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# PLANNING JUSTIFICATION REPORT

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## IN SUPPORT OF A ZONING BY-LAW AMENDMENT

**0 AIRPORT ROAD  
TOWN OF CALEDON**

BROCCOLINI AIRPORT ROAD LIMITED PARTNERSHIP and  
BROCCOLINI AIRPORT ROAD GP INC. (“Broccolini”)

**November 2025**

**GSAI File: 1517-001**

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## 1.0 Introduction

Glen Schnarr & Associates Inc. ('GSAI') are the Planning Consultants for BROCCOLINI AIRPORT ROAD LIMITED PARTNERSHIP and BROCCOLINI AIRPORT ROAD GP INC. ('Broccolini') the registered owner of lands located at 0 Airport Road, in Caledon. Broccolini is proposing a Zoning By-law Amendment ('ZBA') to facilitate an industrial warehouse development within the Tullamore North West Secondary Planning Area in the Town of Caledon (the 'Subject Lands').

The Subject Lands are within the Tullamore North West Secondary Plan Area. An Official Plan Amendment ('OPA') that outlines the policies for the Secondary Plan Area was submitted to the Town of Caledon in May 2025, and the Secondary Plan OPA is still under review by the Town of Caledon. A Statutory Public Meeting was held on October 14, 2025. Through consultation with Town of Caledon Staff it was confirmed that the site-specific ZBA application could be initiated and reviewed concurrently, with the ongoing Secondary Plan process. A PARC Meeting for the ZBA and a subsequent Site Plan were held on August 28, 2025, where a list of application requirements and supporting studies was provided. These supporting studies are summarized in Section 6.0 of this Planning Justification Report (the 'Report') and submitted with the application. This Report, in addition to the other technical studies, is submitted to accompany the ZBA application to form a complete application under the *Planning Act*.

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan, which was adopted by Regional Council in April 2022 and approved by the Province in November 2022. On July 1, 2024 the Region of Peel became an upper-tier municipality without planning responsibilities. As of that date, pursuant to subsection 70.13(2) of the *Planning Act*, the portions of the ROP that were in effect and that applied within the Town of Caledon were deemed to constitute part of the Town's Official Plan. These former policies of the ROP remain in effect until the Town of Caledon revokes or amends them and, pursuant to subsection 70.13(7), are deemed to prevail in the event of any conflicts with the policies of Town's Official Plan that were in-force as of July 1, 2024.

The purpose of this Planning Justification Report is to provide an overview of the proposed ZBA application in the context of applicable Provincial, Regional, and local policy frameworks, as well as the technical studies prepared in support of the application. The Subject Lands are currently zoned Agricultural ('A1') in the Town of Caledon Zoning By-Law 2006-50. A site-specific ZBA application is required to rezone the lands to Serviced Industrial Exemption ('MS-XX') and Environment Policy Area 1 ('EPA1') to facilitate industrial development. An overview of the proposed development is provided in Section 8.0 of this Report.

## 2.0 Site Description and Surrounding Context

The Subject Lands are bound by Airport Road to the east and agricultural lands to the north, west and south. The Subject Lands have a total area of 24.25 ha (59.53 ac), of which 13.44 ha (33.21 ac) is proposed to be developed.

The Subject Lands consist primarily of existing agricultural lands and natural heritage system (NHS) lands. (see *Figure 1.0 – Aerial Context Plan*).

The surrounding context is as follows:

North: Agricultural lands are located directly north of the Subject Lands. Further north and south of Old School Road there are residential dwellings and buildings that support agricultural uses. Beyond Old School Road there are additional residential dwellings and the proposed Highway 413 Focused Analysis Area ("FAA").



- East: The lands east of the Subject Lands, across Airport Road, primarily consist of agricultural fields. A single detached dwelling is also located on these lands. These lands are within the Urban Area and designated for Future Employment.
- West: Directly west of the Subject Lands are Natural Heritage System (NHS) lands. Beyond the NHS lands are agricultural lands that are part of the Tullamore North West Secondary Plan Area and are designated for Future Employment. The lands west of Torbram Road currently consists of agricultural fields and NHS lands. These lands are within the Mayfield Tullamore Secondary Plan Area and designated as Future Community.
- South: The lands directly south consist of a single detached residential dwellings, NHS lands, and agricultural lands. Further south is the Rice Group Ministerial Zoning Order (MZO) lands. This MZO approved industrial uses on these lands.

At this time the Draft Plan of Subdivision for the Rice Group lands seeks to facilitate the development of an industrial park consisting of seven (7) industrial blocks, twelve (12) reserve blocks, one (1) future community block, one (1) Greenbelt block, two (2) environmental protection area blocks, two (2) stormwater management blocks, one (1) buffer block, one (1) sanitary easement block, four (4) road widening blocks and three (3) internal streets.

## **2.2 Transportation Network**

The Subject Lands are located north of Mayfield Road, which is classified as a Regional Arterial Road. Mayfield Road between Airport Road and Bramalea Road is designed as a six (6) lane right-of-way. The Subject Lands are located on Airport Road which is a north south arterial road. A Traffic Impact Study ('TIS') (November 2025), was prepared by Crozier in support of the proposed ZBA application. The TIS concluded that the proposed development and proposed employment uses could be supported with the proposed road improvements to Mayfield Road, Airport Road, Old School Road and Torbram Road. Current and future traffic volumes were analyzed on surrounding roads, along with traffic volumes and truck movements at key intersections, to ensure that planned improvements are appropriate.

The future road network within the Mayfield Tullamore Secondary Plan area is still in the planning stage. Consideration was made to ensure compatibility between the Secondary Plans when the road networks were planned. The proposed road network will help limit employment and freight traffic from the employment areas to the community areas west of Torbram Road.

### ***Highway 413 Transportation Corridor***

The Highway 413 Transportation Corridor ('Highway 413') is located north of Old School Road in close proximity to the Subject Lands and the northern limit of the Region of Peel's urban boundary. The Focused Analysis Area ('FAA') of Highway 413 was refined in 2024 to the area currently shown on *Figure 1.0 (Aerial Context)* of this Report. An Environmental Assessment process is currently underway, and it is understood by the Province that construction is expected to begin in 2025.

Highway 413 will connect Halton, Peel, and York Regions and the preferred route identifies an interchange at Bramalea Road, west of the Subject Lands. Highway 413 is also planned to accommodate a separated transitway route dedicated exclusively to public transit. The transitway will serve as another higher-order transit corridor along the north boundary of the Subject Lands.

### ***Proposed East West Collector Road – Multi-Modal Transportation Master Plan Addendum***

The Town of Caledon has initiated an addendum to the Multi-Modal Transportation Master Plan (MMTMP) approved in June 2024. While the MMTMP identified a conceptual collector road network within the study area, the Addendum was to identify a preferred collector road network and alignment. A Public Open House was held on September 30, 2025 to present the proposed alignments to the public and gather feedback. At this time the preferred alignment is south of the Subject Lands. This east west collector road is discussed further in the TIS (October 2025) prepared by Crozier, and will further assist with future employment area traffic movements. The MMTMP Addendum is expected to go before council towards the end of the 2025 or early 2026.

### **3.0 Proposed Development**

Broccolini proposes to develop the Subject Lands to accommodate two (2) industrial warehouse buildings, which are in keeping with the proposed land use designations advanced as part of the concurrent Tullamore North West Secondary Plan. There are three (3) proposed accesses: the north and south accesses will accommodate passenger vehicles for employees and visitors, and the center access will accommodate trucks for loading. The proposed development has been designed to allow for a future severance to create two industrial parcels.

The following is a summary of key development statistics applicable to the proposed development:

- **Site Area** 24.25 ha (59.53 ac)
- **Developable Area** +/- 13.44 ha (33.21 ac)
- **Environmental Area** +/- 10.81 ha (26.71 ac)
- **Building A GFA** +/- 23,576.12 sq.m (253,771.24 sqft)
- **Building B GFA** +/- 47,808.73 sq.m (514,608.89 sqft)
- **Proposed Building Height** 18 m (59 ft)
- **Proposed Parking Rate** 1 Space / 230 sq.m

The western limits of the Subject Lands are identified as a natural heritage feature (NHS) with an area of approximately +/- 10.81 ha (26.71 ac). As discussed in the Environmental Impact Study prepared by GEI (November 2025) this NHS area is comprised of both core and non core areas due to the ecological impairment associated with the prevalence of invasive species. These non core areas are not required to be retained in place, and some modifications are proposed. Efforts were taken to retain naturally occurring communities with higher ecological functions. The existing Salt Creek corridor will be retained in place and buffered and all existing wetlands associated with Salt Creek will also be retained in place. Where modifications to non core NHS areas are proposed compensation will occur on site at a 1:1 ratio within the area located west of Salt Creek. The retained wetland will be buffered with a 30 m setback that will be planted with native plant material, including tree compensation for other removals. In addition to the vegetated buffers, fencing will be established along the limits of the proposed parking, limiting human interactions with the NHS. All watercourses will be retained in their current locations and will be protected through establishment of 15 m setbacks. Further, post-development drainage patterns have been designed

to match pre-development conditions and ensure drainage for each site is contained within each individual parcel.

## **5.0 Consultation Process**

### **5.1 Indigenous Consultation Process**

Concurrent with the Tullamore North West Secondary Plan, Crozier has been retained to facilitate Indigenous Engagement. Crozier engaged with Indigenous Nations and Communities, as informed by the Town of Caledon's "Expectations for Indigenous Engagement for Proponent Led Development". The purpose of engagement is to follow the Duty to Consult and provide information about the Proposed Development, including circulation of supporting materials. The following Indigenous Nations and Communities were engaged: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8). Included with this submission is an Indigenous Consultation Log and Summary (November 2025).

