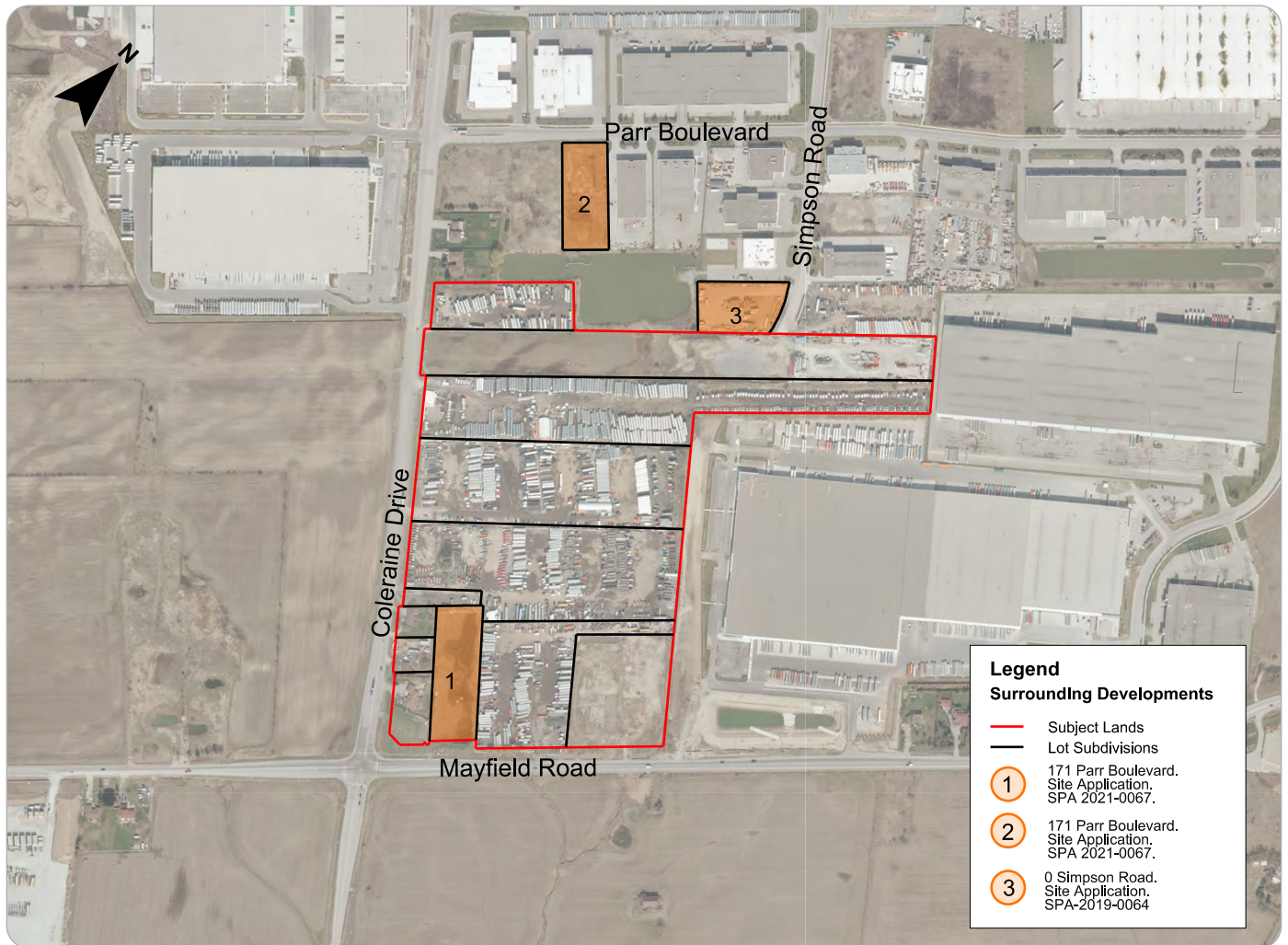


Figure 6: Nearby Development Applications

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4. PURPOSE OF THE APPLICATIONS

4.1 DESCRIPTION OF BLOCK PLAN

A Staff Report dated July 12, 2022 (2022-0374), recommended that Staff be directed to require the South Simpson Landowners Group to prepare and receive approval of a Block Plan and to update the Master Environmental and Servicing Plan to the satisfaction of the Town, prior to the submission of any development application and site development occurring in the South Simpson Industrial Secondary Plan.

Accordingly, a Block Plan, MESP and Official Plan Amendment are being submitted to the Town in order to facilitate the overall development of the Subject Lands. The Block Plan contemplates the extension of Simpson Road south towards Mayfield Road, which will provide improved vehicular connectivity and access to the Subject Lands. The extension of Simpson Road will traverse the two northernmost parcels of the Block Plan Area (parcels 1 and 2) and along the eastern edge of parcels 3 to 5. Potential access points are identified in six locations within the Block Plan area. The alignment of Simpson Road is based on the Simpson Road EA completed in 2012 and the detailed design and construction drawings completed through that process. The extension of Simpson Road will also include a new storm sewer bypass located beneath the Simpson Road Extension. This design will effectively replace the current Secondary Plan proposal to construct an open channel system along the future Simpson Road right-of-way. The background studies prepared by LEA, GEI, Greck and Palmer speak to the merits of the proposed design as the preferred option for development as it will maximize the development potential of the lands, mitigate issues of costly creek crossings, facilitate a streamlined approach to development within the Subject Lands and not cause any adverse impacts on Rainbow Creek. The conclusions and recommendations herein will further build upon these themes in support of the proposed Block Plan design.

An update to the Master Environmental Servicing Plan (MESP) has been submitted to evaluate development applications and provide for a comprehensive servicing solution for the Subject Lands.

From a transportation and access perspective, there are potential constraints and opportunities from a development perspective that need to be addressed in order for the Subject Lands to achieve development potential. Consolidated accesses and potentially an internal road network will be critical in developing this area as there is no access available to the north (Parr Boulevard) and there is limited access to roads to the east, south and west. Coleraine Drive and Mayfield Road are Regional Roads with controlled access by-laws and requirements to limit and/or consolidate accesses where they are permitted. There is also an approved channel which will run north/south along the west side of Simpson Road, creating challenges to accessing Simpson Road.

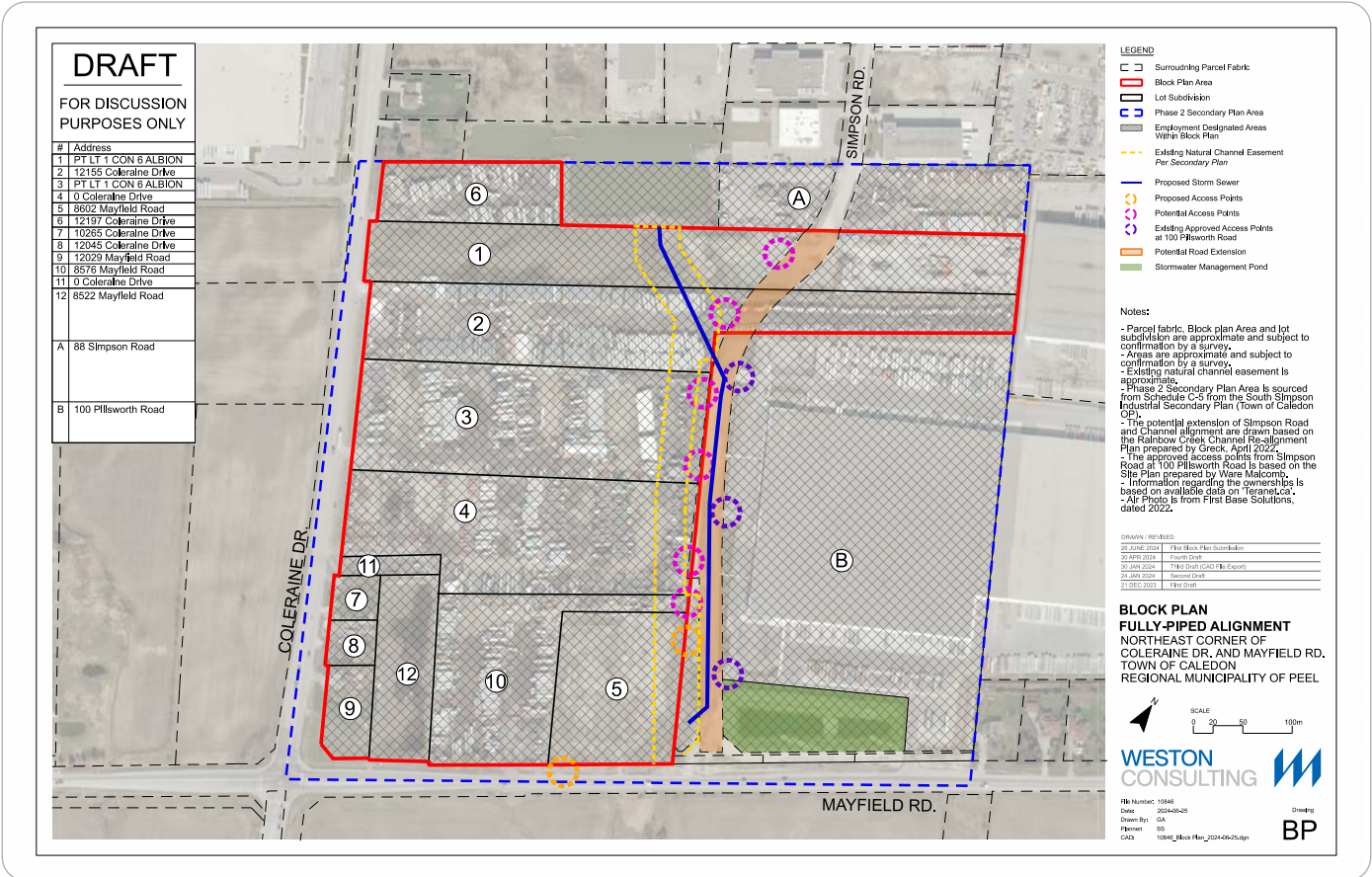


Figure 7: Block Plan Fully Piped Alignment

4.2 DESCRIPTION OF OFFICIAL PLAN AMENDMENT

The purpose of the Official Plan Amendment is to provide a revised planning instrument to facilitate changes to the exiting Secondary Plan and bring the development of the Subject Lands into conformity with the exiting Town of Caledon Official Plan, the new Town of Caledon Official Plan and the Secondary Plan. The application seeks to modify the previously approved Simpson Road extension and Rainbow Creek alignment to streamline the road alignment, channelize the creek and maintain the employment land use permissions throughout the Secondary Plan area.

4.3 PUBLIC CONSULTATION STRATEGY

A public consultation strategy, consistent with the Planning Act requirements, is proposed to include the following:

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject property by the municipality detailing the nature of the applications and the requested amendments to the Official Plan and Zoning By-law.
- An Application Notice Sign will be posted on the subject property by the proponent identifying the request for amendments to the Official Plan and Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the subject property.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Based on the comments received, an informal public meeting may be held, as required with various stakeholders in the community.

In addition to the above, Invitation for Consultation Letters have been sent to five Indigenous Groups in the Town of Caledon seeking interest in participation for further discussions regarding the proposed development. A copy of the letters and the responses are included in the submission material.

It is our understanding that the above public consultation strategy is consistent with the requirements under the Planning Act.

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5. SUPPORTING MATERIALS

A PARC meeting was held with the Town of Caledon on February 2, 2023 to determine the studies, plans, and other materials needed to fulfill the requirements for a complete application submission under the Planning Act.

The following table outlines the primary studies that have been completed to support the Applications. A summary of each study listed in Table 3 is provided here for reference. These reports and studies should each be reviewed concurrently with this report.

Table 3: Required Studies and Reports

| Material | Prepared By |
|---|---------------------------|
| Cover Letter | Weston Consulting |
| Completed Application Form | |
| Completed Preliminary (PARC) Meeting Form | |
| Draft Official Plan Amendment and Schedule | |
| Planning Justification Report - Public Engagement Summary | |
| Parcel Abstracts | |
| Indigenous Engagement Summary | |
| Block Plan - Fully Piped Alignment | |
| South Simpson Master Environmental Servicing Plan - Functional Servicing - Stormwater Management - Natural Heritage - Hydrology | GEI |
| Hydrogeological Investigation | |
| EIS Memorandum | Palmer Environmental |
| Simpson Rd Extension and Rainbow Creek Culvert Feasibility Study | Greck and Associates Ltd. |
| Traffic/Transportation Impact Study | LEA Consulting |
| Transportation Letter - Feasibility of Proposed E-W Road | |
| Archaeological Assessments | Amick Consultants |

5.1 UPDATED MASTER ENVIRONMENTAL SERVICING PLAN PREPARED BY GEI CONSULTANTS

An updated Master Environmental Servicing Plan (MESP) was prepared by GEI Consultants for the Subject Lands. Previously an MESP for the area was completed by R.J. Burnside for the Bolton South Industrial Lands in December 2000. GEI has prepared an updated MESP per the Town's request to better understand the servicing strategy for these lands. The updated MESP assesses key aspects of the Block Plan including natural heritage, geotechnical, stormwater management, hydrology, and functional servicing.

Natural Heritage

GEI conducted detailed field studies in 2023 to confirm the physical setting of the Subject Lands, which was originally established in the MESP from December 2000. Tributary D of West Rainbow Creek flows southward along the eastern boundary of the Subject Lands, with two individual wetland units also present on site. These features exist within an otherwise highly disturbed and anthropogenic landscape. Channel conditions are very poorly defined, with accumulated vegetation and debris obstructing the channel at multiple locations. Channel morphology is relatively flat and lacks sinuosity, with no pools or riffles present. GEI confirmed through their fieldwork that there are no valleylands, woodlands, significant wild habitat, or Environmentally Sensitive/Significant Areas designated by the TRCA.

Geotechnical Study

In 2012, Golder's Environmental Assessment for Simpson Road found silt and clay soils up to 3.5 meters deep without encountering groundwater or installing monitoring wells. GEI's investigation for the Block Plan found topsoil and pavement over clayey silt, sandy clayey silt, and glacial till. Groundwater after stabilization was found at depths of 0.5 to 4.7 meters. Seepage is expected to be slow/produce low volumes in these soils.

Typical trenching and backfilling are recommended, with native soil found suitable to support the pipe. Groundwater is generally not expected to be an issue during service installation.

Stormwater Management

The proposed storm sewers will consist of a 2.4 meter by 1.8 meter storm trunk by-pass sewer that collects flows upstream from an existing headwall via an existing 750 millimeter storm sewer. Along the proposed Simpson Road extension, there is an approved storm network that has been re-aligned and comprising a series of sewers collecting flows from Simpson Road and Parcels 1, 2, 3, 4, 5 and 10 of the Subject Lands. Parcels 6, 7, 8, 9 and 11 will connect to the existing ditch or storm sewers on Coleraine Drive. Parcel 12 will connect to the existing storm sewer on Mayfield Road. On-site measures are proposed within each of the site plans to meet the quantity, quality and erosion requirements before discharging to the proposed bypass culvert or existing storm sewer system.

Hydrology

In the post-development scenario, the model was programmed to represent Catchments C1, C2.1, C3.1, C4, C5, C10, and C11 as draining into the bypass culvert. This drainage pathway continues through the box culvert located south of the subject site at Mayfield Road, with each of the catchments proposed to drain to a route reservoir representing the proposed storage on site.

Catchments C6, C7, C8, C9, and C12 will undergo on-site management utilizing underground storage facilities to control their discharge. This approach guarantees that the stormwater runoff from these catchments is in line with the Town of Caledon requirements and the capacity of the storm sewers at Coleraine Drive and Mayfield Road.

5.2 HYDROGEOLOGICAL STUDY PREPARED BY GEI CONSULTANTS

Catchments C2.2.1, C2.2.2, C3.2.1, and C3.2.2 will undergo on-site control measures to meet the requirements set up in the Stormwater Management Pond Report, Simpson Road Extension dated June 2021 prepared by Schaeffers Consulting Engineers. Route reservoirs were utilized to estimate the on-site control requirements for these subject sites.

This process delineates the varied drainage pathways and destinations for runoff from the catchments, informing future development and stormwater management strategies effectively.

Functional Servicing

The Sanitary Sewers for Parcels 1, 2, 3, 4, 5 and 10 will connect to the re-aligned 250mm sanitary sewer on Simpson Road, accumulating to a total of 25.56 litres per second. The Sanitary Sewers for Parcels 6, 7, 8, 9, 11 and 12 will connect to the 750mm sanitary sewer on Coleraine Drive, accumulating to a total of 2.08 litres per second.

The water supply for Parcels 1, 2, 3, 4, 5, and 10 is anticipated to have a maximum daily consumption of 178,394 L/d and connected to the approved 300mm watermain on Simpson Road. The water supply for Parcels 6, 7, 8, 9 and 11 is anticipated to have a maximum daily consumption of 33,474 litres per day and the water supply for Parcel 12 is anticipated to have a maximum daily consumption of 13,555 litres per day. These Parcels are to connect to the existing 300mm watermain on Coleraine Drive.

A Hydrogeological Study was prepared by GEI Consultants for the Subject Lands. The study included monthly groundwater and surface water monitoring, and infiltration testing using. Boreholes and monitoring well installations were used to assess existing soils and groundwater subsurface, and staff gauge installations were used to monitor baseflow conditions in the existing Rainbow Creek Tributary. Given that the predicted construction dewatering volume is more than 50,000 L/day and less than 400,000 L/day, registry on the EASR system at the MECP is expected to be required at the time of construction. The Rainbow Creek tributary may be temporarily impacted by dewatering depending on the duration of dewatering, but effects are not expected to be permanent as each excavation will require dewatering for short periods of duration.

5.3 EIS MEMORANDUM PREPARED BY PALMER ENVIRONMENTAL

Palmer Environmental, in collaboration with Greck and Associates Ltd., prepared a Scoped Fluvial Geomorphology Assessment, Aquatic Habitat Review and Evaluation of Alternative Flow Conveyance Options (referred herein as the EIS Memorandum). The memorandum also identifies and evaluates three main design alternatives for conveyance of flows for the West Rainbow Creek tributary.

Pursuant to the Fluvial Geomorphic Characterization, Palmer's fluvial processes specialist documented existing conditions on May 9, 2023. It was concluded that the tributary reflects the ongoing industrial land use activities and recent channel alterations in that there are limited to no riparian vegetation, frequent garbage/debris, and asphalt and fill frequently about the western bank.

Pursuant to the Aquatic Habitat Characterization, historical reporting and onsite review indicate the Tributary feature offers limited fish habitat along its length.

Pursuant to the conveyance of flow options for the West Rainbow Creek Tributary, Palmer reviewed the previous natural channel design and evaluated three potential design alternatives:

Option 1- Fully Open

Option 1 proposes a fully open channel adjacent to the proposed Simpson Road extension, from the existing stormwater pond north of the Subject Lands and south to Mayfield Road. This option essentially reflects the Simpson Road Completion Environmental Assessment ("EA") completed by the Town of Caledon in 2012.

A major challenge of advancing a fully open channel is the need to accommodate several tributary driveway crossings to provide access to the proposed industrial development along the future Simpson Road. The previously proposed channel design derived from the 2012 Town of Caledon EA (Aqualogic, 2019) was detailed without documentation of any evaluation of the implications of numerous, closely spaced channel crossings required to access the properties to the west of Simpson Road. The channel crossing will be required in response to the Region's request that access from Coleraine and Mayfield be closed, once the Simpson Road extension has been provided to limit private driveways on these major arterial regional roads.

Another key challenge to Option 1 is the location of an open channel in the two northernmost properties of the Subject Lands, which would become isolated and undevelopable in an open-channel scenario. In accordance with the Options Evaluations Matrix, Option 1 is the least preferred option.

Option 2- Partially Piped

Option 2 is similar to Option 1; however, this option avoids isolating the two northernmost parcels in the Subject Lands by piping the channel beneath these parcels. Most of the tributary would remain open with the same design as Option 1, raising the same concerns with respect to access and channel crossings. In accordance with the Options Evaluations Matrix, Option 2 is preferred over Option 1, but not the preferred option.

