TOWN OF CALEDON
PLANNING
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Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Attention: Samantha Yeung
Community Planner, Planning Services

Dear Ms. Yeung:

RE: Green Development Standards Brief
12434 Dixie Road, Caledon
Official Plan Amendment, Zoning By-law Amendment Applications

Malone Given Parsons Ltd. ("MGP") is writing on behalf of Nishan GTA Inc. (the "Applicant") to provide this Green Development Standards ("GDS") Brief in support of the Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") applications for the lands municipally known as 12434 Dixie Road (the "Subject Lands").

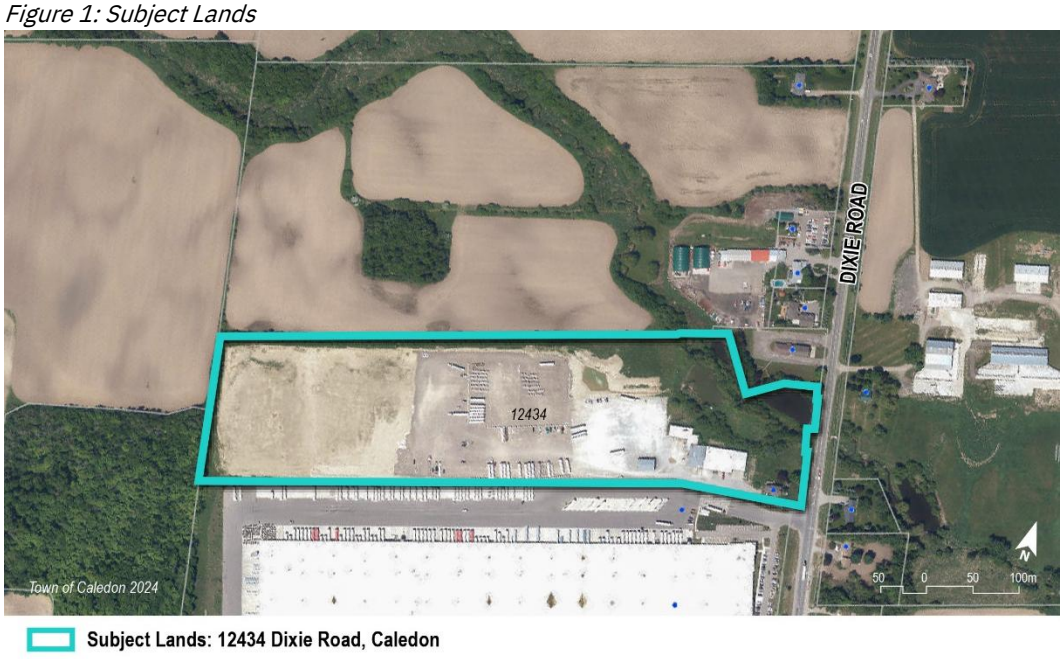
This Brief has been prepared in accordance with the Town of Caledon Green Development Standard Guidebook (June 2024) (the "GDS Guidebook"). As the applications advancing at this stage are only an OPA and ZBA, with site plan to follow, the GDS Guidebook identifies the applicable submission for a high-level GDS Brief, with detailed metric-specific compliance to be confirmed through the subsequent Site Plan Control application. This Brief addresses the metrics of the GDS Guidebook applicable to the Industrial building type, organized by the three GDS theme areas: Community Design and Mobility, Green Infrastructure, and Buildings and Energy.

Site Location

The lands are comprised of one parcel on the west side of Dixie Road, approximately 1.3 km north of Mayfield Road. The Subject Lands are 10.7 hectares (26.4 ac) with approximately 140 m of frontage on Dixie Road. The Subject Lands are located approximately 2 km, or a 2-minute drive, south of the Highway 410 interchange, and approximately 2 to 3 km from the future planned GTA West Corridor. The Subject Lands are accessed via a shared driveway from Dixie Road, used in common with the adjacent UPS facility to the south.

The lands are currently used for truck and trailer parking purposes. Existing structures on the property include a single detached dwelling, used for ancillary office purposes, along with a shed and farm-related structures. Kilmanagh Creek, a tributary of the West Humber River, and its associated valleyland traverse the northeastern portion of the Subject Lands, with an unevaluated wetland also present at the northern corner of the property. A significant woodland is located on adjacent lands to the west of the Subject Lands, with its dripline extending onto the southwest corner of the property.

Figure 1: Subject Lands



Source: Town of Caledon (2024), MGP (2026)

Development Proposal

The proposed full build-out of the Subject Lands consists of a new cross-dock facility of approximately 11,000 square metres, positioned on the western portion of the site along with a truck wash, and landscape buffers along the property lines. Access to the site is provided from Dixie Road. Office uses will be accommodated within the existing detached dwelling, and the existing sheds and barn will continue to serve cross-dock and storage functions, both in the interim and as part of the full build-out.

Figure 2: Conceptual Site Plan for Full Build-Out



Supporting infrastructure is planned to accommodate the facility's operations, including a stormwater management ("SWM") pond located on the eastern portion of the Subject Lands, near the site access and existing structures. The natural heritage area, including two waterbodies and a watercourse, is located within the northeastern portion of the site and is proposed to be retained and protected as part of the design.

This site plan also illustrates surface parking areas, including dedicated trailer parking and employee parking, with access and circulation designed to support the industrial use.