As discussed in the Indigenous Engagement Summary prepared by Crozier (November 2025). A letter to introduce the project was emailed directly to the known contact at the Communities/Nations. In the case of the Haudenosaunee, an email was sent to their general information email address. The letter included the name and location of the project, a description of the proposed development concept, the study scope, and the proposed land use plan figure. A timeline for comments was provided as well as the offer to meet with Community/Nation representatives either virtually or in person. Responses were received from Mississaugas of the Credit First Nation, Six Nations of the Grand River, and Huron-Wendat Nation. The Mississaugas of the Credit First Nation requested a review of the Archaeology, Environmental, and Planning Justification reports. Six Nations requested the link to the Town's website so that they could see what materials were available. Following that, they also requested the Master Environmental Servicing Report that was prepared in support of the Secondary Plan application and was not available on the Town's website. Separate ShareFile links were sent to both the Mississaugas of the Credit First Nation and the Six Nations of the Grand First Nation, which contain the requested reports. It should be noted that the Archaeology Report has not been made available for review. The Huron-Wendat Nation is only interested in participating in any archaeological work on site. Since no response was received from the other two Communities/Nations, follow-up calls to confirm contact information were placed to the Metis Nation and the Haudenosaunee Development Institute, but no responses have been received. All correspondence to and from the Communities/Nation has been recorded and logged as recommended in the Town of Caledon's consultation document. Consultation will continue with future submissions of the planning applications, and all correspondence will continue to be logged.

### **5.2 Public Consultation Strategy**

The proposed strategy for consulting with the public with respect to the ZBA application will follow the requirements of the Planning Act, as amended, for statutory meetings as well as the Town of Caledon's Zoning By-law Amendment process. It is anticipated that the Owner, in collaboration with Town Staff, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands. At the PARC meeting, and as discussed through subsequent meetings with planning staff, planned public engagement will be scheduled to follow the formal submission of this ZBA application. The rationale is to allow Staff sufficient time to review the comprehensive application submission and support a more meaningful consultation process with the public.

A PARC meeting was held with the Town of Caledon on August 28, 2025. At the meeting, requirements for a complete application submission were discussed. Subsequent meetings were held with Staff from the Town of Caledon and the Region of Peel to clarify the submission requirements and expected submission process. The required studies and reports prepared in support of this complete submission are detailed in Section 6.0 below.

## **6.0 Supporting Technical Studies**

### ***6.1 Arborist Report and Tree Preservation Report***

The Arborist Report prepared by Crozier, dated November 13, 2025, in support of this application inventoried and evaluated existing trees 10 cm DBH and over, within and adjacent (6.0 m) to the development area. There were a total of one hundred fifty-five (155) individual trees inventoried on the Subject Lands and on adjacent properties and ten (10) groupings. The overall quality and health of the trees varied from good to poor and included numerous standing dead trees in the vegetated area on the west side of the Subject Lands. The vegetation along the property lines to the north and south was primarily buckthorn species under 10 cm DBH with the occasional Hawthorn species under 10 cm DBH. The design considerations reviewed potential tree injuries and removal in conjunction with the tree species, health and condition in mind to work to preserve the quality trees within the developable area. However, the building and site alterations will result in tree injuries and removals. A total of one hundred twenty-seven (127) tree removals are proposed. Fourteen (14) of these trees are proposed to be removed due to being in poor or dead condition. One hundred thirteen (113) trees are proposed will be impacted and cannot be retained due to condition and conflicts with proposed construction. The tree groupings containing vegetation under 10 cm DBH and mainly consisting of buckthorn will be removed up to the property line. Twenty-eight (28) trees will be preserved with tree protection fencing erected along the limits of grading works or on the dripline of the trees. Impacts are anticipated to be limited as a result of the tree protection fencing being installed on the dripline. Based on the Town of Caledon's Tree Compensation ratio, one hundred fifteen (115) trees proposed to be removed will require compensation. This will result in one hundred thirty-four (134) compensation trees required. Compensation trees will need to be 70 mm caliper for deciduous trees. Tree compensation will be considered and coordinated on the landscape plans prepared by the Landscape Architect.

### ***6.2 Stage 1-2 Archaeological Assessment***

A Stage 1-2 Archaeological Assessment was completed by Detritus Consulting Ltd, dated November 6, 2025, in support of this application. The Stage 1 assessment of the Study Area consisted of background study, as per Section 1.1 of the Standards and Guidelines (Government of Ontario, 2011). According to the results of the Stage 1 background research, the entire Study Area retains archaeological potential; therefore, a Stage 2 assessment was recommended. The Stage 2 assessment was conducted in June 2023 and September 2025. The Stage 2 field assessment began with a property inspection conducted as per Section 2.1.8, of the Standards and Guidelines (Government of Ontario, 2011). Approximately 89% of the Study Area comprised a large, active agricultural field that was accessible to ploughing and thus met the criteria for a Stage 2 pedestrian survey. The ploughed area was subject to a pedestrian survey at five-metre intervals. No artifacts were identified during the pedestrian survey. Approximately 10% of the Study Area comprised a woodlot and overgrown areas that were deemed inaccessible to ploughing. These areas were subject to a typical test pit survey at five-metre intervals. Lastly, the Study Area included a partially disturbed area covering about 1% of the Study Area. This area was a gravel driveway in the northwestern corner of the Study Area. This area was also test pitted to confirm disturbance, but original topsoil was found to exist under the gravel. This area was also test pitted at 5 m intervals. No artifacts were encountered during the

test pit survey. Given the results of the Stage 2 investigation and the identification and documentation of no archaeological resources, no further archaeological assessment of the Study Area is recommended.

### ***6.3 Servicing and Stormwater Management Report***

The Servicing and Stormwater Management Report, prepared by Crozier, dated November 2025 analyzes servicing and stormwater management for the Subject Lands. The Subject Lands are proposed to be severed into two parcels. Each parcel will have its own servicing and stormwater management. Sanitary Servicing will be accommodated via existing sewers on Airport Road. Water servicing will be provided by existing watermain on Airport Road. All stormwater runoff will be contained within the Subject Lands and ultimately drain to Salt Creek, either directly or through one of the tributaries. The grading design ensures that drainage is contained within the individual parcels. Stormwater for the proposed rooftops will be controlled and conveyed to infiltration galleries. Overflow from the infiltration galleries will be directed to the internal storm sewer system and underground storage tanks. Drainage from the parking and paved surfaces surrounding the buildings will be captured through catchbasins and directed to the underground storage tanks. Majority of the landscaped areas will also be captured by catchbasins and directed to the underground tank. Some minor landscaping at the rear of the property will drain uncontrolled toward Salt Creek. The stormwater management systems within each parcel will be separate. The outlet for the tank on each parcel will be Salt Creek

### ***6.4 Slope Assessment and Geotechnical Investigation***

The Slope Assessment and Geotechnical Investigation was completed by MTE, dated May 15, 2025, in support of this application. The fieldwork for the investigation was carried out between January 14 to 17, 2025 and involved the drilling of six (6) boreholes. Representative soil samples were recovered throughout the depths explored. Two 50 mm diameter monitoring wells were installed to allow measurement of stabilized groundwater levels and groundwater sampling and testing. The subsurface stratigraphy at the site generally comprises topsoil overlying predominately glacial till deposits and silt and sand soils at depth. Groundwater was encountered within the silt and sand soils at depths of 7.6 m. This report contains several recommendations related to construction site preparation, servicing, pavement, concrete choice (curbs, sidewalks), and foundation design based off the analysis of soil and groundwater. The Slope Assessment determined that the existing slope is considered well vegetated with generally well standing vertical trees with dense bushes throughout the woodlot. No evidence of rotational slides, tension cracks, slumps, or bulges were observed at the time of the site visit. The results of the slope stability modeling indicate the slopes are stable under the current conditions. A development setback of 6 m is recommended from the defined stable top of slope or stable slope setbacks.

### ***6.5 Landscape Plan***

The Landscape Plan was completed by Crozier, dated November 2025, in support of this application. The Landscape Plan provides a summary of the proposed trees, shrubs, grasses, and perennials to be planted on the Subject Lands. In total 131 deciduous trees, 117 coniferous shrubs, 896 deciduous shrubs, and a variety of grasses and perennials are proposed to be planted. The Landscape Plan also contains details related to soil volumes and grass seed mixes.

### ***6.6 Noise and Vibration Study***

A Noise and Vibration Study was prepared by Valcoustics, dated November 2025 in support of this application. The proposed development was analyzed to determine future noise generated from warehouse mechanical equipment, onsite truck movements, and loading activities. Sensitive receptors in proximity to



the Subject Lands were identified and analyzed. A residential dwelling east of Subject Lands fronting onto Airport Road was identified as a sensitive receptor. The most significant sources of noise impacting this dwelling are the impulses at the loading docks, which are directly exposed to the dwelling. A sound barrier could be installed to provide screening of the loading docks. The recommended sound barrier is located at Building A and is 3.0 m above grade, extending 45 m from the driveway. The Mitigation is recommended to ensure that noise levels are appropriately managed and have no adverse impacts on this residential use.

### ***6.7 Traffic Impact Study (TIS)***

A Traffic Impact Study ('TIS') was prepared by Crozier in support of this application, dated November 2025. The TIS examined the current road network surrounding the Subject Lands along with current and future conditions. The Proposed Development is expected to generate 110 and 117 two-way mode split adjusted vehicle trips during the weekday a.m. and p.m. peak hours, respectively. These trips consist of 15 and 23 two-way truck trips during the weekday a.m. and p.m. peak hours, respectively, as well as 95 and 94 two-way mode split adjusted passenger car trips during the weekday a.m. and p.m. peak hours. The proposed site accesses are expected to operate efficiently under future background conditions. The remaining study intersections are expected to continue operating acceptably and metrics indicate that the intersections are operating with reserve capacity to accommodate future traffic growth. The Mayfield Road and Airport Road intersection is expected to exceed the effective storage length. Overall, the site generated traffic is not expected to significantly impact the study road network. Auxiliary turn lanes at the proposed site accesses are recommended. Southbound right turn lanes are recommended at the north and south right in right out vehicle accesses. North, south, and eastbound turn lanes are recommended at the central Airport Road full moves access. The proposed site accesses meets the applicable sight distance requirements.

334 vehicle parking spaces are proposed, which is deficient to the Town of Caledon's vehicle parking requirements. Approved vehicle parking rates for industrial developments with similar transportation contexts in the Town of Caledon propose an average parking supply rate of 0.43 space/unit. Thus, the proposed parking rate of 0.47 space/unit is supportable when considering the parking rates proposed at similar sites. Accordingly, based on the proxy site surveys, the Proposed Development is forecasted to have a peak parking demand of 267 spaces. As 334 parking spaces are proposed, the forecasted peak parking demand is exceeded, and the proposed parking supply is supportable from this perspective.