5.4 SIMPSON ROAD EXTENSION AND RAINBOW CREEK CULVERT FEASIBILITY STUDY PREPARED BY GRECK AND ASSOCIATES LTD.

Option 3- Fully Piped

Option 3 proposes to pipe the channel from the existing Stormwater Management Pond north of the Subject Lands, downstream to a natural, vegetated bend in the channel just north of Mayfield Road. Fully piping the channel through the Subject Lands mitigates the negative impacts of multiple road crossings over an open channel, as outlined by Palmer in the enclosed EIS Memorandum. Off-site compensatory habitat improvements are expected as part of this option. In accordance with the Options Evaluations Matrix, Option 3 is the most preferred option. Conveyance of the tributary through a pipe would deliver clean, treated water downstream where channel function and habitat values become better defined.

A Simpson Road Extension and Rainbow Creek Culvert Feasibility Study was prepared by Greck and Associates Ltd. to assess the technical feasibility of draining the Simpson Road Industrial Area through a new extended underground culvert system located under the Simpson Road Extension. It was determined that a culvert conveyance system can be constructed as part of the proposed future Simpson Road alignment and current development plans. This culvert system includes a 526m long 1.8m by 2.4m box culvert that will conservatively convey uncontrolled regulatory flow for the entire drainage area upstream of Mayfield Road, out letting to the headwaters of Rainbow Creek. A downstream impact assessment determined that any flow increase due to lost hydrological flow attenuation (routing) would result in a negligible change in elevation and flood risk downstream.

5.5 TRAFFIC IMPACT STUDY PREPARED BY LEA CONSULTING

A Traffic Impact Study was prepared by LEA Consulting for the Subject Lands. The purpose of the study was to assess the lands from a transportation perspective, determine the traffic impacts of the adjacent road network, and identify any required mitigation measures. The study assessed a five-year horizon to the year 2028 and a 10-year horizon to the year 2033. The report concludes that planned widenings along the adjacent regional roads and other road network infrastructure improvements are expected to have an acceptable impact on the surrounding road network. Furthermore, the report states that the proposed access to the Subject Lands on the future Simpson Road extension is expected to operate sufficiently under future horizons. The study also concludes that the intersection capacity analysis results indicate that site traffic is expected to have an acceptable impact on the surrounding road network.

5.6 ARCHAEOLOGICAL ASSESSMENT PREPARED BY AMICK CONSULTANTS

Two archaeological assessments prepared by Amick Consultants were completed in order to undertake a Stage 1 Background Study of lands. The first archaeological assessment was prepared for 8602 Mayfield Road and includes a Phase 1 and 2 archaeological assessments. The Stage 1 assessment concludes that the evaluation of potential does not indicate that sites are present within areas affected by the proposed development. It further concludes that there are no known heritage features, or known historic sites, or known archaeological sites within the study area. The Stage 2 archaeological assessment concludes that no archaeological sites or resources were found during the Stage 2 survey of the study area.

A Stage 1 Archaeological Assessment was prepared for the remaining lands of the Block Plan. A property inspection and photographic documentation of the study area was completed on November 8, 2023. The Stage 1 Background Study concludes that no further archaeological assessment of the study area is warranted and a stage 2 archaeological assessment is not warranted. The report also states that there are no archaeological potential within 300 metres of the Subject Lands.

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6. PLANNING POLICY FRAMEWORK

6.1 THE PLANNING ACT, R.S.O 1990, C.P.13

The following sections provide an analysis of the relevant statutory policy documents applicable to the proposed extension of Simpson Road and channelization of Rainbow Creek. The policy analysis determines if the proposed amendments are supported by the hierarchy of applicable land use policies, while representing good land use planning.

The documents reviewed and discussed include:

- The Planning Act, R.S.O 1990, C.P.13
- The Provincial Policy Statement (2020);
- Draft Provincial Policy Statement (2024);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020 Consolidation);
- Peel Region Official Plan (2022);
- Town of Caledon Official Plan, 2018 (March 2024 Consolidation);
- South Simpson Industrial Secondary Plan;
- Draft Future Caledon Official Plan (March 2024);
- Town of Caledon Zoning By-law 2006-50

In consideration of the proposed land use planning applications, Section 2 of the *Planning Act* must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters of provincial interest such as:

- a) The protection of ecological systems, including natural areas, features and functions*
- c) the conservation and management of natural resources and the mineral resource base;*
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) The supply, efficient use and conservation of energy and water;*
- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g) The minimization of waste;*
- h) The orderly development of safe and healthy communities*
 - h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- k) the adequate provision of employment opportunities;*
- l) the protection of the financial and economic well-being of the Province and its municipalities*
- m) the co-ordination of planning activities of public bodies*
- o) the protection of public health and safety*
- p) the appropriate location of growth and development*

6.2 PROVINCIAL POLICY STATEMENT, 2020

The regulations and direction of Section 2 of the Planning Act informs the Provincial Policy Statement and establishes matters of provincial interest, thereby ensuring that the Provincial Policy Statement addresses issues of consistency with Section 2 of the Act. The Provincial Policy Statement is given consideration in the following section of this report.

The Provincial Policy Statement (PPS) is authorized by the Planning Act to provide policy direction on matters of provincial interest regarding land use planning and development. All decisions affecting planning matters in Ontario “shall be consistent with” the policy statements issued under the Planning Act.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of infrastructure and public service facilities and requires that municipalities plan for an appropriate range and mix of land uses throughout the Province.

1.0 Building Strong, Healthy Communities

Section 1 of the PPS provides direction related to Building Strong Healthy Communities and encourages a variety of land uses within communities and initiatives that make efficient use of development by promoting strong, livable, healthy and resilient communities.

According to Policy 1.1.1, *Healthy, liveable and safe communities are sustained by:*

- a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs*

- c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs*
- h) *Promoting development and land use patterns that conserve biodiversity; and*
- i) *Preparing for the regional and local impacts of a changing climate*

1.1.3 Settlement Areas

Section 1.1.3 of the PPS includes general requirements for development in settlement areas, which are urban areas and rural areas that include cities, towns, villages and hamlets. The Town of Caledon is considered a settlement area. According to Policy 1.1.3.1, settlement areas shall be the focus of growth and development in Ontario. Policy 1.1.3.2 directs land use patterns within settlement areas to be based on densities and a mix of land uses which

- a) *Efficiently use land and resources;*
- b) *Are appropriate for and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

- c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *Prepare for the impacts of a changing climate*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive*

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

The PPS encourages development patterns that are compact, efficiently use existing infrastructure and resources, and meet the projected needs of a community in accordance with Section 1.1.1. Section 1.1.3 of the PPS directs growth and development to settlement area to achieve these policies objectives. The proposed Block Plan contemplates the realignment of Simpson Road in order to improve access to Mayfield Road and the industrial uses in the surrounding area. The channelization of Rainbow Creek will facilitate development of the individual parcels within the Block Plan Area, thereby ensuring an efficient development pattern in the area.

The Subject Lands are located within a settlement that is highly accessible to the surrounding roads and highways and other transportation infrastructure, which will serve current and future needs within the Town of Caledon and Region of Peel.

1.3 Employment

Section 1.3 of the PPS provides policy direction related to employment and encourages economic development within designated employment areas. According to Policy 1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

The Subject Lands are designated *Prestige Industrial* according to the Town of Caledon Official Plan and zoned *Serviced Industrial (MS)* and *Prestige Industrial (MP)* according to the Town of Caledon Zoning By-law 2006-50. Accordingly, the Subject Lands are an appropriate location for employment use development. A change in land use is not being proposed at this time.

The proposed Simpson Road extension and Rainbow Creek channel realignment is required to facilitate the future employment development of individual parcels within the Block Plan Area. Future development applications will contemplate employment type uses consistent with the PPS

1.6 Infrastructure and Public Service Facilities

Section 1.6 of the PPS deals with infrastructure and public service facilities. In accordance with Policy 1.6.1, *Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) *financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) *available to meet current and projected needs.*

Policy 1.6.3 states that before consideration is given to developing new infrastructure and public service facilities:

- a) *The use of existing infrastructure and public service facilities should be optimized; and*
- b) *Opportunities for adaptive re-use should be considered, wherever feasible*

A Block Plan and MESP is being provided to facilitate the extension of Simpson Road and channelization of Rainbow Creek to facilitate future development of the Subject Lands. The Culvert Feasibility Study prepared by Greck and Associates confirms the culvert conveyance system can be constructed and any flow increase due to lost hydrological flow attenuation (routing) would result in a negligible change in elevation and flood risk downstream.

The TIS prepared by LEA also confirms that there will be an acceptable impact on the road network operations in the surrounding area from the road extension.

1.6.6 Sewage, Water and Stormwater

Section 1.6.6 provides policy direction regarding sewage, water, and stormwater infrastructure. The proposed development seeks to realign the Rainbow Creek channel and the following policies are applicable:

1.6.6.1 Planning for sewage and water services shall:

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible*
- b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon such services rely;*
 - 2. *prepares for the impacts of a changing climate*
 - 3. *is feasible and financially viable over their lifecycle*
 - 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.3 Where municipal sewage services and municipal water services are not available planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.

1.6.6.7 Planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*
- g) *The extension of South Simpson Road and the channelization of Rainbow Creek is consistent with the policy intent of the PPS.*

The PPS directs that sewage, water, and stormwater infrastructure to be planned and implemented in a manner that is cost efficient and sustainable. Municipal infrastructure is the preferred form of servicing to support environmental protection and mitigate health and risks to human health and safety. The Simpson Road Extension and Rainbow Creek Culvert Feasibility Study by Greck and Associates has determined that a bypass channel can be constructed and accommodated within the proposed future Simpson Road alignment and development plans. The existing channel is noted to have limited ecological value and functions more as an ephemeral channel (ditch), conveying wet weather flow only. The proposed bypass is being requested to provide more practical use of the land. The current proposed open channel design conflicts with their industrial development needs and creates logistical challenges for buildings and access. The entire sewer system and all open channel areas will be owned and maintained by the municipality and easements will be required on private property to maintain this infrastructure.

1.7 Long-Term Economic Prosperity

The PPS provides policy direction to promote long-term economic prosperity in Ontario. According to Polic 1.7.1, *Long-term economic prosperity should be supported by:*

- a) *Promoting opportunities for economic development and community investment-readiness;*
- c) *Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities*
- k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*

The extension of Simpson Road to Mayfield Road is required to improve access and connectivity in the area, which will facilitate development of the individual parcels within the Block Plan Area.

These parcels will be developed to accommodate employment uses, further contributing to the long-term economic prosperity of the Town and broader Region.

2.0 Wise Use and Management of Resources

Section 2.0 of the PPS provides direction related to the wise use and management of resources. Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits. Accordingly, Section 2.1 provides a policy framework for Natural Heritage systems. The following policies are relevant:

2.1.1 Natural features and areas shall be protected for the long term

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features

2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements

2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

2.1.9 Nothing in policy 2.1 is intended to limit the ability of agricultural uses to continue.

Policy 2.2.2 of the PPS provides a policy framework to protect, improve or restore the quality and quantity of water. The following policies are relevant:

d) Identifying water resource systems consisting of ground water features hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed

The proposed road extension and piping of Rainbow Creek are consistent with the policies of Section 2.1 and 2.2 of the PPS. The Fluvial Geomorphology Assessment and Recommendations Letter prepared by Palmer Associates in August 2023 concludes that given the runoff from adjacent industrial land uses, water quality in the channel and increase risk of urban debris will further limit the potential for fulsome habitat restoration. It further states that piping the feature will allow for on-site water quality controls to be used to deliver clean water to the downstream end of the site. The proposed development is consistent with the policies of Section 2.0 of the PPS.

Summary

Based on our review of the applicable policies of the PPS, it is our opinion that the proposed Block Plan, which contemplates the realignment of Simpson Road and channelization of Rainbow Creek, is consistent with the PPS as it promotes efficient development on a site that is located within an existing settlement area. A Block Plan and MESP are being submitted to facilitate the future development of the Subject Lands for employment type uses in an area designated for this type of development. Currently the Subject Lands are underutilized and located in an area intended to accommodate future employment growth and infrastructure.

The proposed road extension of Simpson Road will enhance the Town and Region's transportation infrastructure network and the channelization of Rainbow Creek will allow for the protection of water quality from existing industrial type uses. The proposed road extension will also enhance economic development, by creating new employment developments with connections to the existing road network and connection to the future Highway 413.

6.3 PROPOSED PROVINCIAL PLANNING STATEMENT, 2024

On April 6, 2023, the Province released a first draft of the proposed new Provincial Planning Statement (the “Draft PPS, 2023”), which integrates the PPS 2020 and the Growth Plan into a single, comprehensive provincial planning policy document. The proposed Draft PPS, 2023 is intended to consolidate existing policies to assist large and fast growing municipalities by providing policy direction that supports a modern economy. The Province received comments on the Draft PPS, 2023 until August 4, 2023. The new iteration of the PPS would continue to provide policy direction on matters of provincial interest related to land use planning and development.

Following the Effective Date, on April 10, 2024, the Province released an updated draft of the proposed new Provincial Planning Statement (the “Draft PPS, 2024”). As it relates to the Subject Lands, the Draft PPS, 2024 contemplates policy changes related to population and employment forecasting, infrastructure and facilities, employment, and implementation and interpretation. At the date of this Letter, the proposed Draft PPS, 2024 has not been approved by the Province and thus the policies contained therein are not currently in effect and a review of these policies has therefore not been undertaken.

6.4 GROWTH PLAN FOR GREATER GOLDEN HORSESHOE, 2020

While the PPS provides overall policy direction related to matters of provincial interest, the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides direction on the development and growth of communities within the Greater Golden Horseshoe (“GGH”). The Growth Plan, released by the Province in 2006, and recently updated in 2019, provides further direction on the management of growth within the Greater Golden Horseshoe.

The intent of the Growth Plan is to achieve the development of compact vibrant communities and to plan and manage growth in order to support a strong and competitive economy in the Greater Golden Horseshoe. Planning and land use decisions in Ontario are required to “conform” to the Growth Plan.

1.2.1 Guiding Principles

Section 1.2.1 of the Growth Plan outlines guiding principles that shape planning decisions with respect to land development, resource management and protection and public investment. These include but are not limited to the following:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features and functions*

- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions*

- iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities;*

The proposed extension of Simpson Road to Mayfield Road supports economic growth by improving access and enabling new development on the individual parcels within the Block Plan Area. Natural features will be protected through the piping of Rainbow Creek, which will provide an improved ecological condition. The proposed development of the Subject Lands conforms to the Guiding Principles outlined in Section 1.2.1 of the Growth Plan.

The Subject Lands are located within a Settlement Area with a delineated built boundary, and therefore considered an appropriate location for growth and development. The extension of Simpson Road conforms to the policies of section 2.2.1 of the Growth Plan as it will expand convenient access for vehicular transportation options and provide improved access for the individual parcels within the Block Plan Area. This will enable the future development of the Block Plan Area.

2.2.1 Managing Growth

2.2.5 Employment

Section 2.2 of the Growth Plan encourages intensification throughout the Built-Up Area and supports the development of complete communities that offer transportation choices, accommodate people at all stages of life, incorporate a mix of housing types to provide a diverse range of housing opportunities, offer a range of jobs, and provide easy access to services and facilities to meet daily needs.

Section 2.2.5 of the Growth Plan outlines policies related employment. Economic development and competitiveness in the GGH will be promoted by:

Section 2.2.1.2 states:

2.2.5.1

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*

- a. *Making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- b. *Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
- c. *Planning to better connect areas with high employment densities to transit; and*
- d. *Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment*

5. *Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.*
7. *Municipalities will plan for all employment areas within settlement areas by:*
 - a. *Prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
 - b. *Providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility*
12. *The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.*

The proposed extension of Simpson Road to connect with Mayfield Road will enhance economic development by providing greater connection to the existing road network within the Town of Caledon and Region of Peel. The Subject Lands are located in proximity to existing highways and long arterial roads that are designed for goods movement and trucking. The future Highway 413 is also located adjacent to the Subject Lands, making it an ideal location for future employment use. The road extension and channelization of Rainbow Creek will enable employment type development to come forward for the individual parcels within the Block Plan. The Subject Lands are also located within a Provincially Significant Employment Zone, making the suitable for future employment type use development.

2.2.7 Designated Greenfield Areas

The Subject Lands are located within a Designated Greenfield Area according to Figure 1 of the Town of Caledon Official Plan. Pursuant to the Growth Plan,

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services*
2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows: a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare*

The Subject Lands are also located within an Employment Area and the proposed Block Plan and MESP is required to enable future development of the individual parcels within the Block Plan Area. Future development will support the overall employment density targets in the Town and Region in a manner that conforms to Policy 2.2.7.

Chapter 3 Infrastructure to Support Growth

Chapter 3 of the Growth Plan provides a framework to guide and prioritize infrastructure planning and investments in the GGH. According to Policy 3.2.1.1, *Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.* Policy 3.2.2 directs that

3. *Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:*
 - a) *leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;*
 - b) *providing sufficient infrastructure capacity in strategic growth areas;*
 - c) *identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and*
 - d) *considering the impacts of a changing climate*

Section 3.2.4 of the Growth Plan establishes the following policies related to moving goods:

1. *Linking major goods movement facilities and corridors, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment*
2. *The Province and municipalities will work with agencies and transportation service providers to:*
 - a) *Co-ordinate, optimize, and ensure the long-term viability of major goods movement facilities and corridors;*
 - b) *Improve corridors for moving goods across the GGH in accordance with Schedule 6;*
 - c) *Promote and better integrate multimodal goods movement and freight-supportive land use and transportation system planning; and*
3. *Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of employment areas and other areas of significant commercial activity and to provide alternate routes connecting to the provincial network.*

The proposed development will see the extension of Simpson Road southwards to Mayfield Road. The road extension will allow for an enhanced transportation network and contribute to complete streets. The proposed road extension will enable greater connectivity to the Region's existing road network and to Provincial Highways, including Highway 413. The road extension will further facilitate the distribution of goods throughout the Greater Golden Horseshoe.

Chapter 4 of the Growth Plan provides policy direction related to the protection of natural resources. This includes the protection of the water resource system, natural heritage system and hydrologic features. The following policies apply to the proposed development of the Subject Lands:

4.2.1 Water Resource System

2. *Water resource systems will be identified to provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions*
 - a. *The identification of water resource systems;*
 - b. *The promotion, enhancement, or restoration of the quality and quantity of water;*
 - c. *Decisions on allocation of growth; and*

4.2.2 Natural Heritage System

3. *Within the Natural Heritage System for the Growth Plan*
 - a) *New development or site alteration will demonstrate that:*
 - i. *There are no negative impacts on key natural heritage features or key hydrologic features or their functions*

- ii. *connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
- iii. *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

Summary

The Growth Plan provides a policy framework to encourage compact development within Settlement Area in order to promote economic development and the efficient delivery of services. At the same time, the Growth Plan emphasizes the protection of natural resources and environmental conservation. The proposed Block Plan is being submitted to realign Simpson Road to improve access and connectivity, which will enable future development of the Subject Lands with employment type uses. In our opinion, the proposed development conforms to the Growth Plan.

The Subject Lands are located within a Provincially Significant Employment Zone. The Region of Peel and Town of Caledon Official Plans identify the Subject Lands within an Employment Area within the built-up area of a Settlement Area. As such, the Subject Lands are an appropriate location for employment use development. Rainbow Creek traverses the Subject Lands and the enclosed Block Plan and MESP proposes a channelization as the most effective option for environmental conservation. The Hydrology Study prepared by GEI delineates the varied drainage pathways and destinations for runoff from the catchments, informing future development and stormwater management strategies effectively. As it pertains to Natural Heritage, fully piping the tributary was identified as the preferred option under the evaluation matrix prepared by Palmer, as it was identified to provide the greatest potential overall benefit when the opportunity for off-site compensatory habitat improvements was considered against the limitations of on-site attempts at restoration between closely spaced driveway crossings. Conveyance of the tributary through a pipe would deliver clean, treated water downstream where channel function and habitat values become better defined.

