TOWN OF CALEDON
PLANNING
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Sep 11, 2026

Appendix B

Application Submitted

☐ Site Plan Control ☑ OP/Zoning By-law Amendment ☐ Draft Plan of Subdivision ☐ Block Plan

☐ Secondary Plan

Office Use Only

Municipality: ☐ Brampton ☐ Caledon ☐ Mississauga

Date Received:_____ Planner:_____ Application No.:_____

Is this HDA revised from an earlier submission? ☐ Yes ☐ No

Property and Applicant

Address of Subject Land (Street Number/Name): 12434 Dixie Road

Applicant

Name: Rohan Sovig Telephone: 905-513-0170 E-mail: rsovig@mgp.ca Registered Owner: _____

Proposal Description

Gross Floor Area: 12,713 m² Number of Storeys: 1 Number of Units: N/A

Project Summary (describe how the project contributes to a healthy community)

The 10.70 ha subject lands are located on the west side of Dixie Road, approximately 1.4 km north of Mayfield Road, in the Town of Caledon. The subject lands currently operate as a temporary truck and trailer parking facility. The proposed development consists of an interim condition that maintains the existing truck and trailer parking operation, including 115 vehicle parking spaces, and an ultimate condition that redevelops a portion of the site to accommodate an 11,280 m² transportation depot incorporating a cross-dock facility and a 1,433 m² six-bay truck wash facility, while retaining truck and trailer parking on the remainder of the site and providing 108 vehicle parking spaces. Vehicular access to the site is currently provided via a full-movement driveway on Dixie Road, which shares a common curb cut with the adjacent property at 12424 Dixie Road. The proposed development also incorporates landscaped areas, environmental buffers, retained natural heritage features, and a stormwater management facility to support site functionality and environmental sustainability.