### ***6.8 Environmental Impact Study (EIS)***

An Environmental Impact Study (EIS) was completed by GEI, dated November 5, 2025, in support of this application. The EIS assessed the potential impacts of the proposed development on the natural heritage features and associated functions on and adjacent to the Subject Lands. The ecological field program was built on the work that was completed as part of the MESR (2025) submitted in support of the Tullamore North West Secondary Plan. The following ecological field investigations were conducted by Natural Resource Solutions Inc. (NSRI), within and adjacent to the Subject Lands, starting in the fall of 2022 and concluding in June 2023:

- Ecological Land Classification (ELC) and three-season botanical inventories (spring, summer and fall);
- Breeding bird surveys (two rounds);
- Amphibian call count surveys (three rounds);
- Bat habitat survey (one survey); and
- Aquatic habitat assessment (one survey)

Additional ecological field surveys conducted by GEI within the Subject Lands in 2025 include:

- Bat Acoustic Monitoring;

- Headwater Drainage Feature Assessment (HDFA); and
- Detailed geomorphic assessment

Further Geology, Soils, Hydrogeological, Vegetation, and Wildlife assessments were completed. Lastly, a Fluvial Geomorphic Assessment and Headwater Drainage Feature Assessment were completed.

The EIS states that it is GEI's opinion that portions of the natural heritage features are not Core Areas, given the ecological impairment associated with the prevalence of invasive species, and are therefore not required to be retained in place; however, efforts were taken to retain naturally occurring communities with higher ecological functions.

The existing Salt Creek corridor will be retained in place and buffered, and all existing wetlands associated with Salt Creek will also be retained in place.

The EIS indicated that a portion of an identified Mineral Cultural Thicket (CUT1) will be removed and compensated on-site at a 1:1 ratio within the area located west of Salt Creek. The Arborist Report (C.F. Crozier & Associates Inc., 2025) and Tree Preservation Plan have assessed the trees within and adjacent to the proposed development and have identified 127 individual trees for removal. In addition to the individual trees identified for removal, ten tree groupings with trees under 10 cm DBH were inventoried. All ten tree groupings primarily contained European Buckthorn and Hawthorn.

The woodland compensation will occur through the restoration of the area located on the west side of Salt Creek. Outside of the removal of the Mineral Cultural Thicket (CUT1), all other retained and created natural heritage features will be buffered from adjacent development.

As recommended in the MESR, the post-development drainage patterns have been designed to match pre-development conditions and ensure drainage for each site is contained within each individual parcel. Stormwater design for the Subject Lands include a combination of rooftop storage, underground storage chambers, and infiltration galleries. External drainage entering the northwest corner of the site will be directed to Salt Creek through a swale along the north edge of the north parcel. The swale will convey the Regional storm event and maintain existing drainage inputs to Salt Creek.

Based on the studies and analyses carried out on the Subject Lands, the following conclusions were provided:

- The results of the natural heritage assessment identified the following significant natural heritage features on or adjacent to the Subject Lands:
  - Unevaluated wetlands, including candidate PSWs;
  - Valley and Stream Corridors;
  - Woodlands meeting one or more of the criteria for NAC woodland in Table 1;
  - Fish habitat (direct and indirect);
  - Habitat for aquatic SAR (Redside Dace); and
  - Habitat of endangered and threatened species (Redside Dace, candidate SAR bat habitat).

Appropriate boundaries and buffers to the identified natural heritage features were provided which have informed the Site Plan. Proposed woodland compensation and mitigation measures are expected to maintain and enhance the natural features and associated functions occurring on and adjacent to the Subject Lands.

## **6.9 Environmental Site Assessment (ESA) Phase 1**

A Stage 1 Environmental Site Assessment was completed by A&A Environmental, dated August 21, 2025. A&A Environmental reviewed records from EcoLog ERIS, aerial photographs, and other materials, and completed a site inspection. No Potentially Contaminating Activities (PCAs) were identified on the Subject Lands or within the subject study area that would create Areas of Potential Environmental Concern (APECs). A Stage 2 ESA was not recommended but based on the previous agricultural use, a surficial soil sample program should be completed to evaluate the potential impact of any potential pesticides/ herbicides on the soil quality.

## **7.0 Policy Context**

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan (“ROP”), which was adopted by Regional Council in April 2022 and approved by the Province in November 2022. On July 1, 2024 the Region of Peel became an upper-tier municipality without planning responsibilities. As of that date, pursuant to subsection 70.13(2) of the *Planning Act*, the portions of the ROP that were in effect and that applied within the Town of Caledon were deemed to constitute part of the Town’s Official Plan. These former policies of the ROP remain in effect until the Town of Caledon revokes or amends them and, pursuant to subsection 70.13(7), are deemed to prevail in the event of any conflicts with the policies of Town’s Official Plan that were in-force as of July 1, 2024.

With regard to the applicable policy framework, as noted above, Broccolini has advanced a concurrent Secondary Plan process to establish land use policies. The ZBA application is being advanced concurrently with the ongoing Secondary Plan review.

### **7.1 Provincial Planning Statement (2024)**

On August 20, 2024, the Province of Ontario released the final version of the Provincial Planning Statement, 2024 (PPS, 2024) which took effect on October 20, 2024.

The PPS 2024 replaces A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020 by integrating them into a single planning document which applies province-wide. The PPS 2024 introduces some entirely new policies and definitions and, in some cases, modifies policies and definitions from the PPS, 2020 and Growth Plan.

The PPS 2024 is considered a policy statement for the purpose of section 3 of the *Planning Act*. The PPS, 2024 will apply to all decisions under any authority that affects a planning matter made on or after October 20, 2024, subject to a possible transition regulation. From then on, subject to any transition regulation, all municipal decisions, as well as comments, submissions or advice affecting planning matters, will be required to be consistent with the PPS 2024 pursuant to subsections 3(5) and 3(6) of the *Planning Act*.

The PPS 2024 contains certain policies that only apply to large and fast-growing municipalities. Caledon is listed as one of these 29 municipalities. The PPS 2024 builds on policies from the PPS 2020 and Growth Plan as they relate to intensification, infill, and redevelopment of underutilized lands in close proximity to transit. The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. In effect, the PPS provides for appropriate development while protecting provincial interest, public health and safety, quality of life, and the quality of the natural and built environment.



The PPS 2024 is to be read in its entirety and in conjunction with other Provincial plans. The PPS does not take precedence over other Provincial plans in the instance of a conflict. The PPS understands that local official plans are the most important vehicle for the implementation for provincial direction.

### ***Settlement Areas and Settlement Area Boundary Expansions***

Chapter 2 of the PPS 2024 provides policy direction related to “Building Homes, Sustaining Strong and Competitive Communities” and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of employment uses and the promotion of economic development and competitiveness.

Section 2.3.1 of the PPS 2024 focuses growth and development in ‘Settlement Areas’ and reiterates the importance of efficient land use and resources, optimizing existing and planned infrastructure, support active transportation services, are transit transit-supportive and freight-supportive. Policy 2.3.1.5 directs that planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Local and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. The PPS 2024 defines *designated growth areas* as, “lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.”

The Subject Lands are located north of the existing Tullamore Employment Study Area and are located within the Town’s Settlement Area and are designated for growth. A Secondary Plan is being advanced for the Tullamore North West Secondary Plan, which will establish land use policies. The proposed development and ZBA application are being advanced concurrently to facilitate employment development.

### ***Employment***

Section 2.8.1 of the PPS 2024 directs planning authorities to promote economic development and competitiveness by providing an appropriate mix and range of employment, institutional and broader use to meet long-term needs, provide 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, encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities, and addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land use.

Section 2.8.2 of the PPS 2024 directs planning authorities to protect and preserve employment areas for current and future uses. The PPS 2024 further directs planning authorities to designate, protect and plan for all employment areas in Settlement Areas by (Policy 2.8.2.3):

- a. *planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;*
- b. *prohibiting residential uses, commercial uses, public service facilities and other institutional uses;*
- c. *prohibiting retail and office uses that are not associated with the primary employment use;*
- d. *prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and*

- e. *including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.*

The proposed development is located in the Tullamore North West Secondary Plan area. The Secondary Plan area was designated as future employment through the Region of Peel Settlement Area Boundary Expansion (“SABE”). The policies outlined in the Secondary Plan amendment promote employment uses to support industrial development in a comprehensive manner, consistent with the Town’s Official Plan. The Secondary Plan has been submitted and is being reviewed concurrently to the ZBA Application. The proposed development will comply with the applicable land uses that are being advanced as part of the concurrent Secondary Plan process.

### ***Sewage, Water and Stormwater***

Chapter 3 of the PPS 2024 provides policy direction related to “Infrastructure and Facilities” and is applicable to the proposed development. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.6 of the PPS 2024 outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the PPS 2024 existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities.

The Servicing and Stormwater Management Report (November 2025) analyzes servicing and stormwater management for the Subject Lands. The Subject Lands are proposed to be severed into two parcels. Each parcel will have its own servicing and stormwater management. Sanitary Servicing will be accommodated via existing sewers on Airport Road. Water servicing will be provided by existing watermain on Airport Road. All stormwater runoff will be contained within the Subject Lands and ultimately drain to Salt Creek, either directly or through one of the tributaries. The grading design ensures that drainage is contained within the individual parcels. Stormwater for the proposed rooftops will be controlled and conveyed to infiltration galleries. Overflow from the infiltration galleries will be directed to the internal storm sewer system and underground storage tanks. Drainage from the parking and paved surfaces surrounding the buildings will be captured through catchbasins and directed to the underground storage tanks. Majority of the landscaped areas will also be captured by catchbasins and directed to the underground tank. Some minor landscaping at the rear of the property will drain uncontrolled toward Salt Creek. The stormwater management systems within each parcel will be separate. The outlet for the tank on each parcel will be Salt Creek.