6.5 REGION OF PEEL APPROVED OFFICIAL PLAN 2022

The Peel Region Official Plan (“ROP”) was adopted on April 28, 2022 by Regional Council and approved by the Minister of Municipal Housing and Affairs with 44 modifications on November 4, 2022. The ROP provides a long-term policy framework for decision making and provides a context for more detailed planning by directing growth across the region and protecting the natural environment. The ROP also sets the basis for regional services in an efficient and effective manner.

The Subject Lands are located within the *Urban System* according to Schedule E-1 (Regional Structure) and the *Designated Greenfield Area* according to Schedule E-3 (Growth Plan Policy Areas in Peel). The Subject Lands are also located within an *Employment Area* according to Schedule E-4 (Employment Areas)

Chapter 2 – The Natural Environment

Chapter 2 of the ROP provides policy direction related to the Natural Environment. The goal of the ROP is to *ensure a healthy, resilient and self-sustaining natural environment within Peel Region*. Rainbow Creek traverses the eastern perimeter of the Subject Lands which is proposed to be channelized in order to protect and enhance the feature. Natural environment policies are outlined in Section 2.3 of the ROP and the following policies are relevant to the proposed development of the Subject Lands:

2.3.3 Protect, maintain, restore and enhance the quality and ecological integrity of ecosystems, including air, water, land and biota jointly with the local municipalities, conservation authorities, federal and provincial agencies.

2.3.4 Adopt policies and establish programs for the restoration and enhancement of the natural environment jointly with the local municipalities, conservation authorities and provincial agencies.

2.3.5 Participate in, and support, broader scale environmental studies in order to assess the carrying capacity of ecosystems and the potential cumulative effects of development in areas where development is likely to have a major impact on the ecological integrity of broader ecosystems and the Greenlands System in Peel.

2.3.6 Identify and regulate development on lands exposed to natural hazards jointly with the local municipalities, provincial agencies and conservation authorities

The Fluvial Geomorphology Assessment and Management Recommendations report prepared by Palmer Associates concludes that piping the feature will allow for on-site water quality controls and that the required access points and alignment of Simpson Road will limit potential restoration of channel function and habitat. In accordance with the Natural Heritage Report prepared by GEI, the existing wetland units exist within an otherwise highly disturbed and anthropogenic landscape and channel conditions are poorly defined, with accumulated vegetation and debris obstructing the channel at multiple locations. The opportunity for off-site compensatory habitat improvements against the limitations of on-site attempts at restoration provides a greater overall benefit.

Stormwater management policies are provided in section 2.6.20 of the ROP. The ROP objectives related to stormwater management include:

2.6.20.1 To recognize stormwater as a resource and to manage stormwater in a way that protects, improves or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation.

2.6.20.2 To implement an integrated watershed approach for the management of stormwater to protect public health and safety and the natural environment.

2.6.20.3 To manage stormwater to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions.

2.6.20.4 To practice and encourage effective management of stormwater drainage for Regional infrastructure and facilities in order to protect, improve or restore water quantity and quality.

2.6.20.5 To ensure that the management of stormwater does not impede the intended use of Regional road rights-of-way to serve present and future transportation needs.

2.6.20.6 To ensure that adverse drainage impacts to Regional road rights-of-way will not occur as a result of stormwater flows from adjacent lands.

A stormwater management report has been prepared by GEI Consultants to achieve these objectives. Along with the proposed Simpson Road extension, there is an approved storm network that has been re-aligned and comprising a series of sewers collecting flows from Simpson Road and Parcels 1, 2, 3, 4, 5 and 10 of the Subject Lands. Parcels 6, 7, 8, 9 and 11 will connect to the existing ditch or storm sewers on Coleraine Drive. Parcel 12 will connect to the existing storm sewer on Mayfield Road.

The ROP policy framework related to stormwater management is further outlined below:

2.6.20.9 Promote and implement stormwater management practices to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground \ water resources and protect, improve or restore water quality and natural heritage system functions.

2.6.20.12 Direct the local municipalities to integrate stormwater management planning requirements throughout the planning approvals process in accordance with provincial requirements and to implement the guidance and recommendations of watershed and subwatershed plans, master environmental servicing plans, environmental impact studies and stormwater master plans, as appropriate.

2.6.20.13 Direct the local municipalities to require proposals for large-scale development to be supported by a stormwater management plan that:

- a. is informed by a subwatershed plan or equivalent;
- b. incorporates an integrated treatment train approach which meets stormwater management requirements including for water balance, water quantity, water quality and erosion control;
- c. incorporates low impact development and green infrastructure approaches;
- d. minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and
- e. aligns with the stormwater master plan for the settlement area, where applicable.

The Subject Lands contain Rainbow Creek, a natural feature that runs along the eastern perimeter of the Subject Lands, but is not deemed part of the Greenlands System, as per Schedule C-1 of the Official Plan. These policy requirements are satisfied pursuant to the Stormwater Management Report prepared by GEI Consultants. The proposed storm sewers will consist of a 2.4m x 1.8m storm trunk by-pass sewer that collects flows upstream from an existing headwall via an existing 750mm storm sewer. On-site measures are proposed within each of the site plans to meet the quantity, quality and erosion requirements before discharging to the proposed bypass culvert or existing storm sewer system.

Chapter 4 – Growth Management Forecasts

Chapter 4 of the ROP establishes growth management policies and sets out the population and employment forecasts for Peel. The forecast provides a framework for future growth and serves as the basis for determining Regional services and establishing land requirements to accommodate growth to the year 2051. According to Policy 4.2, the goal of the ROP is to *ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner*. It is noted that the enclosed Official Plan Amendment and Block Plan do not contemplate a specific use, rather it provides the basis for future development of the individual parcels within the Block Plan Area by realigning Simpson Road and channelizing Rainbow Creek. Individual development applications for the Block Plan will be provided to permit employment uses.

Specific population and employment forecast objectives include:

4.3.1 To provide a planning framework for future growth in Peel Region within the context of the Greater Toronto and Hamilton Area.

4.3.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.

4.3.3 To achieve balanced growth that supports a healthy activity rate and the fiscal objectives as outlined in Chapter 7 of this Plan.

4.3.4 To facilitate the effective and efficient delivery and financing of existing and future Regional services, including social and hard infrastructure services.

4.3.5 To guide the preparation of Regional capital and operating budgets and budget forecasts so that Regional services can be provided to new growth in a manner which aligns with the Region's corporate asset management plans and strategies.

4.3.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.

4.3.7 To provide the basis for the periodic review of the Region's Development Charges By-law and costs related to growth

Table 3 of the ROP outlines the population, household and employment forecast for Peel. The Subject Lands are located within an Employment Area and future development applications for the individual parcels within the Block Plan Area will contemplate employment type uses. Applicable policies are provided below:

4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

4.3.12 Direct the local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.

4.3.13 *The population and employment forecasts will be utilized to support the review of development applications where infrastructure upgrades and capital investments are required.*

4.3.16 *Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.*

The Town of Caledon is forecasted to accommodate employment of 125,000 by 2051. In order to accommodate the projected growth, The Region places an emphasis on intensification within the built-up areas. Although there is no specific employment use being proposed at this time, the realignment of Simpson Road and the channelization of Rainbow Creek is required to enable future development of the individual Block Plan parcels. This development will contribute to the overall employment targets of the Region and the Town.

Table 4: Population, Household and Employment Forecasts for Peel

| Municipality | 2041 | | | 2051 | | |
|--------------|------------|------------|------------|------------|------------|------------|
| | Population | Households | Employment | Population | Households | Employment |
| Caledon | 200,000 | 65,000 | 80,000 | 300,000 | 90,000 | 125,000 |
| Peel Region | 2,050,000 | 650,000 | 960,000 | 2,280,000 | 730,000 | 1,070,000 |

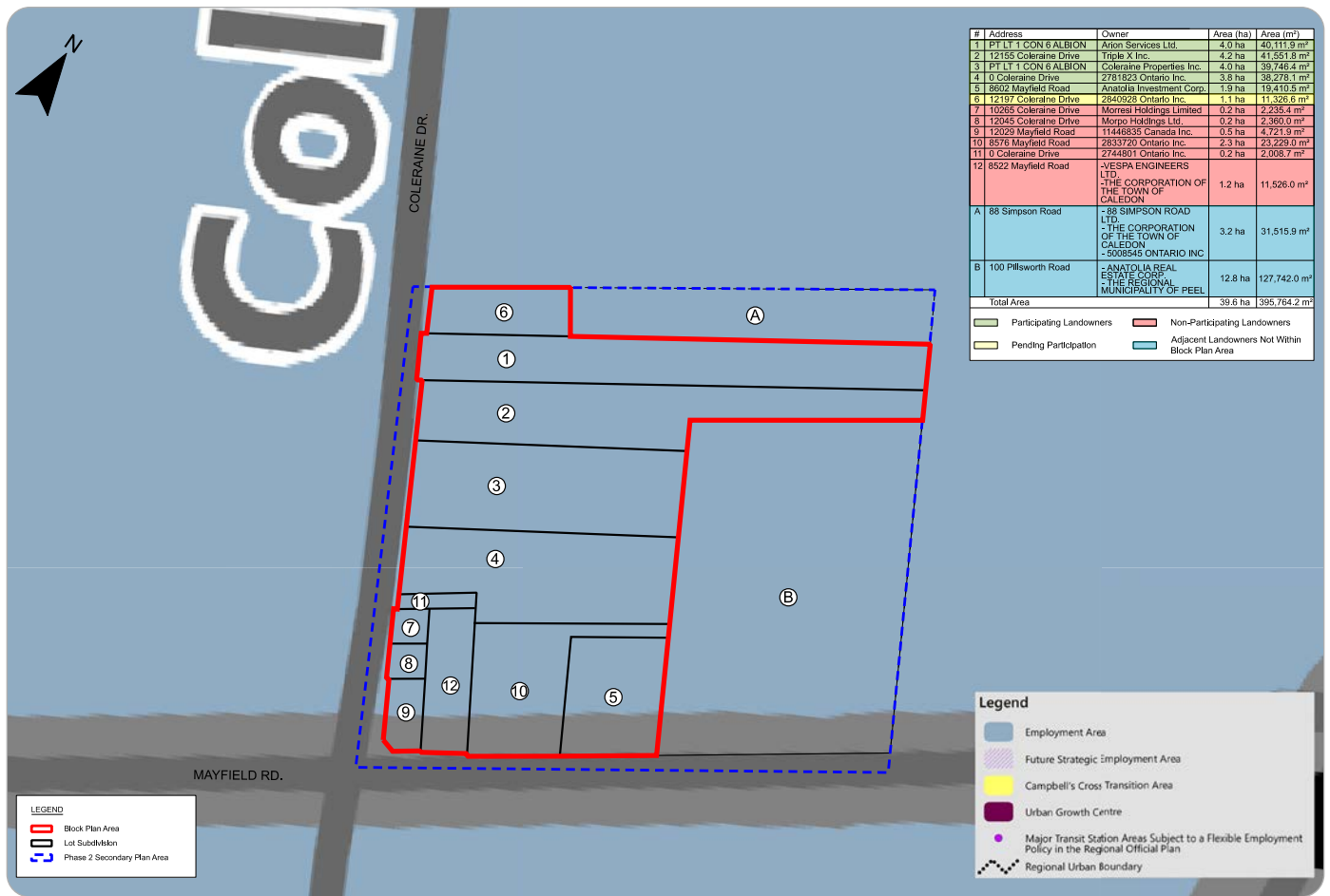


Figure 8: Peel Region Official Plan Schedule E-4

Chapter 5 – Regional Structure

Chapter 5 of the ROP builds on the population and employment forecast and establishes the Regional Structure to guide growth and development in Peel. The goals and objectives associated with the Regional Structure of Peel include the support of developing complete communities and respond to growth pressures. According to Policy 5.3.1, the vast majority of growth will be directed to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

To ensure that growth management and sustainability objectives are achieved, the ROP identifies specific growth management designations, policy areas, and structural elements such as *Strategic Growth Areas*,

Urban Growth Centres, *Major Transit Station Areas*, *Delineated Built-up Areas*, *Employment Areas*, and *Designated Greenfield Areas*. Each of these areas has a specific role in managing growth and policy direction is provided in the Plan. The Subject Lands are located within the *Employment Areas* and the *Designated Greenfield Areas*. Sectio 5.4 of the ROP sets out the objectives and policies of the ROP related to Growth Management, which include but are not limited to the following:

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth centres, intensification corridors and Major Transit Station Areas.

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

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

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

5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.

5.4.6 To optimize the use of existing and planned infrastructure and services.

5.4.7 Promote the integration of land use planning, growth management, transit-supportive development.

5.4.9 To protect and promote human health.

5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

To support the achievement of the minimum intensification target, the Growth Plan requires Strategic Growth Areas to be identified as the key focus for intensification development. The ROP recognizes the importance of intensification in Peel and outlines the following objectives to achieve the intensification policies of the Growth Plan in Section 5.4.18:

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services

5.4.18.4 To intensify development on underutilized lands.

5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

5.4.18.7 To intensify Employment Areas to optimize lands for future growth.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

5.4.18.9 Identify the Delineated Built-up Area, Strategic Growth Areas, and the Designated Greenfield Areas, in accordance with provincial criteria, on Schedules E-2 and E-3.

5.4.18.10 Facilitate and promote intensification.

The Urban Structure designation of the Subject Lands make them suitable for development, of employment type uses. Although there is no specific being proposed at this time, the enclosed Official Plan Amendment and Block Plan propose to realign Simpson Road and channel Rainbow Creek in order to facilitate future development, which will support minimum intensification and employment targets and optimize existing and planned infrastructure pursuant to the above noted policies.

5.4.19 Greenfield Density

Part of Peel's growth will occur through greenfield development, known as the *Designated Greenfield Area*. The Subject Lands are located within this area according to Schedule E-3. The *Designated Greenfield Area* in the Region will be in conformity with the Growth Plan. The following policies are applicable:

5.4.19.1 To plan and designate greenfields to contribute to complete communities.

5.4.19.2 To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.

5.4.19.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

5.4.19.4 To protect and enhance the natural environment and resources.

5.4.19.5 To manage greenfield growth to support Peel's economy.

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

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

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

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

The realignment of Simpson Road and the channelization of Rainbow Creek will facilitate development of the Subject Lands, which are currently underutilized Employment lands. The Subject Lands are located within an Employment Area and adequate servicing is available.

5.6 Urban System

Section 5.6 of the ROP established policies related to the Urban System in Peel. The Subject Lands are located within the Urban System according to Schedule E-1. The following policies are applicable:

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

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

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

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

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

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

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

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

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

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

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

The Subject Lands are located within the urban boundary and an Employment Area. The Subject Lands are also adjacent to transportation infrastructure, including the future Highway 413, making them suitable location for employment development. The proposed Block Plan will facilitate the development of the Subject Lands, which are currently underutilized. Supporting material is being provided to confirm servicing availability.

5.6.20 Designated Greenfield Area

A portion of Peel's growth will occur in the *Designated Greenfield Area* as shown on Schedule E-3. These are locations where new residential communities and Employment Areas will be accommodated up to 2051. The *Designated Greenfield Areas* include Employment Areas as the focus for new clusters of business and economic activities. *Designated Greenfield Areas* will be developed in accordance with Section 5.4.19 discussed above.

5.6.20.1 To stage and sequence the development within delineated secondary planning areas in accordance with the logical phasing of development in *Designated Greenfield Areas*.

5.6.20.2 To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, connected, healthy, high quality and sustainable communities with strong neighbourhood centres.

5.6.20.3 To phase urban development within the *Designated Greenfield Areas* to ensure the efficient use of infrastructure and fiscal responsibility.

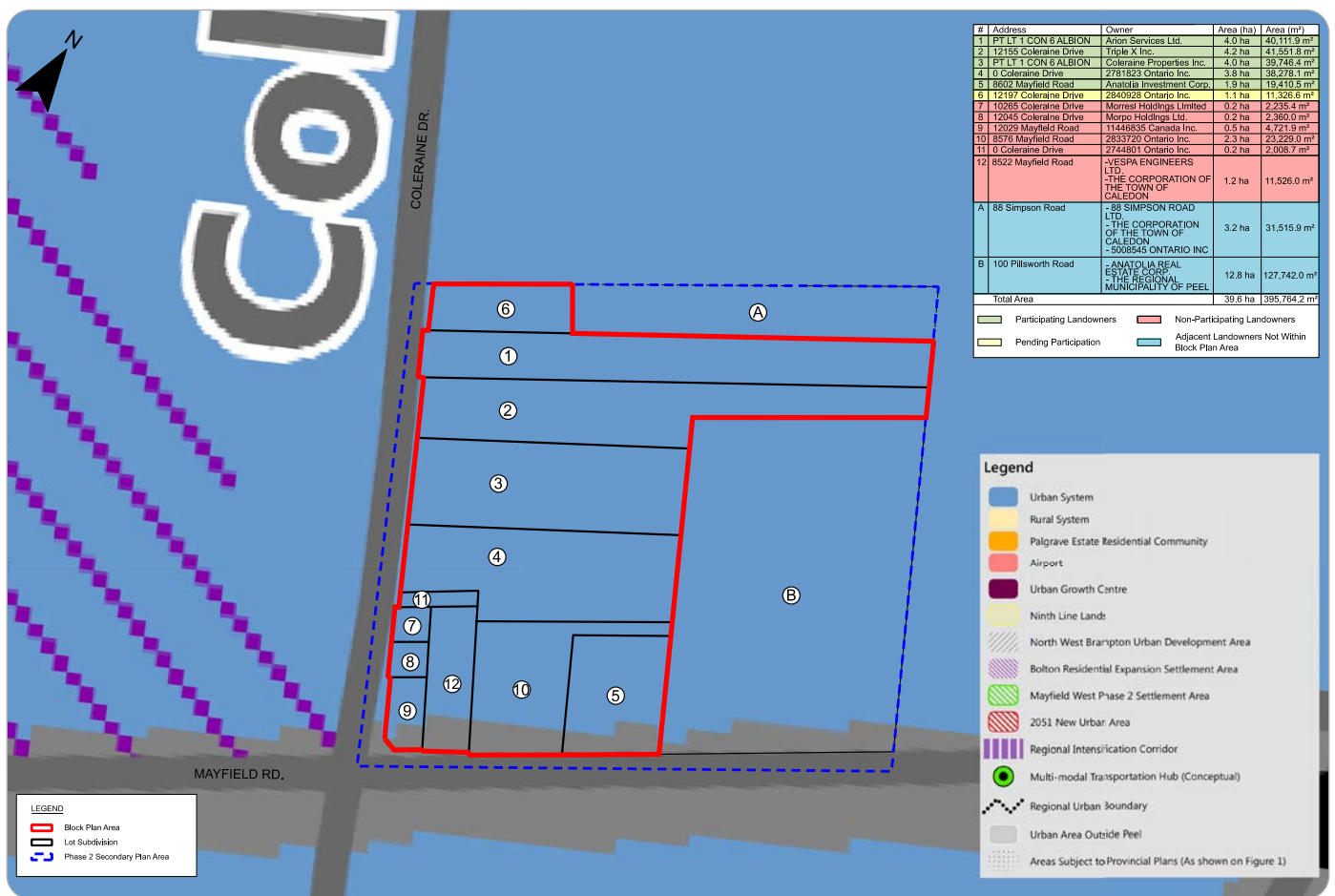


Figure 9: Peel Region Official Plan Schedule E-1

5.6.20.4 To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.

5.6.20.5 To ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions.

5.6.20.6 To ensure that development of the Designated Greenfield Area is supported by a well-connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.

The above policies encourage complete, connected, and healthy communities through the development land located within Designated Greenfield Area. The Block Plan is submitted to facilitate the overall development of the Subject Lands, in accordance with applicable Secondary Plan policies, which will determine the planning framework for the Designated Greenfield Area.