Region of Peel
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PEEL ICI HEALTHY DEVELOPMENT ASSESSMENT (SMALL-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
1. If density considerations were not included in the block plan or large scale development application, please provide comments on how institutional or employment area density is addressed by the site plan (small-scale) development application.	The proposed site plan supports employment density through the development of an 11,280 m² transportation depot and 1,433 m² truck wash facility on the developable portion of the site. The proposal will accommodate employment-generating logistics and transportation uses while maintaining required environmental buffers, stormwater infrastructure, and site circulation.	N/A	N/A	N/A
SERVICE PROXIMITY				
Transit				
2. 100% of the functional entries in the proposed development are situated within a 400-meter walking distance of an existing or planned transit stop (as identified by Brampton Transit, MiWay or Go Transit) or 800-meters of higher order transit stop.	Not applicable. The proposed development is not located within 400 m walking distance of an existing or planned transit stop, nor within 800 m of a higher-order transit stop.	N/A	2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians: •Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point) •Pathway to transit site contains pedestrian scaled lighting (1 point) •Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)	Existing transit service is available via Brampton Transit Route 18, located approximately 542.67 m walking distance from the functional entry of the subject lands. The development provides a direct pedestrian connection between the functional entry and the transit stop. The site design incorporates vegetation groundcover, environmental protection areas, woodland buffers, valleyland features, and a stormwater management facility that contribute to the pedestrian environment. Active transportation connections and exterior lighting are intended to be finalized through the future Site Plan Control process.	Transportation Impact Study; Conceptual Cross-Deck Facility Site Plan	3	2
4. Areas within 800m of a Higher Order Transit stop are developed to meet Major Transit Station Area density targets.	Not applicable. The subject lands are not located within 800 m of a higher-order transit stop and are not situated within a Major Transit Station Area.	N/A	1	N/A
Services and Retail				
5. At least 75% of the proposed functional entrances are situated within 800m of: • Grocery Store or Supermarkets (0.5 point) • Full Service restaurant, cafe, or diner that does not provide a drive-thru (0.5 point) And • 5000m2 of personal service and commercial retail space comprising a mix of uses such as a pharmacy, bank, dry cleaner, or hair salon. (1 point)	Not applicable. The uses are not located within 800 m of the functional entry to the proposed development and therefore the standard is not achieved.	N/A	2	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
6. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).	The functional entry of the proposed development is located within 800 m of natural open space and Greenbelt Plan lands that are connected by a proposed multi-use trail. The proposed multi-use trail will provide pedestrian infrastructure and active transportation opportunities within the surrounding open space network.	Distance to Services and Retail HDA Figure	2	2
Cycling Infrastructure				
7. At least 75% of the project's functional entrances are within 400 meters of an existing or planned cyling network that is connected to higher order transit.	The functional entry of the proposed development is located within 400 m of planned cycling infrastructure, including a proposed multi-use trail and a proposed physically separated cycling facility along Dixie Road. As the cycling network is not connected to higher-order transit, the standard is not achieved.	N/A	2	0
LAND USE MIX				
8. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	The proposed development is located within an employment area and is serviced by Brampton Transit Route 18. The surrounding area includes planned active transportation infrastructure, including a proposed multi-use trail and physically separated cycling facilities along Dixie Road, which support pedestrian and cyclist movement. While the proposed development does not include small-scale amenity retail services on-site, the site is supported by transit and active transportation infrastructure.	Transit Service Proximity HDA Figure; Distance to Cycling Infrastructure HDA Figure	2	1
9. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.	Not applicable. Transportation depot/truck wash in an employment area. Retail is not permitted or proposed. The metric is fundamentally inapplicable.	N/A	2	N/A
STREETSCAPE CHARACTERISTICS				
On-site Amenity Areas				
10. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain: • Appropriate green space of natural open space, •Adequate amount of seating, •Covered all-weather seating, •Mixed-used space and street furniture, •Weather protection and shade along pedestrian pathways, •Waste baskets	The proposed development incorporates approximately 1.57 ha of vegetated groundcover, environmental protection areas, woodland buffers, valleyland features, and a stormwater management facility. However, no dedicated on-site outdoor amenity, social gathering, or recreation space containing seating, covered seating, street furniture, weather protection, or waste receptacles has been identified at this stage of the application. Detailed landscape and site amenity features will be confirmed through Site Plan Control.	Green Development Standards Brief; Conceptual Cross-Deck Facility Site Plan	1	0
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
11. Safe, direct and universally accessible pedestrian routes are provided from functional building entries to off-site pedestrian networks and priority destinations. Destinations can include transit stops, existing trails or pathways, schools, community centres and commercial areas.	The proposed development provides direct pedestrian connections from the functional entry to off-site destinations, including a Brampton Transit stop located along Dixie Road and a planned multi-use trail network within the surrounding area. Active transportation connections and pedestrian linkages along the Dixie Road frontage are proposed as part of the development and will be further refined through the Site Plan Control process.	Transit Service Proximity HDA Figure; Distance to Services and Retail HDA Figure; Green Development Standards Brief	1	1
12. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets and provide increased shading on the pedestrian path.	Tree locations and species selection will be determined through future Landscape Plan/Site Plan review and cannot be assessed at the OPA/ZBA stage.	Green Development Standards Brief	1	N/A
Lighting				
13. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.	Lighting design is deferred to Site Plan Control and has not yet been established.	Green Development Standards Brief	1	N/A
Traffic Calming				
14. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.	Not applicable. The proposed development consists of a transportation depot, truck wash facility, and associated parking areas. No public streets are proposed as part of the development.	N/A	N/A	
EFFICIENT PARKING				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
15. Limit automobile parking in industrial, commercial and institutional project sites through: • Adhering to minimum parking requirements as per the local parking by-law, or • A parking reduction approved through a minor variance on the site.	The proposed development provides 108 vehicle parking spaces, which matches the 108 spaces required under the Town of Caledon Zoning By-law. The Transportation Impact Study confirms that the proposed parking supply satisfies the Town's minimum parking requirements.	Transportation Impact Study (Section 6.1.2, Table 6.1)	1	1
16. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).	Not applicable. No shared parking arrangements between multiple user groups or land uses are identified. Therefore, the standard cannot be demonstrated.	N/A	1	0
17. Provide preferential parking for car pool or car share vehicles. Preferred parking for these vehicles is provided by incorporating signage and/or pavement markings.	Not applicable. The submitted materials do not identify designated parking spaces, signage, or pavement markings for carpool or car-share vehicles.	N/A	1	0
18. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.	The proposed development locates vehicle parking and associated parking areas internal to the site, generally to the side and rear of the proposed transportation depot and truck wash facility. Parking is not the dominant feature along the Dixie Road frontage, consistent with the intent of locating parking away from the public street and minimizing its visual impact on the streetscape.	Conceptual Cross-Deck Facility Site Plan	2	2
19. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.	Not applicable/ Standard applies to sites within 400 m of higher-order transit, which this site is not.	N/A	1	0