### ***Natural Heritage***

Chapter 4 of the PPS 2024 provides policy direction related to “Wise Use and Management of Resources”. Section 4.1 directs the long-term protection of natural features.

The PPS directs that 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 (Section 4.1.2). Portions of the Subject Lands contain natural heritage features and lands designated “Environmental Policy Area” in the Town of Caledon Official Plan.

In accordance with the EIS prepared by GEI (November 2025), the proposed development does not propose any development within natural heritage features. Within the EIS the NHS areas on the western portion of the Subject Lands were analyzed. The EIS identified wetlands, floodplains, vegetation and sensitive species. Appropriate boundaries and buffers to the NHS were defined. As shown on the Site Plan prepared by Powers

Brown (November 2025) the NHS area is +/- (10.81 ha) this area will be conveyed to the Town of Caledon for long term conservation.

## **Summary**

Based on the above the proposed development and ZBA is consistent with the PPS (2024). The proposed employment development is within a settlement area and can be serviced by existing and planned municipal services. The environmental features and NHS areas onsite have been analyzed, and appropriate boundaries and buffers have been determined to ensure Natural Heritage Protection.

## **7.2 Region of Peel Official Plan (2022)**

The Peel Regional Official Plan (“ROP”) was adopted by Regional Council on April 28, 2022, and adopted with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022, serves as a guide for how land use planning and growth should be managed across the three member municipalities (City of Mississauga, City Brampton and Town of Caledon) until 2051.

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in this bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) became a plan of the local municipalities, and they are required to implement and ensure applications conform to the RPOP. Where Peel Region was previously required to be the approval authority for certain Official Plan reviews and amendments under the *Planning Act*, the Province will now become the approval authority where required.

Overall, the ROP outlines strategies for managing growth and development across Peel in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as ‘Urban System’ and ‘2051 New Urban Area’ (see *Figure 3.0 – Region of Peel Official Plan–Schedule E-1–Regional Structure*). The ‘Urban System’ designation is a high-level designation intended to accommodate the majority of growth in a way that supports the ROP’s Urban System goals. The Subject Lands are also designated as “Employment Area” (see *Figure 4.0 – Region of Peel Official Plan – Schedule E-4 – Employment Areas*) and as “Designated Greenfield Area” (see *Figure 5.0 – Region of Peel Official Plan – Schedule E-3*).

## **Natural Environment**

Section 2 of the ROP 2051 outlines the Region’s policy on the Natural Environment. To ensure a healthy, resilient and self-sustaining natural environment within the Region of Peel, the policies of the adopted ROP will ensure that the quality and ecological integrity of ecosystems are protected, maintained, restored and enhanced jointly with local municipalities (Section 2.2 and 2.3.3).

Sections 2.3 and 2.4 of the ROP outline policy and objectives regarding the natural environment and climate system. The ROP aims to 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 (Policy 2.3.3).*

Based on the findings of the EIS (November 2025) report, the proposed amendment conforms with the natural heritage system policies of ROP 2051. The EIS informs the proposed development, including the delineation of the natural heritage system and linkages, and provides recommendations for mitigating the impact of development and site alteration.

Section 2.14 of the ROP outlines policy regarding the Greenlands System in the Region of Peel, of which the long-term ecological function is intended to be protected, restored, or enhanced. (Section 2.14.1). Areas of the Greenlands system are identified on the Subject Lands (see *Figure 6.0 - Region of Peel Official Plan – Schedule C-2 – Core Areas of Greenlands System in Peel*). Core Areas may consist of natural heritage features and areas including wetlands, woodlands, Environmentally Sensitive or Significant Areas, valley and stream corridors, and/or fish and wildlife habitat (Section 2.14.12).

It is understood these boundaries are intended to be general in nature and may be refined at a more local level, including through local municipal official plans and site-specific studies. In support of the proposed development, an EIS (November 2025) was completed, which defines the NHS boundaries. The boundaries, as illustrated in the proposed Zoning By-law Amendment, are intended to maintain, restore, or provide new linkages between NHS features in conformity with the objectives of the ROP.

In accordance with Section 2.14.15 of the ROP, development will be generally prohibited within the Natural Environment System Area of the Secondary Plan, which includes Core Areas of the Greenlands System. Limited uses and activities are proposed, including fish and wildlife conservation and management, passive recreational facilities, and essential stormwater infrastructure. As shown on the Zoning By-law Amendment, located in Appendix 1.0 of this Report, the NHS lands will be zoned Environmental Protection Area One ('EPA1') to prevent development and ensure they remain in a natural state and/or restored and enhanced in accordance with the recommendations of the EIS.

### ***Regional Structure***

The Urban System consists of all lands within the Regional Urban Boundary, including Designated Greenfield Areas and lands identified and protected as part of the natural environment and resources, among others (Section 5.6.10).

The intent of the Urban System is to establish a complete, healthy community by providing a compact built form and a mix of land uses that efficiently uses land, services, infrastructure and public finances and achieves an urban structure, form and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). From an employment perspective, the Urban System is also intended to preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, and to provide for and facilitate a wide range of good and services (Section 5.6.8 and 5.6.9).

The Urban System is also intended to protect, restore and enhance the natural environment and conserve the resources of the Region, as well as to provide for the needs of Peel's changing age structure and allow opportunities to live in their communities as they age (Section 5.6.6 and 5.6.7).

Section 5.3 of the ROP outlines policy regarding growth management, with the objective to manage growth based on growth forecasts, including employment density targets and greenfield density targets. More specifically, Section 5.4.10, directs municipalities to incorporate policies to develop complete communities that are well designed, offer transportation choice, and specific to employment development, accommodate a good range of jobs.

When planning for new communities and urban lands, Section 5.4.17 direct that *"planning for the development, optimization, or expansion of infrastructure, including infrastructure corridors and supporting facilities will, where applicable:*

- a) *demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that negative impacts on the Agricultural*

- System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;*
- b) demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and*
  - c) address requirements in accordance with provincial policies and with the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.”*

The Subject Lands are no longer within a provincially recognized prime agricultural area following the provincial approval of the Region of Peel Official Plan. The long-term use of these lands is for urban-related uses. The Subject Lands have been removed from the Town of Caledon’s Prime Agricultural Area designation following the provincial approval of the Future Caledon Official Plan (October 2025). The AIA prepared for the Secondary Plan concluded that the proposed employment uses as outlined in the Secondary Plan Official Plan Amendment for the Subject Lands are appropriate.

The Subject Lands are not within the jurisdiction of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, or the Oak Ridges Moraine Conservation Plan.

### ***Employment Areas***

The ROP defines Employment Areas as places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region’s employment forecast. These areas 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 lands will remain important for the Region to maintain a healthy and diverse economy. The Employment Areas are designated on Schedule E-4 of the ROP.

### **Summary**

Based on the above, the proposed development conforms to the ROP. The Subject Lands are within the Regional Urban Boundary and the proposed development contemplates an employment use on lands that are designated for employment. An EIS was completed by GEI (November 2025) to delineate the natural features and set appropriate boundaries and buffers. The proposed employment use will contribute to the existing employment base in the Region.

## **7.5 Future Caledon Official Plan (2024)**

The Future Caledon Official Plan (“Future Caledon OP”) was adopted by Town Council on March 26, 2024, and is intended to replace the Town’s 1978 Official Plan, as amended. On October 22, 2025, the Minister of Municipal Affairs and Housing issued a decision to approve Future Caledon with modifications. These policies represent the planning intent of the Town of Caledon, especially as they relate to future growth and housing. The ongoing Mayfield Tullamore Secondary Plan will constitute an Amendment to the Future Caledon Official Plan. The proposed ZBA application has been prepared in accordance with Future Caledon and the Tullamore North West Secondary Plan.

The Future Caledon OP establishes a land use pattern and growth targets of 90,000 new household units, 300,000 people, and 125,000 jobs by 2051.



Within the Future Caledon OP, the Subject Lands are designated “New Employment Area”, and partially designated “Natural Features and Areas” see *Figure 7 – Future Caledon Official Plan – Schedule B4 – Land Use Designations*.

### ***Growth Management***

Per the Future Caledon OP, the Town’s population and employment are expected to significantly increase by 2051. This growth is predominantly planned to be accommodated within the Urban Area. More specifically, Section 4.1.4 directs that population and employment growth will be focused in the Town’s Urban Area, Strategic Growth Areas and Designated Greenfield Areas.

Section 4.1.6 directs that Employment Areas will be planned to achieve a Town-wide minimum density of 26 jobs per hectare.

The proposed ZBA application conform with and implements the intent of the Future Caledon OP, by establishing employment land use policies that will further facilitate employment development and job creation in the Town of Caledon.

Section 4.4.1 of the Future Caledon OP directs that the Town will collaborate with the Region and establish a Growth Management and Phasing Plan (“GMPP”) for the Urban System, which will identify a logical extension and sequencing of growth in the Town’s Designated Greenfield Area. On November 19, 2024, Town Staff presented a “Growth Management and Phasing Plan” to Planning and Development Committee. The development of the GMPP commenced in Fall 2022, with the retention of a multi-disciplinary consulting team: Watson and Associates for project management, growth forecasts, and financial impact; GEI (formerly GM Blue Plan) water and wastewater servicing; and HDR (transportation). The purpose of the Growth Management and Phasing Plan is to provide clear guidance on where, when, and how to grow in the 2051 New Urban Area, critical to advancing strategic, coordinated and financially responsible growth to implement the Future Caledon Official Plan.

Section 4.4.6 directs the GMPP to identify development priority areas for the 2021 to 2036 period. The GMPP identifies the Subject Lands as a “Phase 1 (2026-2036)”, which allows for the expansion of existing communities within Caledon, supporting the south-to-north development of servicing infrastructure.

The proposed development conforms with and implements the Town’s Growth Management and Phasing policies.

### ***Transportation***

Section 11 of the Future Caledon OP describes policies and objectives related to Caledon’s transportation network. The Town envisions a multimodal transportation system that is safe, equitable, convenient, economical, efficient, minimizes environmental impacts, and manages future demand and congestion and are well-integrated with the land use and development within the Town and across the Region. As discussed in the TIS (October 2025) Airport Road is a Regional Arterial and Old School Road and Torbram Road are Town Arterials (see *Figure 8.0 Schedule C1 Town-wide Transportation Network*). Further, Mayfield Road, Airport Road, Old School Road, and Torbram Road are Proposed Local Transit routes (see *Figure 9.0 Schedule C4 2051 Town-wide Transit Network*).