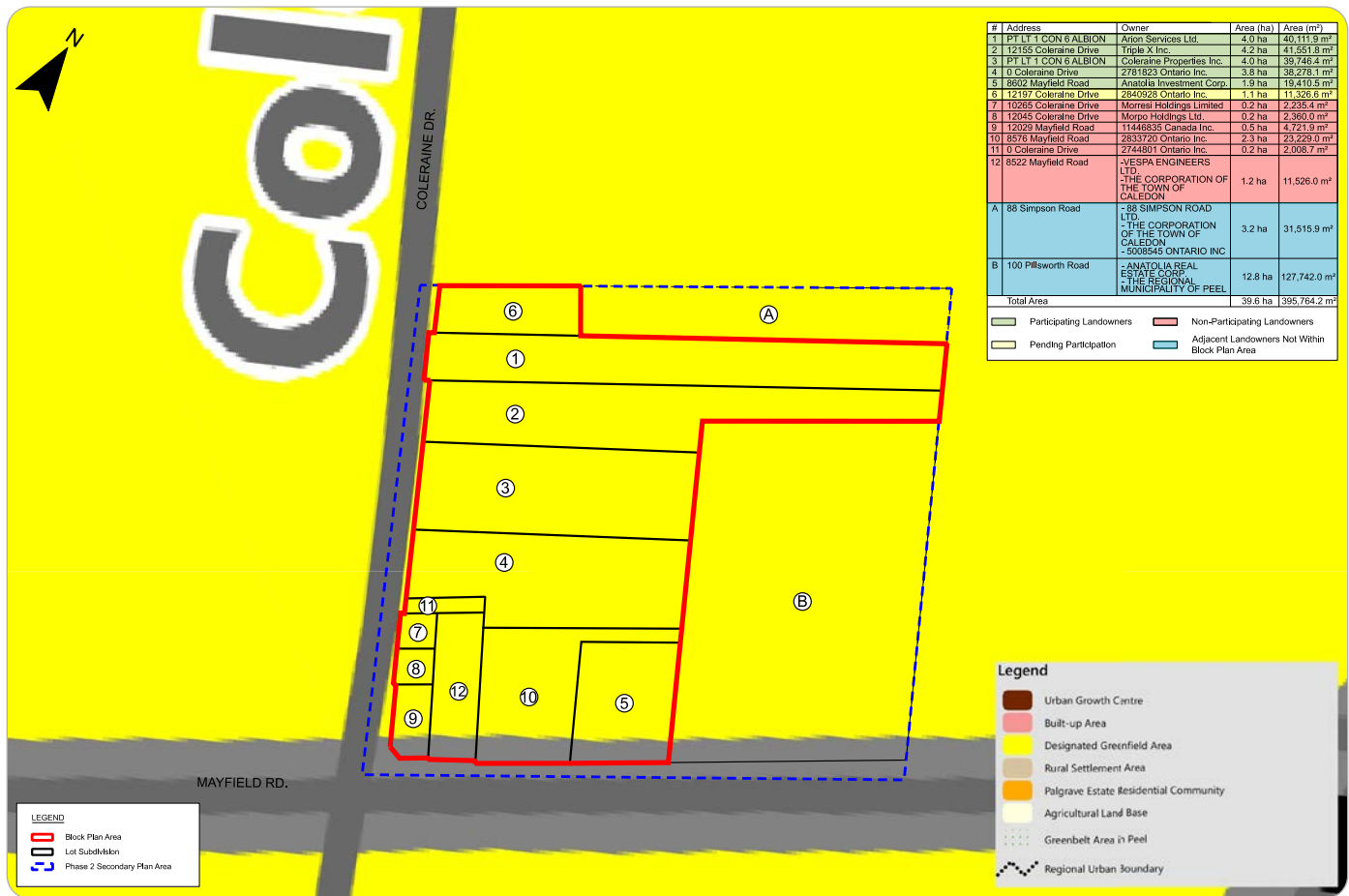


Figure 10: Peel Region Official Plan Schedule E-3

5.8 Employment Areas

The *Employment Areas* in Peel accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The *Employment Areas* designated on Schedule E-4 are also subject to other policy requirements in ROP and in local municipal official plans, including the Region’s policy framework for the natural environment and Greenlands System discussed above. ROP objectives related to Employment Areas include:

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

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

5.8.3 To provide infrastructure and services that are required for the development of Employment Areas to facilitate economic development and support the achievement of the Region’s employment forecasts.

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

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

5.8.6 To concentrate higher density employment uses such as Major Office in Strategic Growth Areas such as Urban Growth Centres, Major Transit Station Areas, the Regional Intensification Corridor and in other areas served by frequent transit and higher order transit.

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

5.8.8 To align current and planned transit service investments with current and planned Employment Areas.

5.8.9 To encourage the availability of industry-leading affordable, symmetrical, broadband internet infrastructure in Employment Areas.

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

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

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

5.8.13 To support innovative approaches to accommodating employment uses.

5.8.14 To support Employment Areas in mitigating and adapting to climate change.

The ROP policy framework related to Employment Areas includes the following:

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

5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.

5.8.18 Direct the local municipalities to identify land uses and establish appropriate policies in the local municipal official plans to accommodate an adequate supply of employment land within the Regional Urban Boundary and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3. Local municipalities are further encouraged to identify and designate specialized employment uses within Employment Areas through supportive policies in their Official Plans.

5.8.19 Direct the local municipalities to include employment designations in their official plans to accommodate a diverse range of employment uses to achieve the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses.

5.8.20 Use the employment forecasts in Table 3 for employment land use planning in the Region.

6.6 CALEDON OFFICIAL PLAN, 2018, MARCH 2024 CONSOLIDATION

5.8.22 Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.

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

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

- *26 jobs per hectare in Caledon*

The existing use of the Subject Lands does not represent an optimal use of the lands. Given their location in proximity to transportation infrastructure and servicing capacity, there is an opportunity to intensify the Subject Lands in accordance with Section 5.8 of the ROP. The extension of Simpson Road and channelization of Rainbow Creek is required to facilitate the overall development of the Subject Lands for employment uses and support the above noted policies.

The Town of Caledon Official Plan (COP) was adopted by Town Council in June 2010 and provides goals, principles, objectives, and policies that guide the future use and physical development within the Town of Caledon. The COP incorporates the detailed local basis upon which the Town and the Region offer services within the municipality. The COP provides a basis for preparing the Draft Official Plan Amendment and Block Plan to implement the land use policies of the Plan.

The Subject Lands are located within the Bolton Rural Service Centre according to Schedule A1 (Town Structure) and designated *Prestige Industrial* according to Schedule C (Bolton Land Use Plan). The Subject Lands are also within the *South Simpson Industrial Secondary Plan* area, specifically Phase 2, according to Schedule C-5 (South Simpson Industrial Secondary Plan).

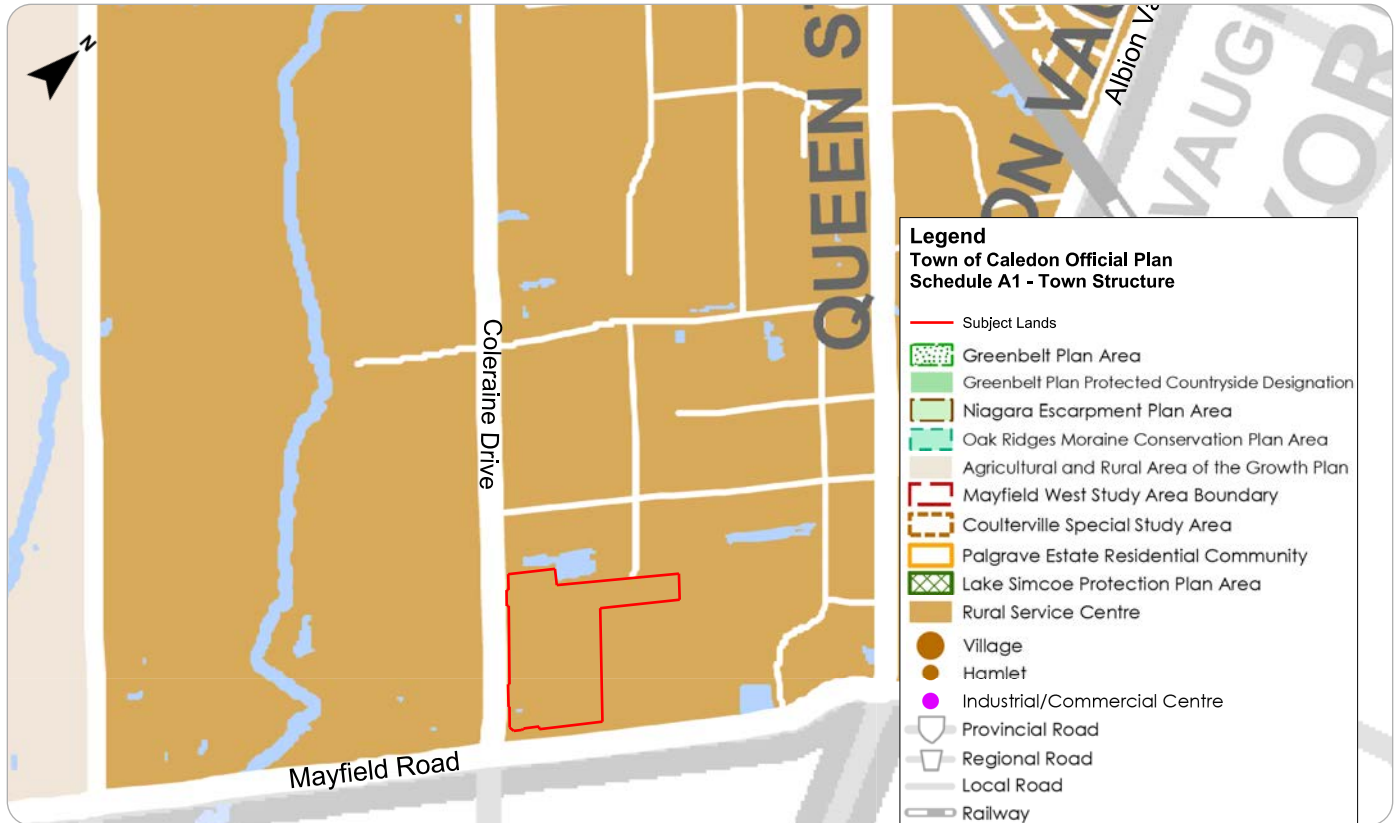


Figure 11: Town of Caledon Official Plan Schedule A1 - Town Structure

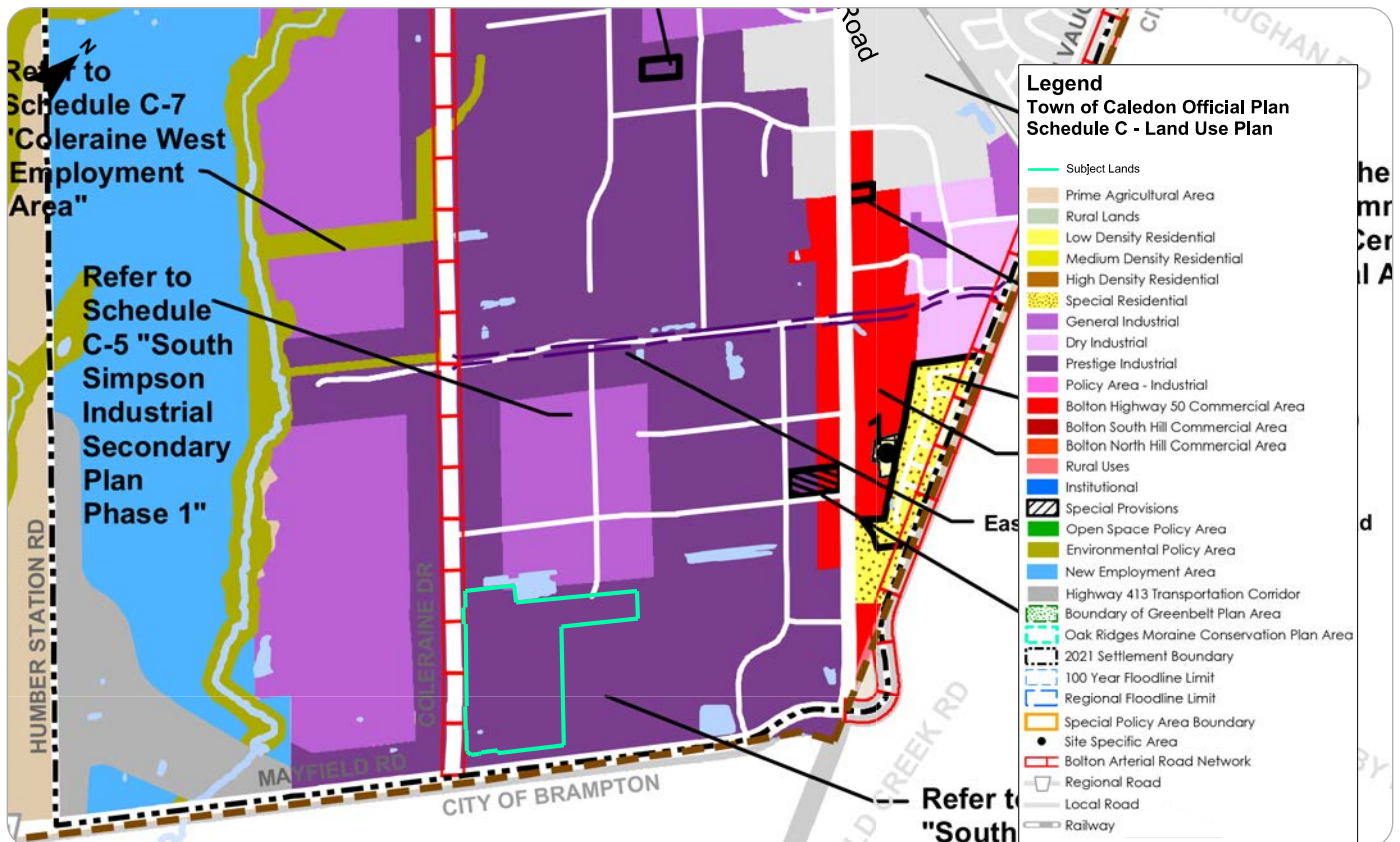


Figure 12: Town of Caledon Official Plan Schedule C - Land Use Designations

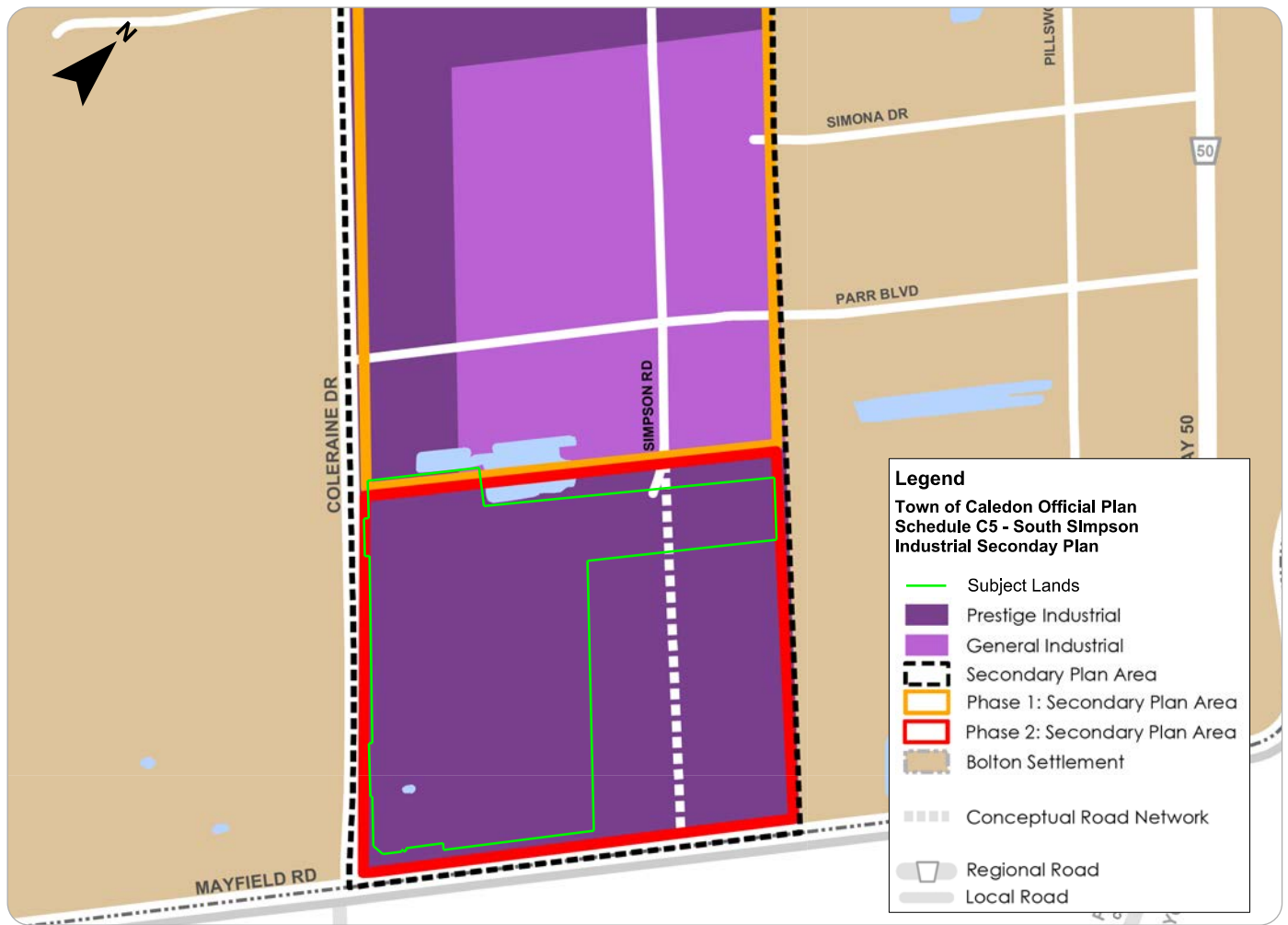


Figure 13: Town of Caledon Official Plan Schedule C-5: South Simpson Industrial Secondary Plan

2.2 Principles, Strategic Direction and Goals

Section 2.2 of the COP establishes strategic direction, principles, and goals which the COP is based off. According to Section 2.2.1, the COP principles are:

2.2.1 a) *That the Town will seek to preserve, protect and enhance natural physical features and biological communities, and cultural heritage resources.*

2.2.1 b) *That the Town will seek to improve the health and well-being of residents, employees, landowners and businesses by fostering the development of communities where individuals can pursue diverse goals for personal development and where individual needs for employment, learning, culture, recreation, physical and social wellbeing can be satisfied.*

2.2.1 c) *That the Town will seek to achieve fiscal sustainability by protecting, expanding and diversifying the Town's employment and assessment base and balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to the Town's taxpayers.*

These principles provide key objectives that promote and encourage sustainability in land use planning and ensure the sustainability principles are guiding planning and decision making in the Town. The strategic direction of the COP is based on these three principles and forecasts of the forces that will affect the Town in the future. They relate to *stewardship of resources, settlement patterns, and managing growth.*

Combined, the principles and strategic direction of the COP set the basis for the goals outlined in Section 2.2.3. These include:

- *To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.*
- *To preserve, expand and diversify the Town's employment base.*
- *To strengthen the local economy and tax base.*
- *To allow development in a manner that provides the best opportunity to optimize municipal service provision.*

These goals provide the basis for the policies in this Plan. The proposed development conforms to these goals and contributes to the overall strategic direction of the COP as outlined in the enclosed analysis.