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
20. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt	Surface parking areas are designed to minimize aesthetic and environmental impacts through the incorporation of pedestrian circulation and connectivity, landscape treatment, tree planting, and stormwater management infrastructure. The proposed development includes landscaped areas, naturalized planting, perimeter landscape treatment, and a stormwater management system designed to manage runoff from the site. These measures contribute to reducing the visual and environmental impacts associated with surface parking areas.	Green Development Standards Brief; Engineering Drawings; Landscape Plan	1	1
21. The development must meet or exceed the higher of: • local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or • The Minimum Bicycle Parking Standards outlined in the HDA User Guide.	Not applicable. The submitted materials do not identify bicycle parking facilities or provide a bicycle parking calculation demonstrating compliance with local bicycle parking requirements or the Minimum Bicycle Parking Standards outlined in the HDA User Guide. Therefore, the standard cannot be demonstrated.	N/A	1	0
22. Bicycle parking is located in a highly visible and publicly accessible location at-grade adjacent to the primary functional entrance of the building, or on the first parking level of the building below grade. Bicycle parking is secure, covered and basic bike maintenance tools (e.g. bike pump or patch kit) are provided for employee or public use.	Not applicable. The submitted materials do not identify bicycle parking facilities, bicycle parking locations, or associated amenities such as weather protection, security features, or bicycle maintenance equipment. As bicycle parking facilities have not been identified, the standard cannot be demonstrated.	N/A	1	0

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY — N/A

Density targets	

SERVICE PROXIMITY — 4 /12

Transit proximity	0 /2
Major Transit Station Area targets	TBD /1
Safe & comfortable transit access	2/3
Proximity to park, square or open space	2 /2
Proximity to commercial retail Proximity	0 /2
to cycling network	0/2

LAND USE MIX — 1/4

Employment Lands	1/2
Retail uses on ground floors	TBD /2

STREETSCAPE CHARACTERISTICS — 1/4

Common amenity areas	0 /1
Street trees	TBD /1
Safe and direct pedestrian routes	1 /1
Public outdoor lighting	TBD /1

EFFICIENT PARKING — 4/9

Limit Automobile Parking	1 /1
Identify systems for shared parking spaces	0/1
Carpool and car share	0/1
Parking location	2 /2
Above-ground parking design	1 /1
Bicycle parking	0/1
Bicycle parking in proximity to higher order transit	0/1
Bicycle parking location	0/1

TOTAL*: 10/29

GOLD:	
SILVER:	80-100%
BRONZE:	70-79%
PASS:	60-69%
	50-59%

*Should certain standards not apply, the total score will be reduced accordingly.