Section 11.2.1 indicates the Town will undertake transportation studies, including network monitoring and updates to the Multimodal Transportation Master Plan, to inform decision making and the planning and scheduling of transportation system improvements as well as necessary amendments to this Plan. The Town of Caledon has initiated an addendum to the Multi-Modal Transportation Mater Plan (MMTMP) approved

in June 2024. While the MMTMP identified a conceptual collector road network, the Addendum was to identify a preferred collector road network and alignment. A Public Open House was held on September 30, 2025 to present the proposed alignments to public and gather feedback. At this time the preferred alignment is south of the Subject Lands. This east west collector road is discussed further in the TIS (October 2025) prepared by Crozier, and will further assist with future employment area traffic movement.

The TIS concluded that with the proposed road improvements to Mayfield Road, Airport Road, Old School Road, and Torbram Road that the proposed employment uses could be supported on the Subject Lands. Current and future traffic volumes were analyzed on surrounding roads along with traffic volumes and truck movements at key intersections to ensure the proposed development is appropriate. The TIS also analyzed the potential of a future east west collector road between Airport Road and Torbram Road. This analysis will ensure the Secondary Plan complies with Section 11.2.1, 11.3.1, and 11.8.2 of the Future Caledon OP.

### ***Environmental Policy Area***

Section 13 of Future Caledon OP describes policies and objectives relating to protecting the natural environment. The Natural Environment System includes provincial, regional, and local natural features and areas, hydrologic features, provincial parks, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrological functions, and working landscapes that enable ecological functions to continue. The policies contained within Future Caledon are intended to promote a systems approach to identify, protect, enhance, and restore the Natural Environment System. It is understood that within the Town's New Urban Areas, which include the Subject Lands, a Preliminary Natural Environment System has been established. The EIS prepared by GEI (October 2025) in support of the proposed ZBA application analyzed the NHS on the Subject Lands in detail.

Section 13.2.1 of Future Caledon directs that the Town's Natural Environmental System is made up of the following components:

- a) Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Natural Features and Areas by this Plan;*
- b) Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Supporting Features and Areas by this Plan;*
- c) the Greenbelt Plan Natural Heritage System;*
- d) the Greenbelt Plan Urban River Valleys;*
- e) the Natural Heritage System for the Growth Plan;*
- f) the Natural Core Area and Natural Linkage Area designations within the Oak Ridges Moraine Conservation Plan;*
- g) the Escarpment Natural Area and Escarpment Protection Area designations within the Niagara Escarpment Plan;*
- h) Provincially significant Earth Science Areas of Natural and Scientific Interest*
- i) regionally significant Earth Science Areas of Natural and Scientific Interest; and,*
- j) The water resource system which includes permanent and intermittent streams, wetlands, seepage areas and springs, kettle lakes, highly vulnerable aquifers and significant groundwater recharge areas and Areas of High and Low Aquifer Vulnerability within the Oak Ridges Moraine Conservation Plan Area.*

Section 13.3.3 of Future Caledon directs that development and site alteration within the Town's Natural Feature and Areas designation is not permitted, except for:

- a) forest, fish and wildlife management;*

- b) *conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;*
- c) *essential infrastructure exempted, pre-approved or authorized under an environmental assessment process;*
- d) *passive recreation;*
- e) *minor development and minor site alteration;*
- f) *existing uses, buildings or structures;*
- g) *expansions or alterations to existing buildings or structures;*
- h) *accessory, uses, buildings, or structures; and,*
- i) *a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy will be deemed to be an existing building or structure for the purposes of subsections g) and h) above.*

The EIS (November 2025) prepared in support of this application ensures the proposed ZBA and SPA applications conform with Section 13.2.1 and Section 13.3.3 of the Future Caledon OP. The EIS identifies an appropriate NHS and water resource management approach that will protect, restore, and enhance the natural and water-based environments on the Subject Lands. The EIS identifies core natural features, supporting features, linkages, and areas for potential enhancement, establishing a natural heritage system.

The Servicing and Stormwater Management Report prepared by Crozier (November 2025) analyzes servicing and stormwater management for the Subject Lands. The Subject Lands are proposed to be severed into two parcels. Each parcel will have its own servicing and stormwater management. Sanitary Servicing will be accommodated via existing sewers on Airport Road. Water servicing will be provided by existing watermain on Airport Road. All stormwater runoff will be contained within the Subject Lands and ultimately drain to Salt Creek, either directly or through one of the tributaries. The grading design ensures that drainage is contained within the individual parcels. Stormwater for the proposed rooftops will be controlled and conveyed to infiltration galleries. Overflow from the infiltration galleries will be directed to the internal storm sewer system and underground storage tanks. Drainage from the parking and paved surfaces surrounding the buildings will be captured through catchbasins and directed to the underground storage tanks. Majority of the landscaped areas will also be captured by catchbasins and directed to the underground tank. Some minor landscaping at the rear of the property will drain uncontrolled toward Salt Creek. The stormwater management systems within each parcel will be separate. The outlet for the tank on each parcel will be Salt Creek.

### ***Employment Areas***

Section 23 of the Future Caledon Official Plan outlines Employment Area policies, more specifically, Section 23.6 outlines policies for the New Employment Area. The New Employment Area designation identifies lands that will be developed for employment uses in the future. Development will not be permitted on these lands until a secondary plan is approved. Through the approval of a secondary plan, land use designations will be applied to replace the New Employment Area designation.

*a) Within New Employment Areas, the Planning Designations will include:*

- i) Prestige Employment Area*
- ii) General Employment Area*
- iii) Knowledge and Innovation Employment Area*

As described in Section 7.6 of this Report, the Subject Lands are designated General Employment Area in the Tullamore North West Secondary Plan, which is currently being reviewed by the Town of Caledon.



Section 23.8 outline Objectives and Permitted Uses within a General Employment Area. General Employment Areas are characterized by large properties developed with single and multi-unit buildings accommodating the industrial uses that are primary to the designation. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage.

The planning objectives for the General Employment Area designation are as follows:

- a) provide long-term and stable locations for manufacturing, processing and warehousing uses with good access to arterial roads, connections to 400 series highways, roadways suited to trucking and access to public transit;*
- b) maintain a supply of land suited to development of single and multi-unit building forms on large and small properties accommodating businesses in the industrial sector;*
- c) restrict the introduction of new sensitive land uses to minimize the impacts on the viability and continued operation of permitted industrial and warehouse uses;*
- d) accommodate the expansion and modernization of existing buildings to maintain the attractiveness and competitive advantage of the lands for the intended uses; and,*
- e) restrict accessory uses and ancillary uses to those that directly support the primary uses of this designation.*

The Permitted Uses for the General Employment Area designation are as follows:

- a) The following uses may be permitted within the General Employment Area designation:*
  - i. manufacturing, processing and warehousing with accessory outdoor storage;*
  - ii. equipment and motor vehicle repair garages;*
  - iii. institutional uses such as industrial trade schools and training facilities if they*
  - iv. are directly related to the function of the employment area and do not accommodate sensitive uses; and,*
  - v. business offices as an accessory use to other permitted uses.*
- b) Goods movement and logistics uses will not be permitted.*

Section 7.6 of this report outlines the proposed Tullamore North West Secondary Plan OPA, which is currently being reviewed by the Town of Caledon. The proposed development and associated ZBA and SPA applications were prepared in accordance with the proposed Secondary Plan Policies and aligns with the Objectives and Permitted Uses for a General Employment Area in the Future Caledon Official Plan.

## **7.6 Tullamore North West Secondary Plan**

The Subject Lands are within the Tullamore North West Secondary Plan Area. An Official Plan Amendment (‘OPA’) that outlines the policies for the Secondary Plan Area was submitted to the Town of Caledon in May 2025, and the Secondary Plan OPA is still under review by the Town of Caledon.

Broccolini is the main proponent advancing the Tullamore North West Secondary Plan. Consultation and collaboration with other landowners occurred through the development of the Secondary Plan. The proposed development and ZBA application have been prepared in compliance with the draft Secondary Plan policies. The supporting studies discussed in section 6.0 of this report are more detailed versions of the studies submitted in support of the Secondary Plan. Consultation with Town of Caledon, Region of Peel, TRCA, and other external agency Staff occurred since the Secondary Plan was submitted. Comments that have been provided for the Secondary Plan have been reviewed and implemented into the reports and studies prepared in support of this ZBA application.

We are confident this ZBA application can be advanced concurrently with the Secondary Plan. Any Secondary Plan OPA policy modifications that may be required can be quickly implemented to ensure this ZBA continues to comply with the Secondary Plan.

## 8.0 Draft Zoning By-Law Amendment

The Subject Lands are currently zoned Agricultural (A1) within the Town of Caledon Zoning By-Law Zoning By-law 2006-50 see Figure 11- *Town of Caledon Zoning By-law 2006-50 – Map 4*. In order to permit the proposed development, a Serviced Industrial zone with special exemptions (MS-XX) and Environmental Zone One (EPA1) are proposed as outlined in the draft Zoning By-law Amendment in *Appendix 1.0* of this report. As indicated above, the Subject Lands are designated ‘Urban Area’ and ‘Employment Area’ in the Region of Peel Official Plan and ‘Future Employment Area’ within the Future Caledon Official Plan. Therefore, employment uses on the Subject Lands have been envisioned by the Region of Peel and Town of Caledon. This site-specific ZBA application is required to implement the Official Plan designations and permitted uses.

The Zoning Matrix below outlines the zoning standards that require special exceptions. The proposed special exemptions are to allow for optimal development of the Subject Lands and the efficient use of land.

In addition, the ZBA has been to accommodate provisions to allow for a future severance. To facilitate this flexibility, the ZBA proposes the definition of ‘Lot’ provided below and in the special exemption section of the draft ZBA means that the Subject Lands or ‘Lot’ as shown on Schedule “A” will function as ‘one lot’ for zoning purposes, regardless of any future severances.