3.1 Sustainability

Sustainability is a primary focus for the COP and provides a framework for decision making with respect to land use and development. Policies in the COP embody and embrace many of the principles of sustainability from economic, environmental, and social and cultural. The following policy objectives and policies are relevant to the proposed development:

3.1.2.1 To ensure that the pillars of sustainability: economic; environmental; and social/cultural are considered as a primary guiding principle for land use planning and decision-making in the Town of Caledon.

3.1.2.2 To ensure that new development and redevelopment promotes and integrates the principles of sustainability as detailed in this and other Sections of the Official Plan.

3.1.2.3 To work with Caledon residents, land and business owners, community organizations, the Region of Peel, Conservation Authorities, and other levels of government in researching, implementing and monitoring the sustainability objectives, policies and programs of this Plan.

The realignment of Simpson Road and channelization of Rainbow Creek will enable the development of underutilized lands within the Town. Future development applications will integrate sustainability principles in accordance with above noted policies.

3.2 Ecosystem Planning Strategy

Section 3.2 of the COP provides policy direction related to ecosystem planning and management. The following objectives and policies relate to the proposed South Simpson Road Extension and Channel realignment:

3.2.2 Ecosystem Objectives This section is divided into two sets of complementary objectives: Ecosystem Integrity Objectives; and, Ecosystem Planning Objectives.

3.2.2.1 Ecosystem Integrity Objectives

3.2.2.1.1 To protect, maintain, and, as appropriate, enhance and restore ecosystem functions and processes vital to the integrity of communities (both natural and cultural), particularly in relation to:

- *Air quality;*
- *Groundwater quality and quantity, recharge and discharge;*
- *Surface water quality and quantity;*
- *Soil fertility; and,*
- *Biota.*

3.2.2.1.2 To protect, maintain, and, as appropriate, enhance and restore ecosystem attributes and values, including:

- Connectivity;
- Viability / self-sustainability;
- Biological diversity;
- Dynamics; and,
- Aesthetics (natural scenery).

3.2.2.1.3 To protect, maintain, and, as appropriate, enhance and restore physical and biological systems and features that support ecosystem integrity and associated functions, processes, attributes and values, including:

- Surface water systems including: watersheds and sub-watersheds; rivers and streams (permanent and intermittent); valley and stream corridors; and, lakes and ponds;
- Wetlands and woodlands.

3.2.2.2 Ecosystem Planning Objectives

3.2.2.2.2 To identify, protect, maintain, and, as appropriate, enhance and restore ecosystem forms, functions and integrity within Caledon through the implementation of appropriate designations, policies and programs.

3.2.4 General Policies

3.2.4.4 Natural Core Areas and Natural Corridors shall be designated Environmental Policy Area (EPA), and development within and adjacent to EPA shall be subject to the general policies of Section 3.2.4, the performance measures of Section 3.2.5, and the detailed land use policies of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

3.2.4.6 All development proposals within, containing and adjacent to EPA shall be required to conduct appropriate environmental studies/ investigations, up to, and including an EIS and MP, in accordance with the provisions of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

3.2.5 Performance Measures

3.2.5.12 Valley and Stream Corridors

3.2.5.12.4 The quality and quantity of surface water entering Valley and Stream Corridors shall be maintained, and, where appropriate, enhanced and restored to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry.

3.2.5.12.5 Restoration and enhancement of Valley and Stream Corridors is encouraged. Where appropriate, a riparian habitat zone shall be maintained or established on lands abutting watercourses and waterbodies to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry.

3.2.5.12.6 Management and restoration of Valley and Stream Corridors shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any applicable policies or guidelines established by the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry, and the Niagara Escarpment Plan, where applicable.

Pursuant to the EIS Memorandum prepared by Palmer Environmental and the Natural Heritage Report prepared by GEI Consultants, conditions of the existing channel as of May 2023 indicated that the tributary reflects the ongoing industrial land use activities and recent channel alterations in that there are limited to no riparian vegetation, frequent garbage/debris, and asphalt and fill frequently abut the western bank. Piping the channel from the existing Stormwater Management Pond north of the Subject Lands, downstream to a natural, vegetated bend in the channel just north of Mayfield Road would deliver clean, treated water downstream where channel function and habitat values become better defined and mitigates the negative impacts of multiple road crossings over an open channel. This option provides a greater overall benefit when the opportunity for off-site compensatory habitat improvements is considered.

3.4 Fiscal and Economic Management

Section 3.4 of the COP provides policy direction related to fiscal and economic development. The following objectives and policies relate to the proposed South Simpson Road extension and Channel realignment:

3.4.2.1 To encourage industrial, commercial, and other assessable non-residential growth in the Town, in particular through economic development in areas of competitive advantage.

3.4.2.6 To utilize, where necessary, development phasing mechanisms to:

- a) Safeguard and enhance the financial health of the Town; and,*
- b) Maintain appropriate service and infrastructure levels*

3.4.3.2 Recognizing the potential financial benefits of additional industrial/commercial development, the Town shall endeavour to:

- b) Streamline any necessary approval process associated with industrial or commercial development proposals;*
- c) Ensure at all times, the availability of an adequate supply of appropriately located, lotted, priced, and designated serviced and unserviced land for industrial or commercial purposes;*

The South Simpson Road extension provide a competitive advantage in the Region by increasing connectivity and access to the existing and future industrial uses. The new road extension will provide for connectivity in the Bolton area, to the future Highway 413 and the Region's greater road network. The Subject Lands are strategically located within an Employment Area and adjacent to employment uses to provide a substantial competitive advantage at full build out.

4.0 Town Structure and Growth Management

Key elements of the Town structure are shown on Schedule A, Schedule A1 and/or Figure 1 of the COP. According to Schedule A1, the Subject Lands are located within the Bolton *Rural Service Centre*. The Rural Service Centres are a central component of the Town's hierarchy of settlements according to Section 4.1.1.1 of the COP, which describes the hierarchy of settlements within the Town and establishes the intended role and function of the types of settlements within the hierarchy. The objectives include:

4.1.1.2 Objectives

4.1.1.2.1 To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.

4.1.1.2.2 To allocate growth according to the hierarchy of settlements to foster and enhance the distinct community character of settlements in Caledon, develop Caledon as a complete community, ensure equitable and efficient provision of services, maintain a high quality of life and promote economic development and employment.

Policy 4.1.1.3 (a) describes the Rural Service Centres as compact, well-integrated rural towns on full piped water and sewer services. Rural Service Centres are designated as the primary growth areas for the planning period.

In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.

The Rural Service Centres are Mayfield West, Bolton and Caledon East.

Section 4.2 of the COP establishes growth management policies. The growth management objectives are outlined in Section 4.2.1.2:

4.2.1.2.1 To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.

4.2.1.2.2 To ensure that intensification occurs in an appropriate manner in keeping with the role and function of Caledon's communities according to the hierarchy of settlements within the Town Structure through the preparation of an intensification strategy, community design guidelines and other measures.

According to Policy 4.2.1.3.1, Caledon will encourage intensification within the built-up area and undelineated built-up areas shown on Figure 1 of this Plan and will work to overcome barriers to intensification, where consistent with Section 3 of the Provincial Policy Statement. Directing growth to the Bolton Rural Service Centre will ensure municipal boundaries are maintained and utilize existing infrastructure related to water, stormwater, and transportation. This represents a compact and efficient form of development. The enclosed MESP and Block Plan are required to enable this type of development.

Population and Employment Forecasts and Allocations

The growth management policies contribute to the population and employment forecast allocation for the Town. The forecasts are consistent with the broader framework of population and employment forecasts for the Region of Peel and the Greater Golden Horseshoe as set out in Schedule 3 of the Provincial Growth Plan and the allocation of the Region's population and employment growth to the area municipalities contained in Table 3 of the Region of Peel Official Plan.

4.2.4.2 Objectives

- a) To establish population and employment forecasts and allocations based on the Plan's Strategic Directions, Principles and Goals and the allocation of population and employment growth by the Region of Peel in conformity with the Provincial Growth Plan;

- b) To utilize the population and employment forecasts and the population allocations in establishing a planning framework; and,
- c) To encourage an optimum population and employment balance for the purposes of live/work relationship and fiscal sustainability.

4.2.4.3 Policies

4.2.4.3.1 The 2021 and 2031 population and employment forecasts for the Town of Caledon over the Plan Period are detailed on the following Table 4.1. The 2031 population and employment forecasts and the 2031 population allocations assigned in Tables 4.2 through 4.6 will be used as a guide to:

- Manage both population and employment growth within the Town;
- Plan for the provision of hard and soft services;
- Establish land area requirements; and,
- Enhance the relationship between local employment and population growth.

The 2021 population and employment forecasts are included as reference numbers in order to monitor progress towards the 2031 population and employment forecasts.

4.2.4.3.2 Adjustments to Town-wide forecasts on Table 4.1 will generally be made as a result of a Provincial review of the forecasts in Schedule 3 of the Growth Plan and the associated review by the Region of Peel of the growth allocations to the area municipalities in Table 3 of the Region of Peel Official Plan. Adjustments to the population and employment allocations for specific communities will be considered by amendment to this Plan, when further detailed studies, such as the Village Studies, have determined specific population allocations for these settlements for the planning period.

TABLE 4.1 Population and Employment Forecasts

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

Note: Population figures include a Census undercount of 4.2%.

Figure 14: Table 4.1 Population and Employment Forecasts

4.2.5.1 Population allocations for 2031 have been assigned in Tables 4.2 through 4.6 to settlement categories, specific settlements and land areas generally based on: the Plan’s principles, strategic direction and, goals, consistent with the Town-wide forecast contained in Table 4.1.

4.2.5.2 Population allocations for 2021 have been established as reference numbers in order to measure progress towards the assigned 2031 population allocations.

TABLE 4.2 Population Allocations by Settlement Category or Land Use Area

| Settlement Category or Land Use Area | 2021 Population | 2031 Population |
|---|-----------------|-----------------|
| Rural Service Centres | 54,825 | 75,054 |
| Villages | 7,428 | 7,428 |
| Hamlets | 1,343 | 1,343 |
| Industrial/Commercial Centres | 175 | 175 |
| Palgrave Estate Residential Community | 4,865 | 5,371 |
| Rural Lands and Prime Agricultural Area and General Agricultural Area | 18,365 | 18,629 |
| Total | 87,001 | 108,000 |

Figure 15: Table 4.2 Population Allocations by Settlement Category or Land Use Area

4.2.6 Population Allocations – Rural Service Centres and Villages

4.2.6.1 The 2021 and 2031 Population Allocations for Bolton, Caledon East and Mayfield West have been assigned subject to any adjustments made in accordance with Section 4.2.4.3.2 of this Plan.

4.2.6.2 The 2016 population for Caledon East is 6,400 and shall not be exceeded before this date.

TABLE 4.3 Population Allocations - Rural Service Centres

| Population Allocations | 2021 Population | 2031 Population |
|------------------------------|-----------------|-----------------|
| South Albion-Bolton | 28,234 | 39,898 |
| Caledon East | 8,412 | 8,412 |
| Mayfield West ⁽¹⁾ | 18,179 | 26,744 |
| Total | 54,825 | 75,054 |

⁽¹⁾ The population allocation for Mayfield West includes 11,587 population allocated to Mayfield West Phase 1. This number includes the Census undercount.

Figure 16: Table 4.3 Population Allocations - Rural Service Centres

The enclosed material is provided in support of a Block Plan and MESP to realign Simpson Road, which is required prior to the approval of development applications for the individual parcels within the Block Plan Area. As such, a specific use is not contemplated. However, the Simpson Road alignment is required to redevelop the Subject Lands, which are currently underutilized and have significant constraints related to access and the location of Rainbow Creek. Implementing the proposed Block Plan will enable future development which will support the employment density targets outlined above.

5.0 Land Use Policies

Section 5 of the COP provides direction related to land use policies throughout the Town of Caledon. The Subject Lands are designated *Prestige Industrial* according to Schedule C (Bolton Land Use Plan). Employment Area policies are outlined in Section 5.5 of the COP. These areas play a key role in maintaining, expanding and diversifying the Town’s employment and assessment base, provide opportunities for residents to work in Caledon, and further the economic development goals of the Town. Caledon’s employment areas also contributes the Regional and Provincial economy.

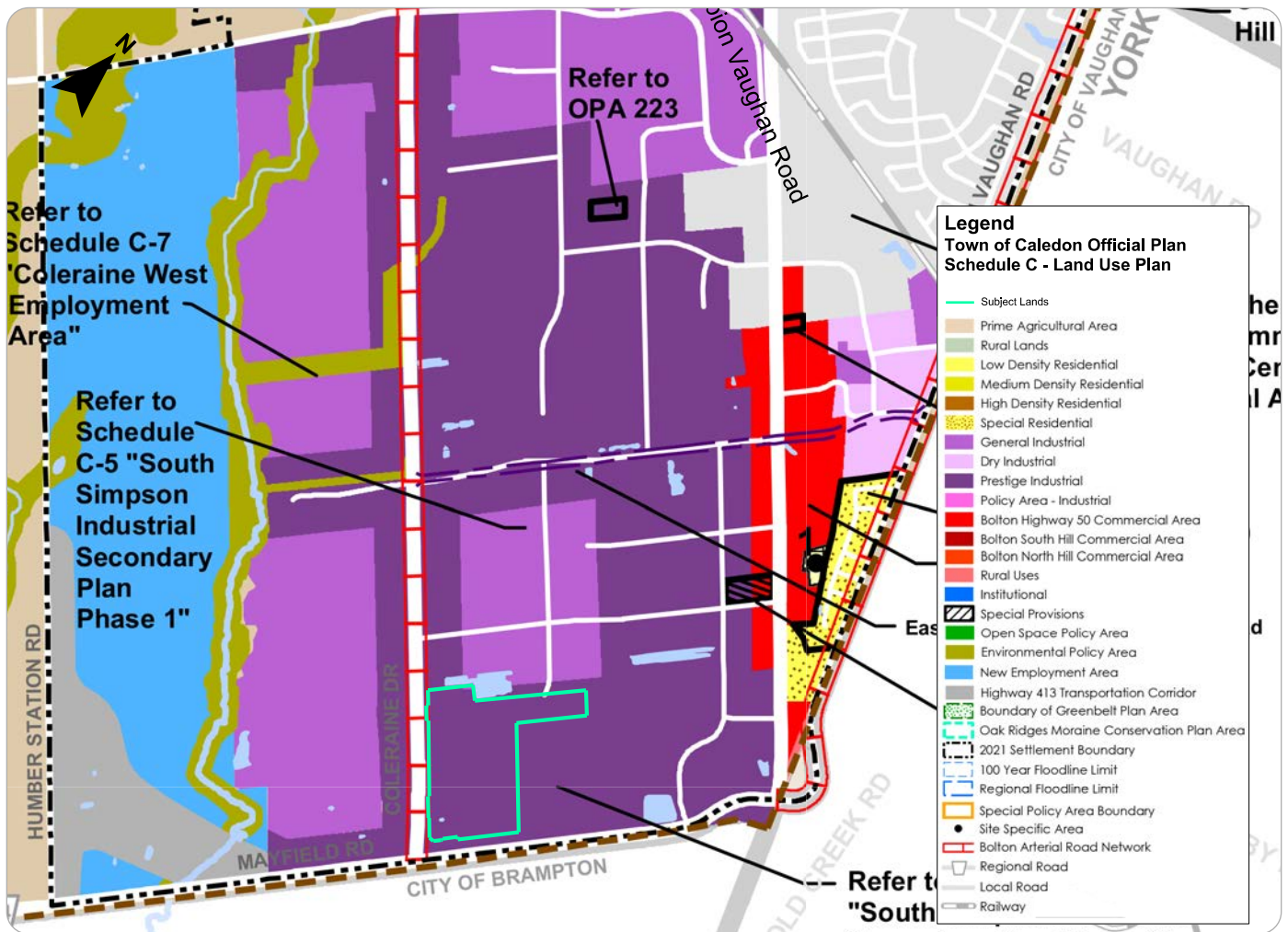


Figure 17: Town of Caledon Official Plan Schedule C - Land Use Designations

The objectives of the Employment areas are outlined in Section 5.5.2 of the COP:

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

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

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

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

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

5.5.2.6 To encourage higher overall employment land densities.

5.5.2.7 To plan for, protect and preserve the employment land base for employment uses except where conversion of low density employment land is warranted based on community planning objectives such as the creation of high density mixed-use nodes.

5.5.2.8 To locate high density employment in areas served by public transit or that are planned to accommodate public transit.

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

5.5.2.10 To promote sustainable development of employment areas in accordance with the sustainable development principles set out in Section 3.1 of this Plan.

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

The proposed development contemplates future development of industrial use on the Subject Lands and will assist the Town with achieving the objectives for Employment areas. This includes mitigating adverse effects on the surrounding sensitive land uses and promoting the expansion of new industrial opportunities on the Subject Lands. Further, the extension of Simpson Road will enhance the existing transportation network, provide convenient access to the proposed Highway 413 and help to attract a range of industries to the Bolton area.

5.5.3 General Policies

The policies outlined in Section 5.5.3 provide general policy direction for Employment Areas in the Town of Caledon. The following policies of the COP apply to the proposed development:

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

5.5.3.2 An adequate supply of employment land will be designated within the Rural Service Centres and Industrial/Commercial Centres to achieve the employment forecasts in Table 4.1.

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

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

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

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

5.5.3.9 Commercial uses may only be permitted in employment areas provided that:

- a) The commercial use is accessory to an employment use;
- b) The commercial use only serves the industrial area, such as a bank or restaurant; or,
- c) The commercial use is not a major retail use.

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

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

5.5.3.14 Monitor, in collaboration with the Region of Peel, the supply of employment lands on an annual basis to determine if an adequate supply exists to accommodate the forecasts in Table 4.1.

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

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

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

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

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

5.5.3.21 Employment Areas may be further classified as: Prestige Industrial; General Industrial; and Dry Industrial, with each type of land use being identified in separate industrial classifications in the implementing Zoning By-law. These designations are generally described as follows:

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

5.5.4 Prestige Industrial

The Subject Lands are designated *Prestige Industrial*. Future uses will be located within enclosed buildings and are encouraged to occupy optimal locations along major arterials in the Town. The following policies of the COP impact the proposed development:

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

- a) Manufacturing, fabricating, printing, processing, assembling and packaging operations;

- b) Warehousing and wholesale operations;
- c) Laboratories,
- d) Computer and data processing;
- e) Research and development facilities;
- f) Corporate offices;
- g) Offices related to permitted industrial uses;
- h) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses;
- i) Day care facility; and,
- j) Commercial uses in accordance with Section 5.5.3.

5.5.4.2 Automotive uses shall not be permitted in Prestige Industrial or Business/Office Park areas.

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

5.5.4.4 Unless otherwise specified in Section 5.5 or 5.10, open storage shall not be permitted within any Prestige Industrial designations.

The enclosed application does not contemplate a change in land use.

Section 5.5.7 provides policy direction for General Design Policies for industrial development proposals. According to Policy 5.5.7.1, *To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals:*

- a) *Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress;*

- b) *Innovative building forms will be encouraged;*
- c) *Visual and functional relationships between individual buildings will be handled in ways appropriate to their function;*
- d) *The following are basic landscaping and planting guidelines:*
 - i. *use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas;*
 - ii. *use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas; and,*
 - iii. *use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils;*
- e) *The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability.*

5.5.7.2 *Lands with a prominent visual exposure or lands adjacent to residential uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, site design, and on-site open space and landscaping features.*

5.5.7.3 *Open storage shall be discouraged from locating on lands with prominent visual exposure from streets, roads and highways or adjacent to non-industrial uses.*

5.5.7.4 *Lands adjacent to any non-industrial uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, and site design.*

5.5.7.5 *Lands adjacent to industrial uses shall be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/ street streetscape and site design.*

Future development applications will conform to the Design Policies of Section 5.5.7 and will be subject to site-specific Site Plan Review applications as part of any future development.