DISTANCE TO CYCLING INFRASTRUCTURE
12434 DIXIE ROAD, CALEDON

HEALTHY DEVELOPMENT ASSESSMENT

12434 Dixie Road

Functional Entry

Greenbelt Plan

Future Active Transportation Network

Proposed - Multi-use Trail

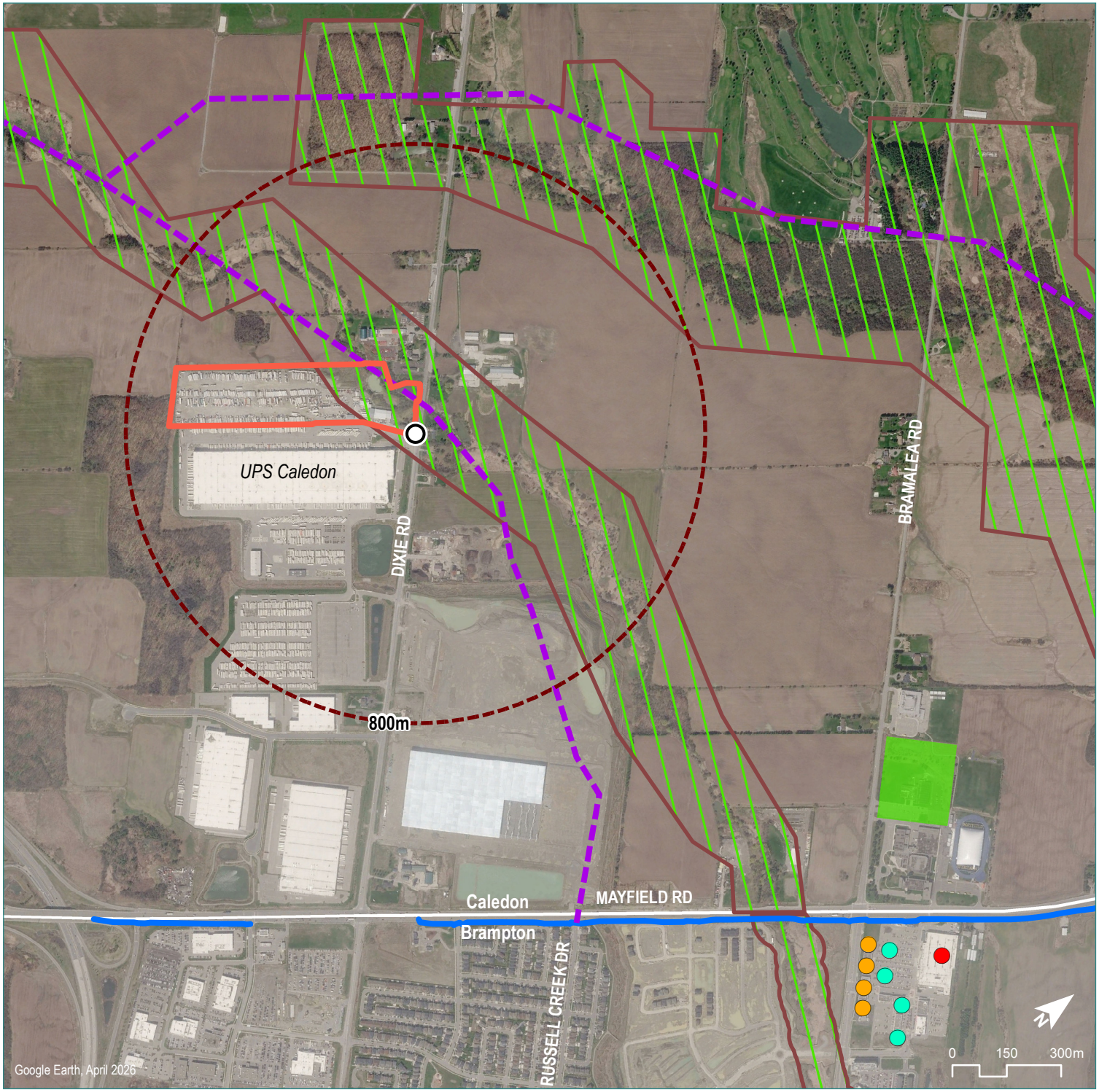
Proposed - Physically Separated

MGP File: 19-2852
Date: August 17, 2026

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DISTANCE TO SERVICES AND RETAIL
12434 DIXIE ROAD, CALEDON

HEALTHY DEVELOPMENT ASSESSMENT



- 12434 Dixie Road
- Functional Entry
- Grocery Store
- Restaurant
- Personal Service
- Greenbelt Plan
- Park
- Existing - Paved Multi-use Trail
- Proposed - Multi-use Trail

MGP File: 19-2852
Date: August 17, 2026

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DISTANCE TO TRANSIT INFRASTRUCTURE
12434 DIXIE ROAD, CALEDON

HEALTHY DEVELOPMENT ASSESSMENT



- 12434 Dixie Road
- Functional Entry
- Bus Stop (Brampton Transit)
- Brampton Bus Route (Dixie Route 18)
- Walking Distance to Exisiting Bus Stop
- Greenbelt Plan