- **Lot** - Means the area outlined in heavy black line on Schedule “A” to this By-law 2006-50, at the time of its approval, regardless of any future severance, partition, or division of the lot, and of any conveyance(s) for parkland, road allowance, road widening or daylighting triangle purposes.

## Zoning Matrix

Standard	Zone Standard	Provided on Site Plan	Exemption Required
<b>Lot Areas</b> (minima)	925 sq. m.	240,889.38 sq. m (total) 134,493.65 sq. m (excluding EPA1 Zone)	No
<b>Lot Frontage</b> (minimum)	30 m	333.009 m	No
<b>Building Area</b> (maximum) (22)	50% (22) <i>MS and MU Zones – Section 4.2.5 shall not apply to transportation depots.</i>	29.44% (including EPA) 52% (excluding EPA)	Yes
<b>Yards</b> (minima) (14) (24)	(14) N/A (24) <i>MS and MU Zones – No parking, storing or staging for a transportation depot shall be located:</i> <i>i) in a front yard or an exterior side yard; or</i> <i>ii) in a rear yard adjacent to a rear lot line of such lot which abuts a residential zone or abuts a lot containing a Residential use; or</i> <i>iii) in a side yard adjacent to an interior side lot line of such lot which abuts a Residential zone or abuts a lot containing a Residential use.</i>	Vehicle parking is located in the Side Yards	Yes
<b>Front Yard</b> (minima)	20 m (From a front lot line abutting a Residential zone or a lot containing a Residential use)	Building A - 19.03 m Building B - 16.68 m	Yes
<b>Exterior Side Yard</b> (minima)	15 m (abutting a residential zone or a lot containing a Residential use)	N/A no exterior yards	No
<b>Exterior Side Yard</b> (minima)	7.5 m (From any other exterior side lot line)	N/A no exterior yards	No
<b>Rear Yards</b> (minima)	7.5 m (From any other rear lot line)	1.0 m to EPA1 zone	Yes
<b>Interior Side Yard</b>	15 m	Building A – 24.60 m Building B – 24.45 m	No

	(From an interior side lot line abutting a Residential zone or a lot containing a Residential use)		
<b>Accessory Open Storage Area Setbacks (minima)</b>	(19) <i>No open storage area shall be located:</i> <i>(i) In a front yard or exterior side yard; or</i> <i>(ii) Closer than 6 metres to any lot line unless a chain-link fence, at least 1.8 metres high, is constructed along that lot line.</i> (24) <i>MS and MU Zones – No parking, storing or staging for a transportation depot shall be located:</i> <i>i) in a front yard or an exterior side yard; or</i> <i>ii) in a rear yard adjacent to a rear lot line of such lot which abuts a residential zone or abuts a lot containing a Residential use; or</i> <i>iii) in a side yard adjacent to an interior side lot line of such lot which abuts a Residential zone or abuts a lot containing a Residential use.</i>	Open Storage is proposed in the rear yard with a 1 m setback to the EPA1 zone.	Yes
<b>Building Heights (maxima)</b>	12.2 m	18.0 m	Yes
<b>Landscaping Area (minimum)</b>	10 %	13.8%	No
<b>Planting Strip Width (minimum)</b>	9 m (abutting arterial road)	6 m	Yes
<b>Planting Strip Location (7) (17) (18)</b>	(7) <i>MS Zone – A planting strip shall be required along each front lot line.</i> (17) <i>MP and MS Zone – In addition to the Planting Strip Widths and Locations noted in Table 8.2, the following provisions shall also apply:</i> <i>(i) Minimum width abutting an arterial road or Provincial Highway 9.0m</i> <i>(ii) Minimum width where truck parking or loading spaces are provided adjacent to an arterial road or Provincial Highway 12.0m</i> <i>(iii) Minimum width required on all interior side yards except where there is a mutual driveway along an interior side lot line. 1.5m</i> (18) N/A	Interior Side Yard – 1.5 m  Truck Loading – 12 m  Front Yard (Provincial Highway) – 6.0 m	Yes
<b>Driveway Setbacks (minima) (24)</b>	(24) <i>MS and MU Zones – No parking, storing or staging for a transportation depot shall be located:</i> <i>i) in a front yard or an exterior side yard; or</i> <i>ii) in a rear yard adjacent to a rear lot line of such lot which abuts a residential zone or abuts a lot containing a Residential use; or</i> <i>iii) in a side yard adjacent to an interior side lot line of such lot which abuts a Residential zone or abuts a lot containing a Residential use.</i>	Vehicle parking is located in the Side Yards	Yes
<b>Driveway Setbacks (minima)</b>	4.5 m (From a lot line abutting a Residential zone or a lot containing a Residential Use)	9.08 m (North) 8.93 m (South)	No
<b>Parking Space Setbacks (minima) (24)</b>	(24) <i>MS and MU Zones – No parking, storing or staging for a transportation depot shall be located:</i> <i>i) in a front yard or an exterior side yard; or</i> <i>ii) in a rear yard adjacent to a rear lot line of such lot which abuts a residential zone or abuts a lot containing a Residential use; or</i> <i>iii) in a side yard adjacent to an interior side lot line of such lot which abuts a Residential zone or abuts a lot containing a Residential use.</i>	Vehicle parking is located in the Side Yards	Yes
<b>Parking Space Setbacks (minima)</b>	6 m (From any front lot line) 3 m (From any other lot line)	Building A (North) – 3 m Building B (South) – 3 m	No
<b>Parking</b>	Required (spaces) Building A (North) – 102 Building B (South) – 208 (1 SPACE / 230 sq.m GFA)	Provided (spaces) Building A (North) – 128 Building B (South) – 206	Yes
<b>Maximum Entrance Width</b>	12.5 m	25 m	Yes

## 9.0 Conclusion

The purpose of this Report is to provide an overview of the proposed ZBA, as well as an analysis in the context of applicable Provincial, Regional and local policies and the technical studies prepared in support of the proposed development. It is our opinion that the proposed application is consistent with the PPS, conforms with the Region of Peel Official Plan, and conforms with Future Caledon OP and represents good planning based on the following reasons:

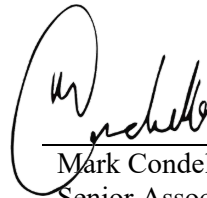
- The proposed applications are consistent with the PPS, which emphasizes the importance of supporting an appropriate mix and range of employment uses to meet long-term needs;
- The Subject Lands form part of the Region of Peel and Town of Caledon's Urban System, which supports growth and development;
- The proposed application conforms to the policies of the ROP, which promote 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. While supporting a healthy and diverse economy;
- The proposed application allows for the logical extension of services and employment uses that will reinforce and strengthen Tullamore as a centre for business and economic growth in Caledon, contributing to continued job and employment growth.
- The proposed application conforms with the intent of the Designated Greenfield Area designation and applicable Growth Management and Phasing policies in the Future Caledon Official Plan. The proposed development contributes to the Town achieving a Town-wide minimum density of 26 jobs per hectare; and,
- The proposed applications have been prepared in accordance with the proposed policies within the Tullamore North West Secondary, which is currently being reviewed by the Town of Caledon.

Respectfully submitted,

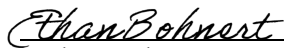
**GLEN SCHNARR & ASSOCIATES INC.**



Colin Chung, MCIP, RPP  
Managing Partner

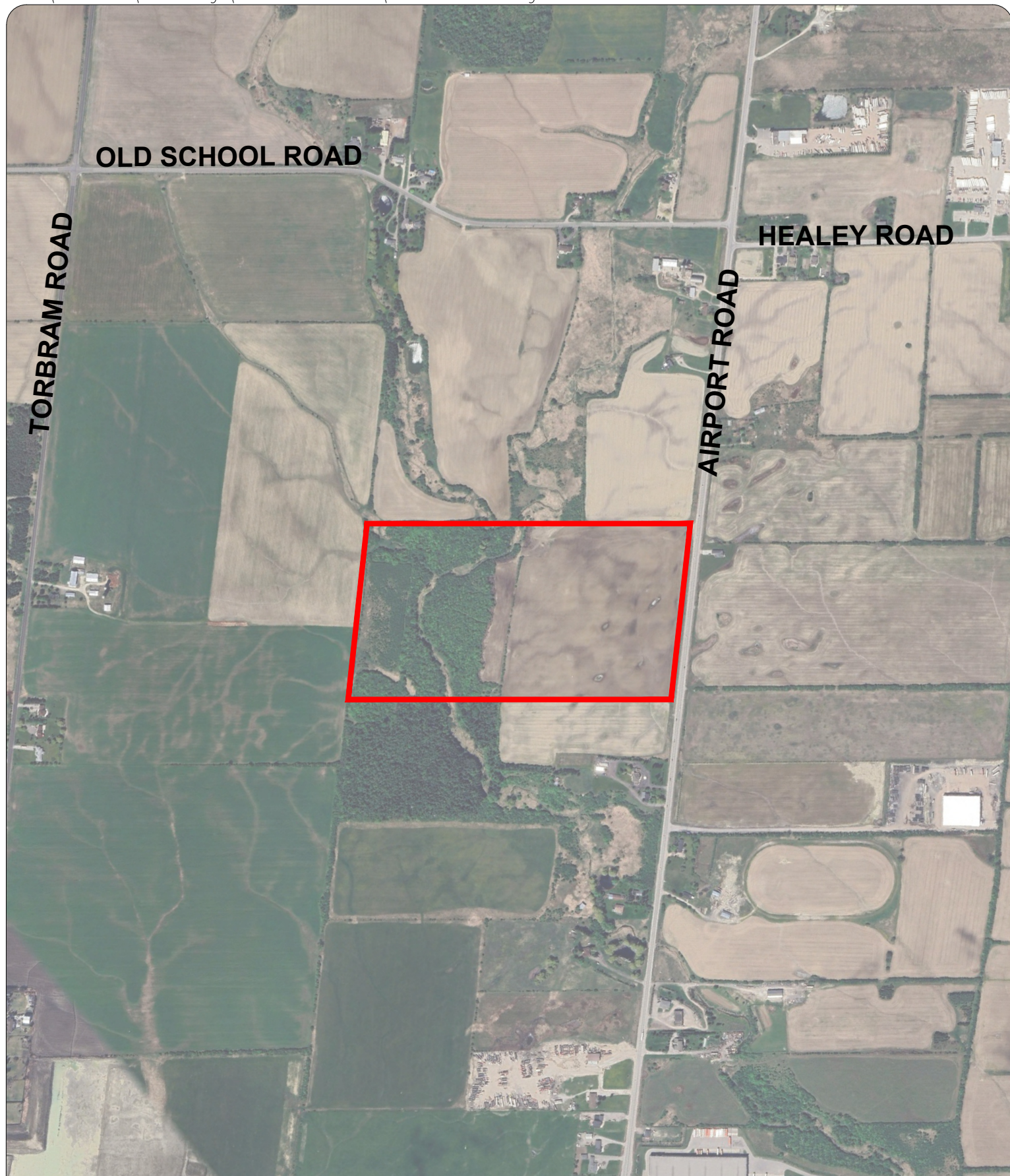


Mark Condello, MCIP, RPP  
Senior Associate



Ethan Bohnert, MCIP, RPP  
Planner





FIGURE

1

## AERIAL CONTEXT PLAN

TOWN OF CALEDON

### LEGEND

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025



# 'SITE PLAN AND BUILDING STATISTICS

CURRENT ZONING: AGRICULTURAL,  
PARENT ZONING: SERVICE INDUSTRIAL (MS)