Section 5.9 of the COP provides policy direction pertaining to transportation. The following policies are applicable to the proposed development:

5.9.2 Transportation System Principles

The broad principles for formulating the transportation system policies are to:

- a) *Adopt a multi-modal transportation system approach that offers safe, convenient and efficient movement of goods, services and people, including persons with disabilities;*
- c) *Promote the development of an efficient and cost effective transportation system which is well-integrated with the Town's land use planning goals, objectives and policies;*

5.9.3 Objectives

5.9.3.1 To develop an appropriate transportation network and hierarchy of roads to promote the safe, convenient, economical and efficient movement of people and goods within and through the Town in concert with the Region, Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions.

5.9.3.6 To optimize the use of the Town's transportation infrastructure and services.

5.9.3.10 To develop a transportation network that will minimize the impact of heavy truck and commuter traffic upon residential areas

5.9.4 General Policies

5.9.4.2 The transportation policies should be read in conjunction with Schedule J, the Long Range Road Network, and Schedule K, Public Right-of-Way Widths.

5.9.4.4 Adequate transportation infrastructure shall be made available to service new development, in order to ensure the safe and efficient movement of traffic.

5.9.4.6 The Town shall, in co-operation with various jurisdictions as appropriate, undertake or participate in transportation studies as needed to determine and refine transportation requirements and to designate and protect corridors/areas required for future transportation infrastructure. Amendments to the transportation policies and Schedules of this Plan may be needed, from time to time, to properly facilitate changes in the transportation system.

5.9.4.7 Prior to detailed design of new or expanding roads, through consultation with relevant agencies, appropriate environmental studies may be required. The results of these studies may necessitate amendment to the transportation policies or schedules of this Plan.

Section 5.9.5 of the COP specifically addresses the Transportation System, the following policies of which are applicable to the proposed development.

5.9.5.1 Transportation Study Areas The Transportation Study Area designation (identified on Schedule J) defines areas within the Town where outstanding issues related to Transportation are unresolved and it is the intention of the Town that further studies are to be undertaken. These areas of study are described as follows:

c) *Albion-Bolton Transportation Master Plan The Caledon Area Transportation Study Update 2009 recommended that an overall transportation master plan study for Albion-Bolton should be undertaken to deal with issues encompassing Bolton Arterial Roads (BAR), improvements for Mayfield Road and Highway 50, the need for east-west connections, a plan or plans for future connections of Highway 427 and traffic passing through the Town, in order to accommodate growth with adequate transportation infrastructure. The Study Area will be determined through the Terms of Reference which will be duly approved by the Town Council.*

5.9.5.2 Provincial Freeway and Road Network

5.9.5.2.1 *The primary road network of the transportation system is set out on Schedule J, Long Range Road Network, including road classifications. The Public Right-of-Way widths are shown on Schedule K and in some cases on the Land Use Schedules of this Official Plan.*

5.9.5.2.2 *Unless otherwise detailed on Schedule J, or any Land Use Schedule, all roads shall be deemed to be local roadways.*

5.9.5.2.9 *The road network will be based on the following functional classification system as shown on Schedule J:*

b) HIGH CAPACITY ARTERIALS

- i) *Are roadways under Provincial or Regional jurisdiction.*
- ii) *Serve high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will provide access to major attraction centres.*
- iii) *Will generally have a 30 to 50 metre road allowance width with 2 to 6 lane capability and limited property access.*
- iv) *On-street parking will be discouraged.*

c) MEDIUM CAPACITY ARTERIALS

- i) *Are roadways under Regional or Town jurisdiction.*
- ii) *Serve moderate volumes of medium distance traffic at moderate speeds with limited property access.*
- iii) *Will have a 20 to 36 metre road allowance with 2 to 4 lane capability.*
- iv) *On-street parking will be discouraged*

e) COLLECTORS

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

5.9.5.2.11 *The Town will seek to achieve the necessary right-of-way widths and provide the number of lanes within the range set in this plan. Necessary right-of-way widths will be acquired through Secondary Plan process and/or conditions of approval for subdivisions, severance, or site plans, or through purchase, expropriation, gift, bequeathment or other appropriate means.*

5.9.5.2.12 *To maintain and protect the traffic capacity of all arterial and collector roadways, the Town will:*

- a) *Minimize the number and restrict the location of intersections and driveways by:*
 - iii) *encouraging common access for commercial and industrial development.*
- c) *Generally require submission of Traffic Impact studies for development proposals that the Town considers significant traffic generators, or that have proposed locations which contribute traffic to roadways which are experiencing congestion problems.*

5.9.5.3 Design and Construction of Roads

5.9.5.3.1 The construction of new collector and local roads within the Town of Caledon will conform to the recommended geometric design standards for the Town of Caledon. The reconstruction of existing Town roadways will conform to tolerable standards agreed to between the Province and the Town. Construction standards for arterial roadways will be dictated by the jurisdictional authority.

Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate Development Charges. The Town will determine by agreement the design and associated costs.

The enclosed Block Plan contemplates the extension of Simpson Road towards Mayfield Road in accordance with the above listed policies. The report from LEA states that planned widenings along the adjacent regional roads and other road network infrastructure improvements are expected to have an acceptable impact on the surrounding road network. The purpose of the Block Plan and MESP is to facilitate the development of the overall Block Plan Area, which will be serviced by municipal roads.

Sections 5.10.4.5.9 and 5.10.4.5.10 provides detailed policies related to the industrial lands in the Bolton Rural Service Centre. The following policies of the COP apply to the proposed development:

5.10.4.5.9.2 Industrial plans of subdivision on the east side of the Coleraine Drive shall be designed so that the lots thereon do not have direct access onto the Coleraine Drive.

5.10.4.5.9.3 In order to preserve Coleraine Drive as a potential alternate route and for traffic safety, industrial uses shall not have direct access to the Coleraine Drive. Access shall be through an internal road system connecting to the existing road network. As well a landscape strip area shall be located along the east side of the Coleraine Drive in order to prevent access and to buffer existing residences. The landscape strip shall consist of a mixture of deciduous and coniferous tree and shrub plantings which may be located on a continuous berm which shall be graded in a naturalistic manner. (A berm shall not be required where it would hinder proper stormwater management.) For those residences which front onto the Coleraine Drive, the landscape strip shall extend around the rear, flank, and side yard until such time as said lot is no longer used for residential purposes.

5.10.4.5.10 Industrial Policy Area A shall require the preparation of a secondary plan, prior to releasing lands for development. Future development proposals shall be co-ordinated and integrated with lands to the east and north and provision shall be made for the protection of the right-of-way of Coleraine Drive. The development of quality prestige Industrial development at Mayfield Road and along Coleraine Drive will reflect the area's focus as a Gateway to Caledon.

5.10.4.5.10.3 A Secondary Plan, entitled the South Simpson Industrial Secondary Plan, has been completed for Bolton Industrial Policy Area A. The detailed policies for the South Simpson Industrial Secondary Plan area are contained in Section 7.9 of this Plan.

6.7 SOUTH SIMPSON INDUSTRIAL SECONDARY PLAN

Future development applications will conform to the detailed Policies of Sections 5.10.4.5.9 and 5.10.4.5.10. The intention of the Simpson Road extension is to provide vehicular access to the Subject Lands, eliminating the need for access to Coleraine Drive. The intention of the enclosed Block Plan, MESP, and additional supporting materials is to implement the Simpson Road extension as contemplated in the South Simpson Industrial Secondary Plan. This will allow for the future development of the Subject Lands.

Summary

The Subject Lands are located within the Employment Area in the Rural Service Centre of Bolton and therefore considered appropriate locations for development of employment uses. Although no specific use is contemplated at this time, the enclosed Block Plan and MESP is being provided to facilitate the overall development of the Subject Lands at a later date. Future development applications will conform to the *Prestige Employment* policies, including permitted uses, and General Design Policies. In our opinion, the proposed development conforms to the COP.

The Subject Lands are located within the South Simpson Industrial Secondary Plan (the “Secondary Plan”) area according to Schedule C, specifically within the Phase 2 area according to Schedule (C-5). The Secondary Plan area covers approximately 120 hectares (300 acres) in the south part of the Bolton Rural Service Centre. Special provisions apply specifically to the area identified as Phase 2 on Schedule C-5.

According to Policy 7.9.1.3 of the COP, the Secondary Plan is a result of review and analysis of land use designations and applicable Official Plan policies to lands within the Bolton Town Structure and Land Use Policies Section. In accordance with Official Plan policy 5.10.4.5.10.1, Bolton Industrial Policy Area A requires the preparation of a Secondary Plan prior to the release of lands for development. The Secondary Plan was prepared in the context of the need to:

7.9.1.3:

- a) *Preserve, expand and diversify the Town’s employment base;*
- b) *Strengthen the local economy and tax base;*
- c) *Focus industrial development in the Town’s Rural Service Centers recognizing Bolton’s close proximity to the rest of the GTA and growing markets;*
- d) *Recognize the accessibility/visibility afforded by its location near the intersection of regional roads, Mayfield Road and Regional Road 50 and Mayfield Road and Coleraine Drive*

The Secondary Plan is based on the principles and policies as established in the Official Plan for the Bolton Industrial Area as set out in Section 5.10.4.5.9, discussed above. Policies of the Secondary Plan are intended to promote high quality industrial development in a comprehensive manner through the provision of appropriate policies respecting land use, environment, municipal servicing, transportation and community design.



Figure 18: Town of Caledon Official Plan Schedule C-5 - South Simpson Industrial Secondary Plan

Specific goals for the Secondary Plan area are outlined in Policy 7.9.2 and include the following:

- a) To provide for a mix of high-quality industrial uses that contribute to the Town’s employment and commercial/industrial assessment base;
- b) To provide for logical and orderly development on full urban services;
- c) To ensure land use compatibility with adjacent uses;
- d) To ensure a high standard of community design is provided particularly along the arterial roads and George Bolton Parkway
- e) To recognize and protect significant environment features and functions within and adjacent to the secondary plan area, and, where possible, restore and enhance the environment.

Section 7.9.3 outlines the structural concept of the Secondary Plan. Within the Prestige Industrial Areas, which generally abut major roads, limited open storage is permitted, except on lands adjacent to Coleraine Drive and Mayfield Road, where open storage shall not be permitted. Furthermore, the road network configuration throughout the Secondary Plan provides for appropriate circulation and division of property to provide for flexibility of end users. The road pattern reflects the regional requirements for distance separation from the intersection of Mayfield Road and Regional Road 50, as well as the land use considerations and ultimately access to the south side of Mayfield Road, within the City of Brampton.

Policy 7.9.4.1 states that all development shall conform to the *General Design Policies of Section 5.5.7 as well as the Industrial/Commercial Design Guidelines, adopted by Council on June 24, 2002 as may be amended by Council from time to time. This shall include the submission of Landscape Plans, prepared by a landscape architect, for approval through the subdivision and site plan approval process.* It is anticipated that future development applications will conform to this policy requirement.

Section 7.9.5 establishes Industrial policies for the Secondary Plan area. Although the enclosed applications do not proposed specific use at this time, future development applications will conform to the following policies:

7.9.5.1 Industrial development in the South Simpson Industrial Secondary Plan shall be permitted in accordance with the policies of Section 5.5 as well as the following specific policies.

7.9.5.2 Development shall only be permitted on full municipal services including sanitary and storm sewers, communal stormwater management facilities, municipal roads, municipal water, hydro and other utilities.

7.9.5.3 Industrial uses, which may generate noise, dust, vibration or other environmental impacts, may require appropriate studies in order to address compatibility of land uses and mitigation of impacts.

7.9.5.4 Notwithstanding Section 5.5.5, open space and recreational facilities shall not be permitted in any Industrial designation.

7.9.5.5 Prestige Industrial Uses

7.9.5.5.1 Development on lands designated Prestige Industrial on Schedule C-5 shall be permitted in accordance with Sections 5.5.4

and 5.10.4.5.7 as well as the following specific policies.

7.9.5.5.2 The Prestige Industrial designation shall apply to lands adjacent to Coleraine Drive, Mayfield Road and George Bolton Parkway with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that front onto, or appear to front onto, major roads.

7.9.5.6 General Industrial Uses

7.9.5.6.1 Development on lands designated General Industrial on Schedule C-5 shall be permitted in accordance with Section 5.5.5.

7.9.5.6.2 In order to reduce visual impacts and ensure compatibility of uses, the implementing Zoning By-law shall contain provisions limiting height of open storage.

The Secondary Plan acknowledges that there are no lands within the area designated Environmental Policy Area, however *all lands within the Plan are subject to the Ecosystem Planning and Management provisions of Section 3.2 of the Official Plan* according to Policy 7.9.6.1. Section 3.2 is discussed above. Furthermore, in accordance with Policy 7.9.6.2 *All new development and servicing shall address the environmental protection, mitigation and management measures contained in the approved South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon, Toronto Region Conservation Authority and other relevant agencies.*

The reports prepared by GEI addresses how the proposed development conforms to the policies in Section 7.95, particularly as it relates to providing full water supply and sanitary and stormwater servicing to future industrial development to the proposed Simpson Road extension, existing connections at Mayfield Road, and existing or future connections at Coleraine Drive.

Additionally, the EIS Memorandum by Palmer Environmental addresses how the proposed development conforms to the environmental provisions of Section 3.2 of the COP and Policy 7.9.6.2 in the Secondary Plan. The fully piped solution for the existing channel adjacent to the proposed Simpson Road alignment would deliver clean, treated water downstream where channel function and habitat values become better defined and the negative impacts of multiple road crossings over an open channel are mitigated. This option provides a greater overall benefit when the opportunity for off-site compensatory habitat improvements is considered.

7.9.8 Transportation

Transportation policies are established in Section 7.9.8 and the following are applicable:

7.9.8.1 The transportation system servicing the Secondary Plan area, shown conceptually on Schedule C-5 shall be developed in accordance with Section 5.9 of the Official Plan.

7.9.8.2 New development shall be serviced by municipal roads and temporary access will not be permitted.

7.9.8.4 Simpson Road shall serve as a north-south collector and shall be extended southward to intersect with Mayfield Road in consultation with the City of Brampton and Region of Peel.

7.9.8.5 Where roads are proposed to intersect with Regional roads, the transportation system shall also have regard to Regional requirements and standards.

7.9.8.6 Minor adjustments to the location of the collector road system shown conceptually on Schedule C-5 shall not require amendment to the Secondary Plan.

7.9.8.7 Coleraine Drive shall be widened to a right-of-way width of 36 metres and from its current two-lane rural cross-section configuration.

The enclosed Block Plan contemplates the extension of Simpson Road towards Mayfield Road in accordance with the above listed policies. The report from LEA states that planned widenings along the adjacent regional roads and other road network infrastructure improvements are expected to have an acceptable impact on the surrounding road network. The purpose of the Block Plan and MESP is to facilitate the development of the overall Block Plan Area, which will be serviced by municipal roads.

Servicing and Stormwater Management

Sections 7.9.9 and 7.9.10 provide the following servicing and stormwater management policies for the Secondary Plan Area:

7.9.9 Servicing

7.9.9.1 All development in the South Simpson Industrial Secondary Plan area shall be serviced by full municipal water and sanitary sewers, municipal roads, hydro and other utilities. An integrated stormwater management system shall be required as envisioned in the South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan.

7.9.9.2 The design of these services shall comply with Town standards as well as those of the respective public and private utility providers.

7.9.9.3 New public and private infrastructure shall be subject to the environmental policies of the Official Plan and in accordance with the recommendations of the South Bolton Industrial Park Secondary Plan Area Master Environmental Servicing Plan.

7.9.10 Stormwater Management

7.9.10.1 *The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be in accordance with the South Bolton Industrial Park Master Environmental Servicing Plan, to the satisfaction of the Town of Caledon and the Toronto and Region Conservation Authority.*

7.9.10.3 *The communal stormwater management facilities shall be designed to allow for safe and convenient maintenance and with high quality landscaping to improve the quality of the water and the appearance of the facility.*

7.9.10.4 *Development proponents wishing to modify the communal Stormwater Management Facilities Plan shall prepare detailed engineering studies to justify acceptance of the modification. Such modifications may be accepted by the Town and the Toronto and Region Conservation Authority, without requiring an amendment to this Secondary Plan.*

7.9.10.5 *Notwithstanding the communal stormwater management facilities, the drainage plan for each lot shall be approved as part of the Site Plan Approval and shall include management of stormwater, in accordance with accepted engineering practices.*

7.9.10.7 *The Town may require on-site treatment of stormwater prior to discharge into the municipal stormwater system*

7.9.10.8 *The South Bolton Industrial Park Master Environmental Servicing Plan identifies that improvements are necessary downstream from the boundaries of the Secondary Plan area in order that there is an acceptable receiving stream for the stormwater discharge. Landowners within the Secondary Plan area shall make financial contributions to implement these improvements prior to the development of their lands.*

7.9.11 Phasing

7.9.11.1 *Due to the need to develop communal stormwater management facilities, it is anticipated that development of this Secondary Plan will occur in phases. Phasing will occur as the provision of services is installed. Phasing shall be approved by the Town of Caledon, in consultation with the Region of Peel as required.*

7.9.11.2 *Any phasing shall take place in accordance with the policies set out in the Official Plan Section 6.2.1.7.*

7.9.11.3 *New development shall only be permitted when all required municipal services are in place.*

7.9.11.4 *Within the Phase 2 lands identified on Schedule C-5, in order to provide for appropriate division of land by plan of subdivision, land assembly shall be required depending on parcel size, municipal road frontage and provision of municipal services.*

7.9.11.5 *Within the Phase 2 lands identified on Schedule C-5, new development shall ensure that existing residences are adequately buffered.*

The development proposal accounts for full servicing of the Subject Lands and sufficient Stormwater Management practices in order to accommodate the future development of the industrial land parcels. In accordance with the Functional Servicing Report and Stormwater Management Reports prepared by GEI, The Sanitary Sewers for Parcels 1, 2, 3, 4, 5 and 10 will connect to the re-aligned sanitary sewer and watermain on Simpson Road, whereas the Sanitary Sewers for Parcels 6, 7, 8, 9, 11 and 12 will connect to the sanitary sewer and watermain on Coleraine Drive.

As it pertains to Stormwater Management, the proposed storm sewers will consist of a 2.4 meter by 1.8 meter storm trunk by-pass sewer that collects flows upstream from an existing headwall via an existing 750 millimeter storm sewer. Along with the proposed Simpson Road extension, there is an approved storm network that has been re-aligned and comprising a series of sewers collecting flows from Simpson Road and Parcels 1, 2, 3, 4, 5 and 10 of the Subject Lands. Parcels 6, 7, 8, 9 and 11 will connect to the existing ditch or storm sewers on Coleraine Drive. Parcel 12 will connect to the existing storm sewer on Mayfield Road.

7.9.12 Implementation

7.9.12.1 The land use pattern shown on Schedule C-5 is schematic and may be adjusted in the subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns.

7.9.12.2 Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing the intent of the Plan is maintained.

7.9.12.3 New roads shall be created through plans of subdivision. It is intended that the lands will be developed through plans of subdivision, but that blocks on the plan may be re-subdivided to satisfy the requirements of individual industrial users.

7.9.12.5 Appropriate Zoning By-law(s) shall be enacted to implement the land designations of this Plan.

7.9.12.4 Where lands are included within a Registered Plan of Subdivision, the Town may exempt any block described in the plan from the provisions of Part Lot Control, in order to create flexibility for creating individual lots

7.9.12.6 Within the Phase 2 lands identified on Schedule C-5, a cost-sharing agreement among the affected parties shall be required to ensure adequate provision of municipal services including roads, stormwater management facilities and sewer and water facilities.

7.9.12.7 Within the Phase 2 lands identified on Schedule C-5, the agreement referred to in Section 7.9.12.6 will ensure that all participating landowners share proportionately in the costs of providing required municipal services

7.9.12.8 Within the Phase 2 lands identified on Schedule C-5, the Town shall encourage landowners to co-operate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the construction of required services. This may include the assembly of land by the Town.