MGP File: 19-2852
Date: August 17, 2026

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DISTANCE TO CYCLING INFRASTRUCTURE
12434 DIXIE ROAD, CALEDON

HEALTHY DEVELOPMENT ASSESSMENT

12434 Dixie Road

Functional Entry

Greenbelt Plan

Future Active Transportation Network

Proposed - Multi-use Trail

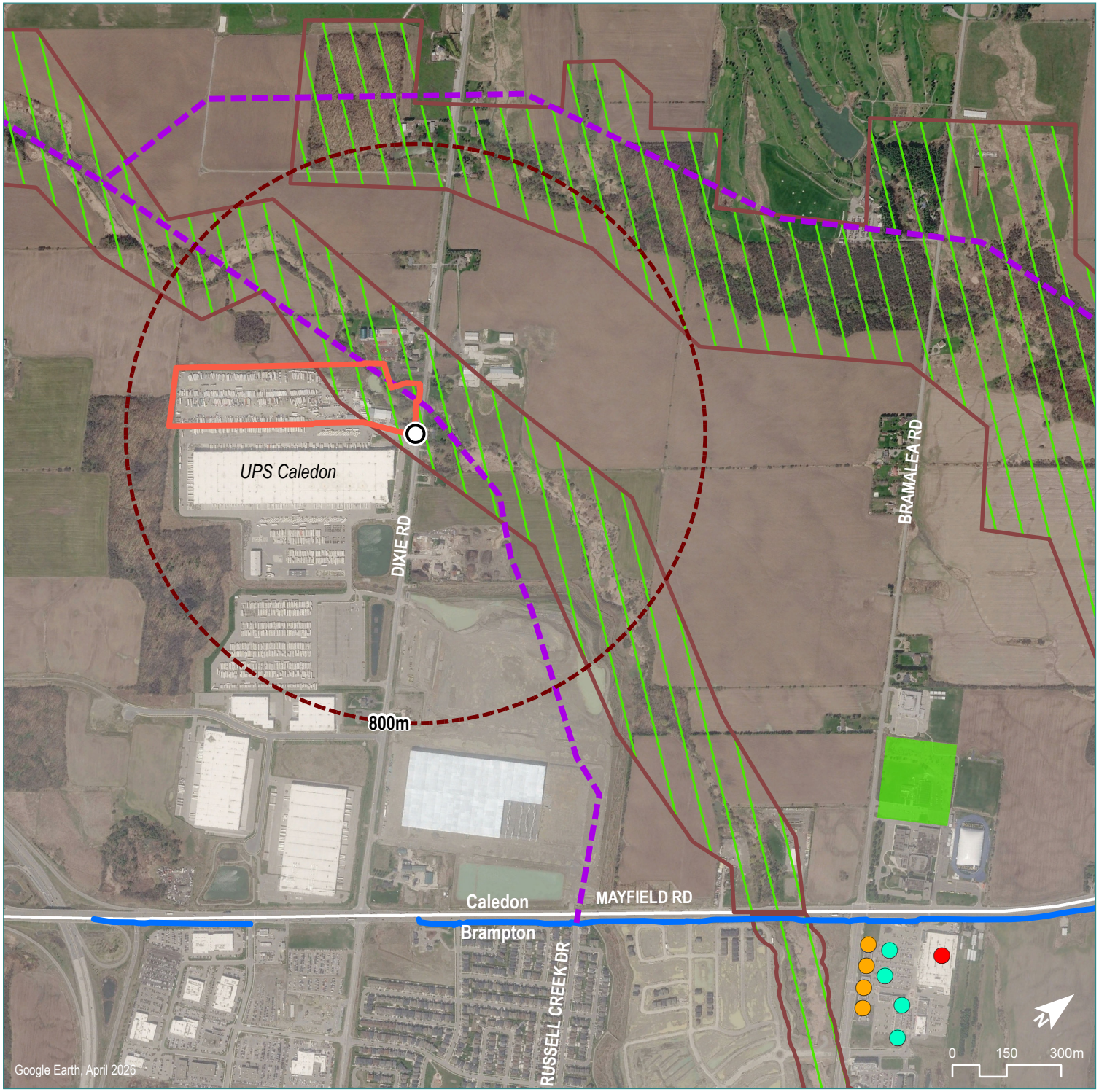
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DISTANCE TO SERVICES AND RETAIL
12434 DIXIE ROAD, CALEDON

HEALTHY DEVELOPMENT ASSESSMENT



- 12434 Dixie Road
- Functional Entry
- Grocery Store
- Restaurant
- Personal Service
- Greenbelt Plan
- Park
- Existing - Paved Multi-use Trail
- Proposed - Multi-use Trail

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HEALTHY DEVELOPMENT ASSESSMENT



- 12434 Dixie Road
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- Bus Stop (Brampton Transit)
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