BY-LAW, SECTION 8 OF THE TOWN OF CALEDON (BY-LAW), REVISED: June, 03, 2022

## SITE STATISTICS

LOT AREA: +/- 136,098.06 M<sup>2</sup>

LOT AREA AFTER ROAD WIDENING: +/- 134,493.85 M<sup>2</sup>

BUILDING A GFA: 253,771.24 FT<sup>2</sup> / 23,576.12 M<sup>2</sup>

BUILDING B GFA: 514,608.89 FT<sup>2</sup> / 47,808.73 M<sup>2</sup>

LOT FRONTAGE: 360.00 M (MIN. 30 M)

BUILDING HEIGHT & SETBACKS	REQUIRED	PROPOSED
SETBACKS		

NOTE: ALL SETBACKS ARE MEASURED FROM THE NEW PROPERTY LINE AFTER ROAD WIDENING.

FRONT YARD		
BUILDING SETBACK	9 M	19.96 M
BUILDING B SETBACK	9 M	19.96 M
PARKING SETBACK	6 M	44.43 M
BUILDING B SETBACK	6 M	28 M

SIDE YARD		
EXT. BUILDING SETBACK	7.5 M	N/A
BUILDING B SETBACK	7.5 M	N/A

INT. BUILDING SETBACK		
BUILDING A SETBACK	6 M & 3 M	24.60 M
BUILDING B SETBACK	6 M & 3 M	24.60 M

PARKING SETBACK		
BUILDING A SETBACK	3 M	3 M
BUILDING B SETBACK	3 M	3 M

REAR YARD		
BUILDING A SETBACK	7.5 M	11.1 M
BUILDING B SETBACK	7.5 M	1.99 M

DRIVEWAY SETBACK	1.5 M	9.06 M (NORTH) 8.93 M (SOUTH)
------------------	-------	----------------------------------

MAX PERMITTED BLDG HEIGHT		
BUILDING A SETBACK	12.2 M	12.81 M
BUILDING B SETBACK	12.2 M	14.89 M

MAX PERMITTED BLDG AREA	50%	52%
-------------------------	-----	-----

PARKING SPACE SIZES		
STANDARD SIZE	2.75 X 6.0 M	YES
ASILE WIDTH	6.0 M	YES
FIRE TRUCK ENTRANCE WIDTH	6.0 M	17 M

PARKING REQUIREMENTS		
REQUIRED PER PROPOSED SITE SPECIFIC STANDARDS OF 1 SPACE PER 250 SM GFA		

BUILDING A	102 SPACES	128 SPACES
BUILDING B	206 SPACES	206 SPACES

BARRIER FREE PARKING		
BUILDING A	4 SPACES	5 SPACES
BUILDING B	6 SPACES	7 SPACES

EV PARKING		
BUILDING A	5 SPACES	5 SPACES
BUILDING B	10 SPACES	10 SPACES

LOADING REQUIREMENTS		
ACCORDING TO 5.2.3 NON-RESIDENTIAL PARKING REQUIREMENTS, TOWN OF CALEDON ZONING BY-LAW, TABLE 5.3.2		

ADDITIONAL LOADING SPACE FOR EACH ADDITIONAL 5.32 M <sup>2</sup> OR PORTION THEREOF IN EXCESS OF 7.44 M <sup>2</sup>		
--	--	--

BUILDING A	5 SPACES	36 SPACES
BUILDING B	8 SPACES	67 SPACES

TRAILER PARKING		
BUILDING A	16 SPACES	16 SPACES
BUILDING B	65 SPACES	65 SPACES

BIKE PARKING REQUIREMENTS		
BUILDING A	0	4 SPACES
BUILDING B	0	4 SPACES

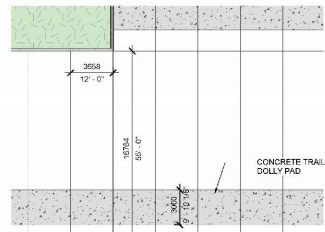
LANDSCAPE		
LANDSCAPE AREA	10%	13.33%

PLANTING STRIP WIDTH	9 M (*)	YES
PLANTING STRIP (INT. SIDE YARD)	1.5 M	YES
PLANTING STRIP (TRUCK LOADING)	12 M	YES

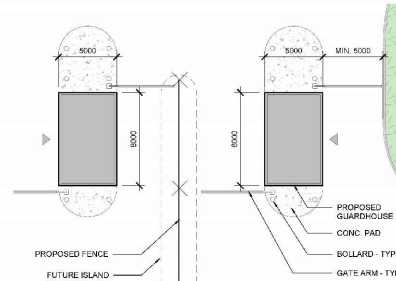
(*) PLANTING STRIP WIDTH IS LESS THAN 9 M IN FRONT OF BUILDING B		
--	--	--

## NOTE

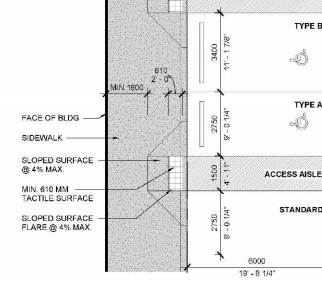
- 30 YEAR ROOFING WARRANTY
- ADD TRUCK GUARDS FOR DRIVE-IN DOCKS
- 45,000LB DOCKS & POWER TRUCK RESTRAINTS
- EXTERIOR WATER SPIGOT AT RAMPS
- BASIC TRUCK DOCKS (LAMINATED RUBBER BUMPERS)
- EXTERIOR WALL SPOTS
- WAREHOUSE INTERIOR LIGHTING AT 30 K: AT 30' AFF IN NARROW
- ASILE WITH MOTION SENSORS
- FILL FLOOR JOINTS WITH SEMI RIGID EPOXY, 60MM
- PROVIDE W/CEILING FANS
- WHITE BOX THE WAREHOUSE INTERIOR WALLS
- PAINT ROOF STRUCTURE AT SPEED RAY
- PAINT THE BUILDING COLUMNS AS WHITE AND SAFETY YELLOW TO A HEIGHT OF 12'
- FULLY FENCE THE TRUCK COURT AND INCLUDE AN ELECTRIC OPERATED GATE



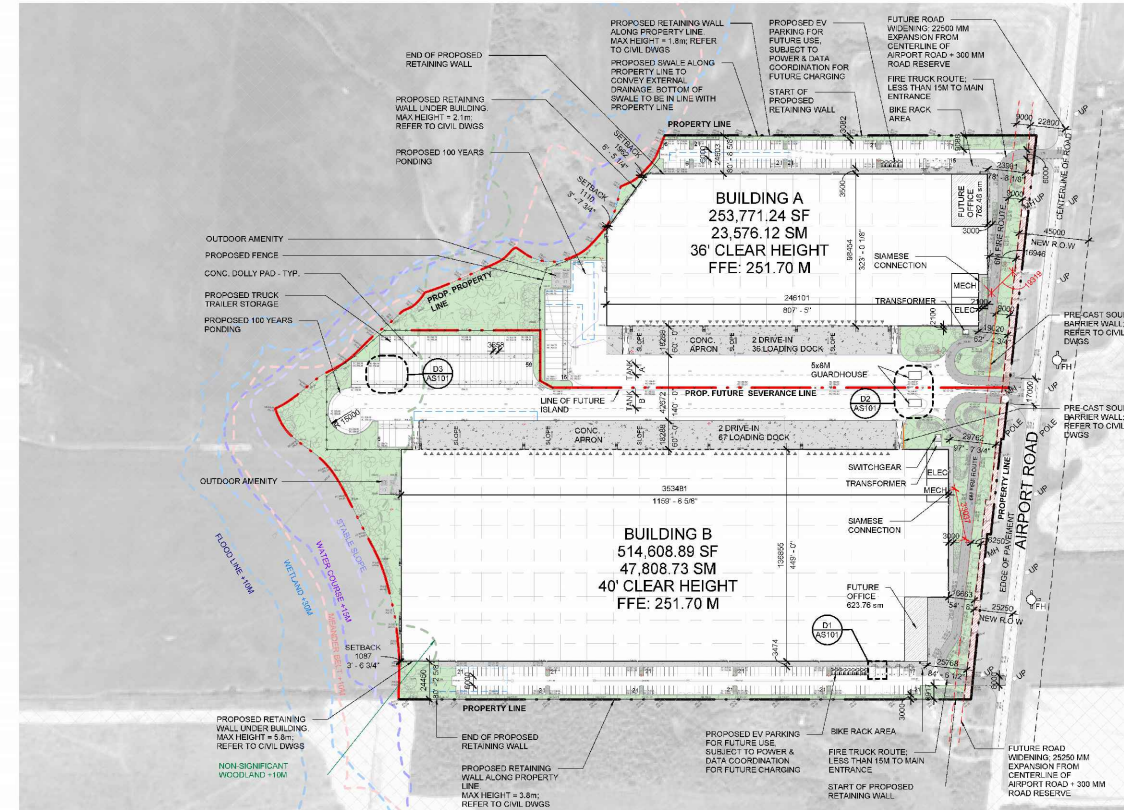
D3 PROP. TRUCK TRAILER STORAGE  
SCALE: 1:200