The owners anticipate that the proposed development will accommodate about 100 employees on-site in the first few years.

Theme 1: Community Design and Mobility

Of the seven metrics under this theme, three apply to the Industrial building type: Metric 1.3 (Light Pollution Reduction), Metric 1.4 (Active Transportation), and Metric 1.7 (Electric Vehicle Charging). Metrics 1.1, 1.2, 1.5, and 1.6 apply only to residential, commercial, and/or institutional development types and are not applicable to the Subject Lands.

Exterior site lighting, on-site pedestrian and active transportation connections, and electric vehicle charging infrastructure are matters of site-specific design that will be finalized through the Site Plan Control application. The Applicant commits to the following at this stage:

- Exterior lighting will be designed to minimize light pollution and spillover onto adjacent agricultural and natural heritage lands, consistent with Metric 1.3, with fixture selection and photometric design confirmed at Site Plan Control.
- Active transportation connections, including any pedestrian linkages along the Dixie Road frontage, will be designed in accordance with the Town's Active Transportation Master Plan (2024) and confirmed at Site Plan Control, consistent with Metric 1.4.

- Electric vehicle charging and/or EV-capable parking will be considered in accordance with the Town's requirements under Metric 1.7.

Theme 2: Green Infrastructure

All six metrics under this theme apply to the Subject Lands. The Functional Servicing and Stage 1 Stormwater Management Report prepared by Masongsong Associates Engineering Limited (MAEL, August 2026) (the "FSR/SWMR") provides the technical basis for the stormwater-related metrics (2.1 and 2.5).

Stormwater Management (Metrics 2.1 and 2.5): A centralized Stormwater Management ("SWM") Pond is proposed on the Subject Lands, sized to provide quantity control, water quality treatment, and water balance storage for the ultimate development of the site. Post-development peak flows are controlled to the allowable release rates established by the Toronto and Region Conservation Authority ("TRCA") for the Humber River watershed (Sub-basin 36), with the SWM Pond providing approximately 4,828 m^3 of active storage and maintaining approximately 0.52 m of freeboard under the 100-year design storm.

Water quality treatment is provided through a treatment train consisting of an Oil Grit Separator upstream of the SWM Pond, followed by a 3.0 m deep permanent pool within the pond, designed to achieve MECP Enhanced (Level 1) protection with a minimum 80% reduction in Total Suspended Solids. The 3.0 m permanent pool depth has been incorporated specifically to provide thermal mitigation, protecting the receiving watercourse, which supports redside dace habitat.

The water balance objective, retention of the first 5 mm of runoff from the contributing drainage area, is met through a dedicated infiltration gallery storage volume within the SWM Pond (441 m^3 required and provided). The FSR/SWMR notes that conventional distributed Low Impact Development practices (infiltration trenches, soakaway pits, bioretention) were not considered appropriate for widespread implementation across the gravel parking areas, given operational and maintenance considerations associated with heavy vehicle loading; the centralized SWM Pond approach was adopted instead to meet the water balance and LID objectives.

Healthy Soils, Plant Species, Urban Heat Island, and Bird-Friendly Design (Metrics 2.2, 2.3, 2.4, and 2.6): The conceptual site plan identifies approximately 1.57 ha of vegetated groundcover across the Subject Lands, in addition to the environmental protection areas along the site's eastern limit. Detailed landscape design, including plant species selection, soil volumes, and bird-friendly glazing and design measures, will be confirmed through the Landscape Plan submitted at Site Plan Control, consistent with Metrics 2.2, 2.3, and 2.6. Urban heat island mitigation measures, which may include reflective roofing and tree canopy provision, will similarly be confirmed at Site Plan Control, consistent with Metric 2.4.

Theme 3: Buildings and Energy

Of the seven metrics under this theme, six apply to the Industrial building type: Metrics 3.1 (Operational Energy and GHG Emissions), 3.3 (Solar Readiness), 3.4 (Embodied Carbon), 3.5 (Water Conservation), 3.6 (Construction Waste), and 3.7 (Owner Education). Metric 3.2 (Building Resilience) applies only to residential development and is not applicable to the Subject Lands.

As the project is at the OPA/ZBA stage, building design has not yet advanced to the point where specific energy performance targets, solar readiness provisions, embodied carbon strategies, water conservation fixtures, or construction waste diversion rates have been established. These matters will be addressed in detail through the Site Plan Control application, at which stage the Applicant will demonstrate compliance with Metrics 3.1, 3.3, 3.4, 3.5, and 3.6 in accordance with the GDS Guidebook's submission requirements.

With respect to Metric 3.7, the Applicant commits to providing a Town-approved sustainability handout to building owners/tenants and permanent signage for green/site features, in accordance with the GDS Guidebook's requirements, at the time of Site Plan Control.

Conclusion

This Brief has identified the GDS metrics applicable to the Industrial building type proposed for the Subject Lands and has described how the proposed development addresses those metrics at this stage of the approval process. Detailed technical compliance with the applicable Community Design and Mobility, Green Infrastructure, and Buildings and Energy metrics will be confirmed through the Site Plan Control application. It is our opinion that this Brief appropriately reflects the objectives of the Town's Green Development Standard at the OPA/ZBA stage.

We look forward to continuing to work with you on this application. Should you have any questions or require additional information, please do not hesitate to contact us.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP
Principal