The Subject Lands are located within the Phase 2 area of the South Simpson Industrial Secondary Plan according to Schedule C-5 of the COP. Simpson Road will be extended southwards to Mayfield Road, in accordance with Regional and Municipal standards. The Traffic Impact Study prepared by LEA Consulting concludes that the proposed site accesses, including Simpson Road and Parr Boulevard do not have any capacity constraints and that the Simpson Road extension is expected to operate sufficiently with Parr Boulevard. Furthermore, a landowner group has formed to cooperate on the provision of servicing and infrastructure to facilitate the Simpson Road extension and channelization of Rainbow Creek and share in the cost of these services. In our opinion, the enclosed Block Plan conforms to the South Simpson Industrial Secondary Plan policies.

6.8 TOWN OF CALEDON ADOPTED OFFICIAL PLAN 2022 (FUTURE CALEDON)

Summary

The proposed Block Plan will allow for the development of employment uses within the Secondary plan area. It will provide for the alignment and extension of Simpson road, as well as the channelization of Rainbow Creek to preserve the natural heritage feature, while optimizing the use of land and infrastructure. The proposed channelization will maintain the ecological integrity of Rainbow Creek, while providing for development to occur that is cost effective and an efficient use of underutilized lands.

The permitted employment development on the subject lands through the completion of the Block Plan process, it is anticipated that subject lands will contribute to meeting the town's employment targets and provide for employment growth within this area. Approximately 2,092 to 3,348 jobs will be created contributing to the goals and objectives of the Official Plan and provide opportunities for quality employment job creation within the Town.

It is our opinion that the proposed Block Plan implements the goals and objectives of the Official Plan by facilitating an opportunity for employment development on designated employment lands and therefore conform to the COP.

On March 26, 2024, the Town of Caledon adopted *Future Caledon Official Plan* to guide development, transportation, and employment facilities for the next 30 years (the "new COP"). The new COP has been submitted to the Region of Peel for approval and is therefore not in force and effect. As such, the policies contained within the new COP are relevant but not determinative to the proposed development of the Subject Lands.

According to Schedule B1 (Town Structure) of the new COP, the Subject Lands are located within the Urban Area. Schedule B2 (Growth Management) identifies the Subject Lands within a Designated Greenfield Area and Provincially Significant Employment Zone. With respect to Land Use designations, the new COP

3.0 Town Structure

Part B of the new COP outlines policies for managing growth and change in the Town. This section includes a description of the Town Structure comprised of the *Rural System*, *Natural Environment System*, and *Urban System*. The Subject Lands are located within the *Urban System*. According to Policy 3.1.3

- a) *The Urban System includes the communities of Bolton, Mayfield West and Caledon East and undeveloped urban land that was approved through the Region of Peel Official Plan in 2022 (2051 New Urban Area, shown on Schedule B2). It is within this area that the majority of population and employment growth will occur over the next thirty years and beyond. The Urban Area is identified on Schedule B1.*
- b) *Detailed policies on the Urban System are contained in Part F of this Plan.*

The Subject Lands are situated within the Urban System of the Town Structure in the Town of Caledon. The Subject Lands are within the area where the majority of population and employment growth will occur in the Town of Caledon for the upcoming thirty years and beyond. Additional policies addressing the growth and development of Urban System lands are provided in Part F of the Future Caledon Official Plan.

4.0 Growth Management

Policy 4.1 of the new COP establishes a land use planning framework to direct and manage growth to 2051 based on the following minimum forecast.

Table B1: Town of Caledon Growth Forecasts

| Growth Forecast | 2021 Population | 2051 Population |
|-----------------|-----------------|-----------------|
| Population | 81,000 | 300,000 |
| Households | 24,000 | 90,000 |
| Employment | 32,000 | 125,000 |

Note: Population figures include a census undercount of 3.3%.

Figure 19: Table B1: Town of Caledon Growth Forecasts

According to Policy 4.1.4, population and employment growth will be:

- a) *Focused in:*
 - i) *The Urban System;*
 - ii) *Delineated built-up areas as shown on Schedule B2;*
 - iii) *Strategic growth areas;*

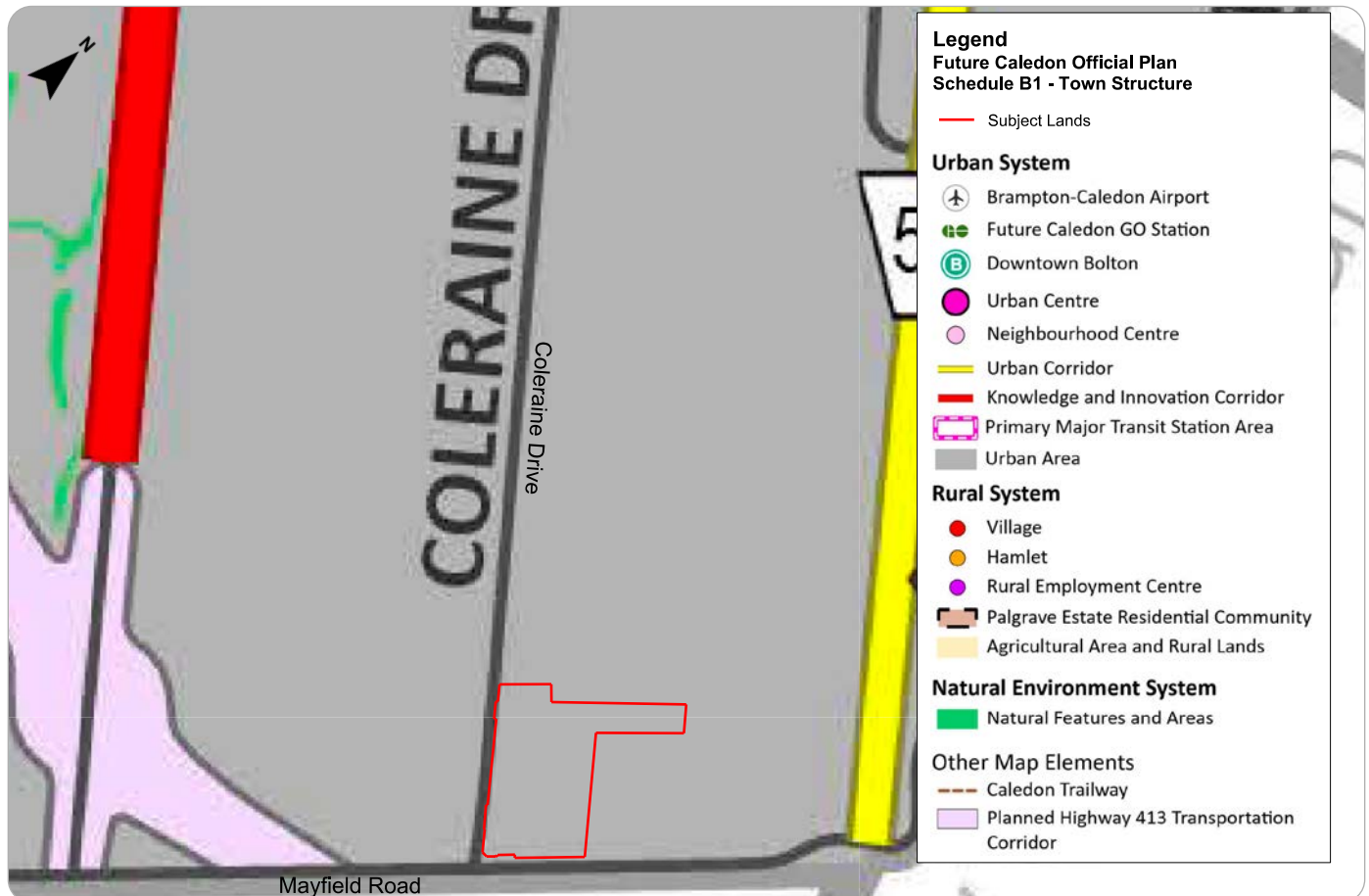


Figure 20: Future Caledon Official Plan Schedule B1 - Town Structure

- iv) *Locations with existing or planned transit, with a priority on higher order transit; and*
 - v) *Areas with existing or planned public service facilities.*
- b) *Limited in areas that are:*
- i) *within the Rural System;*
 - ii) *not serviced by existing or planned municipal water and wastewater systems; and,*
 - iii) *within the Greenbelt Plan, Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan Areas*

The proposed development will assist the Town of Caledon by providing employment opportunities on the Subject Lands and will assist with managing the employment growth and development in the employment area of Caledon. The proposal will assist the Town with achieving the minimum density of 26 jobs per hectare for Employment Areas as it provides future opportunities for employment uses on the Subject Lands to occur.

Section 4.2 provides intensification policies that apply to Subject Lands in the Town of Caledon. The following intensification policies are relevant:

4.2.1 Intensification will be supported in appropriate locations within Caledon's existing built-up areas, as identified on Schedule B2, Growth Management, in accordance with the policies of this Plan.

4.2.3 Intensification may occur in a variety of built forms and scale, that are appropriate to their local and planned context. This Plan encourages a wide range of forms of intensification, including infill of vacant and underutilized lots, redevelopment at higher densities, use of additional residential units, adaptive reuse, and development on former industrial and commercial sites, including brownfield sites.

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

The proposal will support the intensification goals for the Town of Caledon as the Subject Lands are within an appropriate location and are within the existing built-up area. The proposed development is appropriate for the local and planned context of the surrounding area as the Subject Lands are within the existing employment area of Caledon and encourages the development of former industrial sites. Further, the proposed development will provide compatible employment opportunities for jobs to occur. As such, the proposed development complies with section 4.2 of the Future Caledon Official Plan.

The Subject Lands are identified within a Designated Greenfield Area according to Schedule Section 4.3 of the Future Caledon Official Plan provides policies for lands that are situated within the Designated Greenfield Areas as indicated in Schedule B2 (Growth Management). The following are the policies relating to growth and development on lands within the Designated Greenfield Area.

4.3.1 Development within Designated Greenfield Areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 67.5 residents and jobs combined per hectare.

4.3.2 The minimum density target in designated greenfield areas will be measured over the entire designated greenfield area, excluding the following:

- a) *natural features and areas, supporting features and areas and floodplains, provided development is prohibited in these areas;*

- b) *rights-of-way for:*
- i) *electricity transmission lines;*
 - ii) *energy transmission pipelines;*
 - iii) *freeways, as defined by and mapped as part of the Ontario Road Network; and,*
 - iv) *railways;*
 - c) *employment areas; and,*
 - d) *cemeteries.*

4.3.3 *The Town will plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the development of high-quality public realm and compact built form.*

The Subject Lands are within the *Designated Greenfield Area* and are designated lands for growth and development in the Town of Caledon.

These areas of the municipality are designed to have a minimum density of 67.5 residents and jobs combined per hectare, where the proposed development on the Subject Lands will assist the Town with meeting the *Designated Greenfield Area* density goal. The proposed development is designed to assist the Town of Caledon with achieving the goal of creating complete communities within *Designated Greenfield Areas* and supporting active and public transportation options. As such, the proposal complies with the policies in section 4.3 of the Future Caledon Official Plan.

Section 4.4 provides policies that assist with growth phasing and coordination of development in the Future Caledon Official Plan. The following policies are applicable to the proposed development on the Subject Lands.



Figure 21: Future Caledon Official Plan Schedule B2 - Growth Management

8.0 Economic Opportunities

A guiding principle of the new COP is to support strategic and innovative economic opportunities. The intent is to enable the strategic development of the Town's employment lands to maximize long-term job growth and economic prosperity, and support the retention and expansion of businesses. The new COP recognizes the *Town's location within the Greater Golden Horseshoe provides access to extensive regional transportation infrastructure, future greenfield development opportunities and a skilled workforce, appealing to future investors, workers, and visitors to the Town.*

According to Section 8.1, *The planning objectives for economic opportunities are as follows:*

- a) facilitate a sustainable, environmentally sound and diverse local economy;*
- b) attract and retain a talented labour force;*
- c) generate opportunities and provide support to residents, entrepreneurs, and investors;*
- d) welcome services and technologies responsive to the impacts of and solutions to climate change;*
- e) streamline and improve processes and processing timelines to support development;*
- f) promote economic development opportunities to support a low carbon energy transition; and,*
- g) encourage innovation to reduce the carbon footprint of employment areas and ensure resilience to extreme weather.*

The Block Plan area is identified and intended for employment uses and employment development. It will facilitate opportunities for the lands to develop for various employment uses include warehousing, manufacturing, processing, office and other ancillary uses which will positively contribute to economic growth and stability within the Town by offering quality jobs for an in demand workforce.

Section 8.2 outlines the general policies related to economic development. The following policies are applicable to the Subject Lands.

8.2.1 The Town will plan for, and protect, Employment Areas for a variety of employment uses, and will require a diverse range of employment uses to help achieve the projected forecasts, accommodate a variety of employment uses as locational and market trends require, and accommodate industry clusters identified in the Town's Economic Development Strategy.

8.2.2 The Town will ensure adequate, development ready employment land supply necessary to allow for continued employment growth and facilitating intensification of Employment Areas to efficiently use existing infrastructure and meet employment growth projections.

8.2.4 The Town will plan for higher density employment, such as office development and major institutional uses, to occur in major transit station areas, urban centres, neighbourhood centres, urban corridors and other areas where there is a supportive transportation network.

8.2.5 The Town will encourage the redevelopment of industrial and commercial sites, including brownfield sites, in accordance with the policies of this Plan.

8.2.6 To ensure that Employment Areas are adequately serviced by transportation infrastructure, the Town will:

- a) ensure the design and development of Employment Areas that are easily accessible through all transportation modes, including transit, active transportation and automobile; and,*
- b) facilitate an efficient goods movement network connecting Employment Areas.*

8.2.7 To ensure that employment areas are adequately serviced by transportation infrastructure, the Town will:

- a) ensure the design and development of employment areas that are easily accessible through all transportation modes, including transit, active transportation and automobile; and,
- b) facilitate an efficient goods movement network connecting employment areas.

8.2.8 The Town will create a diverse economy by encouraging services and technologies responsive to the impacts of climate change by:

- a) Supporting innovation and private investment in industries and businesses that promote solutions to climate change or have low carbon operations, and,
- b) Promoting incentives where significant green technologies are utilized in site design, building design and business operation.

The Subject Lands are within the Employment Area in the Town of Caledon, where the proposed development allows for a variety and diverse range of employment opportunities to occur through the proposed Block Plan application and through the extension of Simpson Road. The proposal ensures and allows for continued employment growth and intensification of the existing Employment Area in the municipality. Further, the Town of Caledon encourages the redevelopment of the Subject Lands as the proposal will improve the existing transportation network, which includes the expansion of the Simpson Road corridor. As such, the proposed development complies with the general policies for economic opportunities in the Future Caledon Official Plan.

11. Transportation

Chapter 11 of the Future Caledon Official Plan outlines the objectives for the transportation network and infrastructure in the Town of Caledon. The following policies are applicable to the Subject Lands. According to Policy 11.1, *The planning objectives for transportation are as follows:*

- a) develop a transportation system that supports multimodal connections between the Town, the Region of Peel and the rest of the Greater Toronto and Hamilton Area;
- d) optimize and expand the use of the Town's existing transportation infrastructure and services to achieve financial and environmental sustainability while managing congestion;
- e) ensure that development supports the efficient provision of public transit and active transportation to promote healthy lifestyles;
- g) work with the Region to develop a strategic goods movement network to ensure efficient movement of goods and services within and through the Town;
- h) develop a transportation system that minimizes the impact of heavy truck and commuter traffic on residential areas;
- i) ensure the design and location of new and expanded transportation infrastructure minimizes, to the greatest extent possible, impacts to environmental features and areas and cultural heritage resources;
- j) develop and implement traffic calming measures to accommodate all types of movement and ensure the road network is safe for all users;
- l) establish a connected and continuous grid system for the street network to support convenient and efficient travel by all modes of transportation.

The proposal includes the expansion of the Simpson Road corridor within the Subject Lands, where it enhances the Town of Caledon transportation system. The proposed development expands and optimizes the existing transportation infrastructure and services of the Town, which assists with achieving the sustainability of the lands in Caledon and ensures that development will support existing and future public transit and active transportation in the surrounding area. The expansion of the Simpson Road corridor minimizes impacts to the environmental features and their functions on the Subject Lands while establishing a connected and continuous grid system for the road network.

12. Infrastructure

Chapter 12 of the new COP establishes infrastructure policies that assist with protecting the natural heritage features and promoting safe and healthy communities in the Town of Caledon. According to Policy 12.1, *The planning objectives for infrastructure are as follows:*

- a) *ensure health and safety in the design of all infrastructure*
- b) *protect, enhance and restore the natural environment and natural resources in the design of all infrastructure;*
- c) *ensure the coordinated and cost-effective delivery of infrastructure improvements;*
- d) *budget for the short- and long-term sustainable operation and maintenance of infrastructure;*
- e) *ensure infrastructure is constructed, maintained and upgraded as necessary to be sustainable and capable of mitigating impacts of climate change;*
- f) *prioritize the protection, avoidance, and restoration of the key natural heritage and water resource system features and ensure that any proposed works are supported by the appropriate environmental studies.*

The proposed development will ensure the health and safety of the surrounding area through the design of the proposed road network for the Subject Lands. The natural features on the Subject Lands will be protected and will preserve the ecological functions of Rainbow Creek. Further, the proposal prioritizes the protection of the natural features through the preparation of appropriate environmental studies, such as the Natural Heritage Study prepared by GEI, which concludes that natural features exist within an otherwise highly disturbed and anthropogenic landscape. The morphology of the channel is relatively flat and lacks sinuosity, with no pools or riffles present. Therefore, fully piping the tributary is identified as the option to provide the greatest overall environmental benefit when the opportunity for off-site compensatory habitat improvements is considered against the limitations of on-site attempts at restoration between closely spaced driveway crossings.

General infrastructure policies are outlined in Section 12.1 and include the following:

12.2.1 Municipal infrastructure will be planned, budgeted, and developed to conform with Town Plans, the natural heritage and water resource policies, and all of the policies of this Plan. The civic infrastructure policies of this Plan will be implemented based on long-term, coordinated infrastructure studies and plans prepared by the Town and the Region of Peel.

12.2.2 The Town will assess infrastructure risks and vulnerabilities including those caused by climate change and identify actions to mitigate these challenges, as part of asset management planning and through individual projects.

12.2.3 All municipal infrastructure will be designed in accordance with the Town's design specifications, criteria, and applicable by-laws.

12.2.4 Below grade infrastructure within street rights-of-way will be designed to reduce conflict and minimize impact on above grade landscaping.

The proposed development will consider the draft municipal infrastructure policies as the proposal will incorporate the vision of the Draft Town of Caledon Official Plan for the Subject Lands, which includes the extension of the Simpson Road corridor. The proposed development intends to be designed for the long-term use of the Subject Lands for industrial purposes. Further, the design of the below grade infrastructure within the street right-of-ways for the proposed development will reduce and minimize impact on the landscaping of the Subject Lands. As such, the proposed development complies with the general infrastructure policies outlined in section 12.2 of the Future Caledon Official Plan.

Section 12.5 of the Future Caledon Official Plan provides policy direction for managing stormwater in the municipality. The policies assist the Town with planning a framework for managing the existing and future stormwater infrastructure while ensuring compliance with relevant regulations. The following policies are applicable to the Subject Lands with regard to stormwater management.

Part F: Urban System

Part F of the new COP provides a framework for the Urban System. The policies of Part F establish the land use designations and supporting policies to implement the Urban System components of the Town Structure in accordance with vision and guiding principles of the Plan. The following general Urban System policies are applicable to the Subject Lands:

21.1.7 Applications for development within the designated greenfield area should only be submitted where a secondary plan is in effect, or the Town's Chief Planner deems an ongoing secondary planning process to be sufficiently advanced. A complete application will be required to include written confirmation to this effect.

The Subject Lands are located within an existing Employment Area. Policy 21.2 states,

As noted in Part A, Section 1.2 of this Plan, the replacement of the 1978 Official Plan, as amended, by the Future Caledon Official Plan will be completed in phases. The 1978 Official Plan, as amended, will remain in effect as it applies to the existing community and employment areas listed in Section 1.2 until land use designations and policies are incorporated into this Plan through a series of Town-initiated official plan amendments.

21.2.1 The Town will undertake detailed reviews of the existing secondary plans, or areaspecific policies, for the areas listed in Policy 1.2.1 (i.e., areas now within the Urban System of this Plan) and recommend updated land use designations and policies be incorporated into this Plan through Town-initiated official plan amendments. More detailed and specific land use designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System, of this Plan.

21.2.2 The policies in the subsequent chapters of Part F, Urban System, and elsewhere in this Plan, will provide guidance for the future reviews of the existing secondary plans and area-specific policies listed in Policy 1.2.1.

The proposed development is situated within the South Simpson Industrial Secondary Plan area, where the applicable Secondary Plan to the Subject Lands will be reviewed by the Town of Caledon. The proposed development reflects the intent and goals of the South Simpson Industrial Secondary Plan as it provides industrial and employment opportunities on the Subject Lands. As such, the proposed development complies with the policies in the Future Caledon Official Plan for existing Employment Areas in the municipality.

The policies in section 21.4 of the Future Caledon Official Plan provides direction for the Secondary Plans outlined by the Town of Caledon. The Subject Lands are situated within the South Simpson Industrial Secondary Plan area, hence the policies in section 21.4 of the Future Caledon Official Plan apply to the proposed development. The following policies are relevant to the proposal on the Subject Lands.

21.3 Secondary Plans

Secondary plans provide detailed development policies to guide growth and change in a defined area of the Town. They implement the Town Structure, objectives, policies and land use designations. According to Policy 21.4.1, *development will only be permitted within the Designated Greenfield Area where an approved secondary plan is in place and the subsequent block plan requirements of this Plan have been satisfied. A complete application will be required to include written confirmation to this effect, or the development application will be refused. Additional direction for secondary plans and block plans is provided in Chapter 24, Official Plan Amendments, of this Plan.*

The South Simpson Industrial Secondary Plan is a Town-initiated secondary plan that protects the lands of the existing Employment Area along Mayfield Road and Coleraine Drive. In addition, the Subject Lands are situated within the Designated Greenfield Area, where growth and development are promoted as per the policies of the Future Caledon Official Plan. The proposed development will support the Town-initiated South Simpson Industrial Secondary Plan and does not propose a privately initiated secondary plan. As such, the proposed development complies with the policies for Secondary Plans as outlined in section 21.4 of the Future Caledon Official Plan for the Town of Caledon.

The general policies for lands within the Employment Areas of the municipality, which includes the Subject Lands, are outlined in section 23.1 of the Future Caledon Official Plan. The following policies are applicable to the proposed development on the Subject Lands.

23 Employment Areas

Employment Area policies are established in Section 23 of the new COP. These areas are intended to provide industrial, business and office activities, which will be the major source of employment opportunities in the Town. The employment areas permit a wide range of business and economic activities and are defined by four specific urban employment land use designations: *Prestige Employment Area, General Employment Area, Goods Movement District, and Knowledge and Innovation Employment Area.* The Subject Lands are designated *Prestige Employment* according to the Town of Caledon Official Plan and South Simpson Industrial Secondary Plan. General Employment Area policies of the new COP are provided in Section 23.1:

23.1.1 The Town supports the intensification of existing Employment Areas with uses that are compatible with existing uses, and will:

- a) Promote and facilitate opportunities for re-development and growth in existing Employment Areas;*
- b) Work with landowners to assess interest in developing the lands and assessing feasibility of development; and,*

23.1.2 The intensification of employment uses with compatible employment uses is encouraged in particular to lands with existing or planned transit services.

23.1.4 Buffering, landscaping and strategic site design will be required to ensure visual and physical separation between employment uses and adjacent non-employment areas to maintain land use compatibility.

23.1.8 Employment Areas will be developed in accordance with the Town's Growth Management and Phasing Plan, and the provision of Regional services such as water, wastewater, and transportation, and based on availability of servicing capacity and budget allocation.

The proposed development is situated within the Employment Area of the Town of Caledon, where intensification for employment and industrial uses are promoted by the municipality. The proposal promotes the re-development and growth opportunities within the existing Employment Area of Caledon. The proposed development is in coordination with a landowners group to develop the lands and extend the Simpson Road corridor to enhance the existing condition of the Subject Lands. The intensification of the Subject Lands encourages compatible employment uses along existing and planned corridors with public transit services. The proposed development is designed in accordance with the Growth Management and Phasing Plan from the Town of Caledon. As such, the proposed development complies with the Employment Area policies outlined in the Future Caledon Official Plan.

The Subject Lands are situated within the Prestige Employment land use designation, which is outlined in section 23.7 of the Future Caledon Official Plan. The objectives for the Prestige Employment land use designation are provided under policy 23.7.1 of the Future Caledon Official Plan, where the following policies are relevant to the proposed development on the Subject Lands.

23.7 Prestige Employment Designation

Policies related to the *Prestige Employment* designation are outlined in Section 23.7. Land designated *Prestige Employment Area* are to be planned and developed for prestige industrial and office development, frequently in larger buildings located on large properties. Industrial buildings will generally be single storey and may be in single use or multi-unit buildings. According to Policy 23.7.1, *The planning objectives for the Prestige Employment Area designation are as follows:*

- a) *provide accommodation in prime locations attractive to existing and future businesses seeking a setting with a specific range of compatible land uses characterized by high quality site development and building forms;*
- b) *restrict accessory uses and ancillary uses to those that directly support the industrial uses of this designation;*
- c) *restrict the introduction of new sensitive land uses to minimize impacts on the viability of permitted uses; and,*
- d) *encourage building and site design achieves climate change mitigation and adaptation objectives.*

The proposed development is situated along Mayfield Road and Coleraine Drive, which makes the Subject Lands a prime location that attracts existing and future businesses as well as encouraging a range of compatible land uses. Further, the proposed development is designed to achieve the objectives to effectively mitigate and adapt to the changing climates. As such, the proposed development complies with the objectives for lands situated within the Prestige Employment land use designation.

Permitted uses for land designated Prestige Employment include:

23.7.2 Permitted Uses

- a) *The following uses may be permitted within the Prestige Employment Area designation:*
 - i. *manufacturing, processing and warehousing with no accessory outside storage of goods or materials;*
 - ii. *business offices in stand-alone office buildings or as an accessory use to other permitted uses;*
 - iii. *hotels which may include restaurants and banquet halls;*
 - iv. *iv) trade and convention centres which may include restaurants and banquet halls;*
 - v. *commercial trade schools;*
 - vi. *ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and day cares within the ground floor of a multistorey office building; and,*
 - vii. *ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the industrial building.*
- b) *Outdoor storage, goods movement and logistics will not be permitted.*

23.7.3 Discretionary Uses

- a) *The following discretionary uses may be permitted within the Prestige Employment Area designation:*
 - i. *ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building;*
 - ii. *banquet halls that are not associated with a hotel or trade and convention centre;*
 - iii. *manufacturing, processing and warehousing with accessory outdoor storage; and,*
 - iv. *motor vehicle service stations.*

Policy 23.7.4 of the Future Caledon Official Plan outlines the general development policies for lands within the Prestige Employment land use designation. The following policies are applicable to the proposed development on the Subject Lands.

23.7.4 Development Policies

- a) *The design of the site and the building will contribute to a safe, comfortable and attractive pedestrian environment that is linked to a system of pedestrian routes providing direct connections to existing or planned transit services.*
- b) *Buildings should be located close to the street edge in attractively landscaped settings.*
- c) *Truck and trailer parking associated with a permitted use will not be permitted in the front yard.*
- d) *New multi-storey buildings will be sited to achieve a continuous and consistent relationship to adjoining public streets.*
- e) *Buildings with the greatest density and height should be directed to locations along arterial roads and transit services.*

6.9 FUTURE BOLTON SECONDARY PLAN

- f) *Building heights adjacent to residential areas will be reduced for compatibility purposes.*

The proposed development is designed to include pedestrian environment that is safe, comfortable, and attractive while permitting connectivity to the existing and planned transit services for the surrounding areas. In addition, the proposed development is situated adjacent to the street edges of Mayfield Road and Coleraine Drive and does not include truck and trailer parking uses on the Subject Lands. As such, the proposed development complies with the development policies for Prestige Employment lands in the Future Caledon Official Plan.

Policy 23.10.1 of the Future Caledon Official Plan outlines the objectives that relate to the knowledge and innovation for lands designated within the Employment Area of Caledon. The following policies are applicable to the proposed development on the Subject Lands.

The Town of Caledon is in the process of updating and consolidating six secondary plans from in and around the Bolton community into a single, comprehensive Secondary Plan to guide intensification and land use in area. The South Simpson Industrial Secondary Plan is one of the six Secondary Plans being consolidated. At the time of writing, no new draft policy or land use schedules have been made available specifically for the South Simpson Industrial Secondary Plan.

6.10 TOWN OF CALEDON ZONING BY-LAW 2006-50

The Town of Caledon Zoning By-law 2006-50 came into force on October 19, 2006 pursuant to Section 34 (30) of the *Planning Act*, and has since been amended with the most recent and currently in-force consolidated dated March 3, 2022.

The Subject Lands are split zoned *Prestige Industrial (MP)* and *Serviced Industrial (MS)*. The following tables outline the permitted uses and performance standards in the MP and MS zone.

Table 5: Section 8.2 of Zoning By-law 2006-50 - Permitted Uses

| Use | MP (Prestige Industrial) | MS (Serviced Industrial) |
|--------------------------------------|--------------------------|--------------------------|
| Adult Video Store | | X |
| Bulk Storage Facility | | X |
| Business Office | X | |
| Cannabis-Related Use-Indoor | X | X |
| Contractor's Facility | | X |
| Dry Cleaning or Laundry Plant | X | X |
| Equipment Storage Building | X | X |
| Factory Outlet | X | X |
| Financial Institution | X | |
| Gasoline Pump Island, Accessory | X | X |
| Industrial Hemp-Related Use-Indoor | X | X |
| Industrial Use | X | X |
| Light Equipment Rental Establishment | X | X |
| Maintenance Garage, Accessory | X | X |
| Merchandise Service Shop | X | X |
| Motor Vehicle Body Shop | | X |
| Motor Vehicle Compound | | X |
| Motor Vehicle Gas Bar | | X |

| | | |
|--|---|---|
| Motor Vehicle Repair Facility | | X |
| Motor Vehicle Towing Facility | | X |
| Open Storage Area, Accessory | | X |
| Outside Display or Sales Area, Accessory | | X |
| Place of Assembly | X | |
| Place of Worship | X | |
| Research Establishment | X | X |
| Restaurant | X | X |
| Retail Store, Accessory | X | X |
| Training Facility | X | |
| Transportation Depot | | X |
| Warehouse | X | X |
| Warehouse, Public Self-Storage | X | X |
| Warehouse, Wholesale | X | X |

Table 6: Section 8.3 of Zoning By-law 2006-50

| Standard | MP (Prestige Industrial) | MS (Serviced Industrial) |
|--|--------------------------|--------------------------|
| Lot Areas (Minima) | 925 m ² | 925 m ² |
| Lot Frontage (Minimum) | 30 m | 30 m |
| Building Area (Minimum) For a Transportation Depot | - | - 10% |
| Building Area (Maximum) | 50% | |
| Front Yards (Minima) From any other front lot line | 9 m | 9 m |
| Exterior Side Yards (Minima) From any other exterior side lot line | 7.5 m | 7.5 m |
| Rear Yards (Minima) From any other rear lot line | 7.5 m | 7.5 m |

| | | |
|---|--|---|
| Interior Side Yards (Minima) From any other interior side lot line | Minimum interior side yard from any other interior side lot line shall be 3m on one side, 6m on other side | The minimum interior side yard from any other interior side lot line shall be 3m on one side; 6m on other side. |
| Building Heights (Maxima) | 18 m | 12.2 m |
| Landscaping Area (Minimum) | 10% | 10% |
| Planting Strip Width (Minimum) | 6 m | 6 m |
| Planting Strip Location | <p>A planting strip shall be required along each front lot line and each exterior side lot line and along any portion of a rear lot line, which abuts a Residential zone line or a lot containing a Residential use, and along any portion of an interior side lot line which abuts a Residential zone or a lot containing a Residential use.</p> <p>In addition to the Planting Strip Widths and Locations noted in Table</p> <p>8.2, the following provisions shall also apply: (i) Minimum width abutting an arterial road or Provincial Highway (9.0m) (iii) Minimum width required on all interior side yards except where there is a mutual driveway along an interior side lot line. (1.5m)</p> | <p>A planting strip shall be required along each front lot line.</p> <p>In addition to the Planting Strip Widths and Locations noted in Table</p> <p>8.2, the following provisions shall also apply: (i) Minimum width abutting an arterial road or Provincial Highway (9.0m) (iii) Minimum width required on all interior side yards except where there is a mutual driveway along an interior side lot line. (1.5m)</p> |
| Driveway Setbacks (Minima) From any other lot line | 1.5 m | 1.5 m |
| Parking Space Setbacks (Minima) From any front lot line From any other lot line | 6 m 3 m | 6 m 3 m |

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7. PLANNING ANALYSIS AND JUSTIFICATION

7.1 CONSISTENT WITH PROVINCIAL POLICY AND CONFORMS TO THE GROWTH PLAN

The Provincial Policy Statement encourages efficient land use land use planning and growth management by encouraging growth within settlement areas. A priority of the PPS is to create healthy, liveable and safe communities by promoting efficient development patterns, protecting natural resources and public health and integrating land use planning with infrastructure planning. The PPS also encourages economic development by protecting employment areas, promoting a range of employment uses, and ensuring infrastructure is available to support current and projected employment needs in the Province.

This policy direction is reflected in the Growth Plan, which provides a framework for decision making within the Greater Golden Horseshoe that supports the achievement of complete communities, improves the integration of land use planning with planning and investment in infrastructure, and protects natural resources. The Growth also directs growth to Settlement Areas, specifically built-up areas, to manage growth and provides policies to encourage economic growth within the GGH.

Combined, provincial policy establishes the basis for compact development within Settlement Areas that protects the natural environment and encourages economic development. The location of the Subject Lands within a defined Settlement Area makes them an appropriate location for development pursuant to policy 1.1.3 of the PPS and policy 2.2.1.1 of the Growth Plan. The Subject Lands are also located within an Employment Area in the Region of Peel and Town of Caledon. Although it is recognized that specific uses are not being proposed at this time, the intent of the Block Plan, MESP and Official Plan Amendment is to facilitate overall development of the Subject Lands and enable development applications to be submitted at a later date. As such, the policy objectives established in Section 1.3 and Section 1.7 of the PPS and Section 2.2.5 of the Growth Plan are satisfied.

The enclosed Block Plan contemplates the extension of Simpson Road and the channelization of Rainbow Creek to improve access to the Subject Lands and surrounding area. The proximity of the Subject Lands to existing and planned infrastructure, including Mayfield Road, Highway 50, and the future Highway 413, supports the development of the Subject Lands with a more intensive use. Section 1.6 of the PPS directs infrastructure to be provided in an efficient manner that is coordinated and integrated with land use planning. Similarly, Chapter 3 of the Growth Plan directs infrastructure growth to be strategically located and integrated with environmental and financial planning. The proposed extension of Simpson Road and channelization of Rainbow Creek represents an integrated approach to land use planning and infrastructure planning and supports provincial policy objectives. The TIS prepared by LEA concludes that there will be an acceptable impact on the road network operations in the surrounding area as a result of the Simpson Road extension. The Memorandum prepared by Palmer describes the multiple, closely spaced driveway crossings over the existing tributary that require access the five properties from the planned extension of Simpson Road would result in a variety of unavoidable impacts to channel form and function. They would also severely limit the extent and quality of aquatic/riparian habitat that could possibly be restored between the crossings and their associated erosion protection. The numerous crossings would predispose the channel to debris jams and the flood, erosion and habitat risks they pose. As such, piping of the channel from its existing origin at the upstream SWM pond downstream to a natural, vegetated bend in the channel just upstream of Mayfield Road is proposed. The EIS prepared by Greck confirms that a culvert conveyance system can be constructed as part of the proposed future Simpson Road alignment and current development plans.

Based on the above, it is our opinion that the proposed development is consistent with the PPS and conforms to the Growth Plan.

7.2 REQUIRED TO BRING FORWARD DEVELOPMENT APPLICATIONS

A Staff Report dated July 12, 2022 (2022-0374), recommended that Staff be directed to require the South Simpson Landowners Group to prepare and receive approval of a Block Plan and to update the Master Environmental and Servicing Plan to the satisfaction of the Town, prior to the submission of any development application and site development occurring in the South Simpson Industrial Secondary Plan. The South Simpson Industrial Secondary Plan directs development to adhere to the 2000 Master Environmental Servicing Plan (MESP). However, due to the fragmented ownership of the area, changes that have occurred since 2000, and the lack of detail with respect to servicing the individual parcels, Staff require an update to the MESP to evaluate future development applications and provide for a comprehensive servicing solution.

In addition, there are potential constraints and potential constraints and opportunities from a transportation and access perspective. It is recognized that consolidated accesses and an internal road network will be critical in developing this area as it has limited access to roads to the east, south and west. It is also recognized that there are immediate development pressures on the fragmented lands within the area.

The Staff Report acknowledges that a Block Plan will help to ensure transportation, access, servicing, stormwater and other important considerations are appropriately and strategically addressed and improve the quality of development.

7.3 RAINBOW CREEK CHANNELIZATION OPTION

The proposed Block Plan will effectively replace the current Secondary Plan proposal to construct an open channel system along the future Simpson Road right-of-way. An Options Evaluation Report prepared by Palmer recommended piping Rainbow Creek.

Option 1- Fully Open

Option 1 proposes a fully open channel adjacent to the proposed Simpson Road extension, from the existing stormwater pond north of the Subject Lands and south to Mayfield Road. This option essentially reflects the Simpson Road Completion Environmental Assessment (“EA”) completed by the Town of Caledon in 2012. A major challenge of advancing a fully open channel is the need to accommodate several tributary driveway crossings to provide access to the proposed industrial development along the future Simpson Road. The previously proposed channel design derived from the 2012 Town of Caledon EA (Aqualogic, 2019) was detailed without documentation of any evaluation of the implications of numerous, closely spaced channel crossings required to access the properties to the west of Simpson Road. The channel crossing will be required in response to the Region’s request that access from Coleraine and Mayfield be closed, once the Simpson Road extension has been provided to limit private driveways on these major arterial regional roads.

Another key challenge to Option 1 is the location of an open channel in the two northernmost properties of the Subject Lands, which would become isolated and undevelopable in an open-channel scenario. In accordance with the Options Evaluations Matrix, Option 1 is the least preferred option.

Option 2 - Partially Piped

Option 2 is similar to Option 1; however, this option avoids isolating the two northernmost parcels in the Subject Lands by piping the channel beneath these parcels. Most of the tributary would remain open with the same design as Option 1, raising the same concerns with respect to access and channel crossings. In accordance with the Options Evaluations Matrix, Option 2 is preferred over Option 1, but not the preferred option.

Option 3- Fully Piped

Option 3 proposes to pipe the channel from the existing Stormwater Management Pond north of the Subject Lands, downstream to a natural, vegetated bend in the channel just north of Mayfield Road. Fully piping the channel through the Subject Lands mitigates the negative impacts of multiple road crossings over an open channel, as outlined by Palmer in the enclosed EIS Memorandum. Off-site compensatory habitat improvements are expected as part of this option. In accordance with the Options Evaluations Matrix, Option 3 is the most preferred option.

8. CONCLUSION

Based on our review of the applicable planning policy and supporting materials, it is our opinion that the proposed development and associated application for Official Plan Amendment is based on good planning. The proposed Block Plan seeks to extend Simpson Road and channel Rainbow Creek in order to facilitate future development of the Subject Lands in accordance with good planning principles. It is our opinion that the proposed development and associated planning applications should proceed through the process as prescribed by the Planning Act.

WESTON
CONSULTING