D2 TRUCK GUARDHOUSE  
SCALE: 1:200



D1 BARRIER-FREE PARKING & CURB RAMP  
SCALE: 1:100



OVERALL SITE PLAN  
SCALE: 1:1500

powers  
brown  
archi  
ecture

411 Richmond Street E  
Suite 206  
Toronto, Ontario M5A 3B5  
(416) 363-3787  
www.powersbrown.com

PROJECT TITLE  
**BROCCOLINI AIRPORT ROAD**

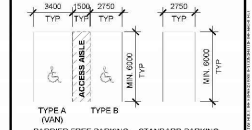
A PROJECT FOR  
**BROCCOLINI REAL ESTATE GROUP**

## GENERAL NOTES

- DESIGNATED FIRE ACCESS LANE - MINIMUM 6M
- NOT IN SCOPE
- LANDSCAPE
- SIDEWALK
- CONCRETE
- UTILITY POLE
- MANHOLE
- EXIST. FIRE HYDRANT
- PROP. FIRE HYDRANT
- RIGHT-OF-WAY
- PROPERTY LINE
- SETBACK
- INFILTRATION GALLERY

A. PROVIDE FIRE LANE STRIPING PER LOCAL JURISDICTION

B. FIRE LANE RADI TO BE 12 M @ CENTERLINE



TYPE A (VAN) TYPE B

BARRIER FREE PARKING STANDARD PARKING

Δ	DATE	REVISION
1	2025-10-30	ISSUE FOR RPA

PROJECT NO: 255025  
DRAWN BY: NM  
CHECKED BY: LD  
SHEET NAME

OVERALL SITE PLAN

SEAL SHEET NUMBER

AS101

## FIGURE 2 SITE PLAN TOWN OF CALEDON

### LEGEND

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025

**GSAI**  
Glen Schnarr & Associates Inc.



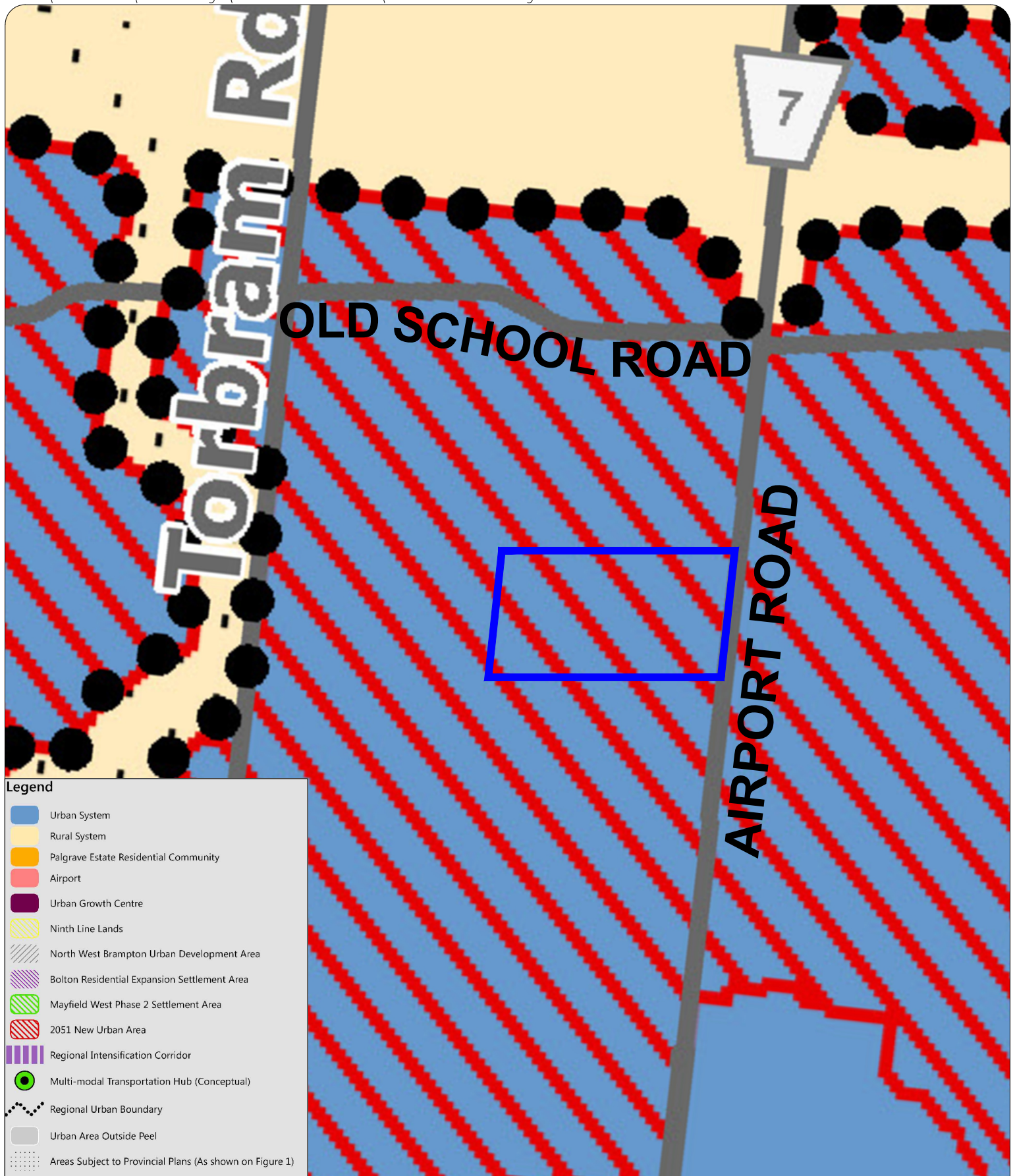


FIGURE 3 REGION OF PEEL OFFICIAL PLAN SCHEDULE 'E1' - REGIONAL STRUCTURE

LEGEND

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025

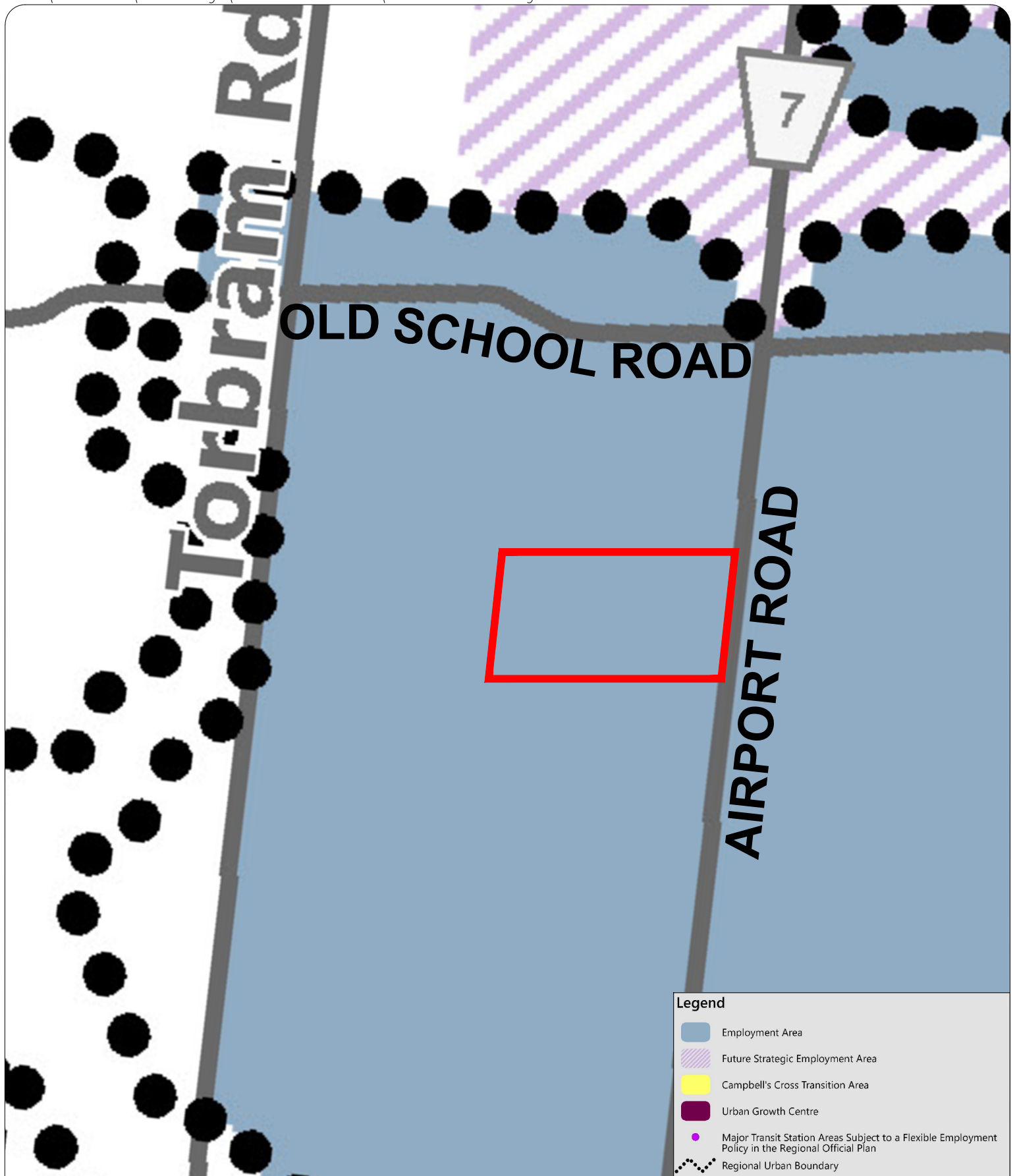


FIGURE  
**4**  
**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE 'E4' - EMPLOYMENT AREAS**

**LEGEND**

 Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025



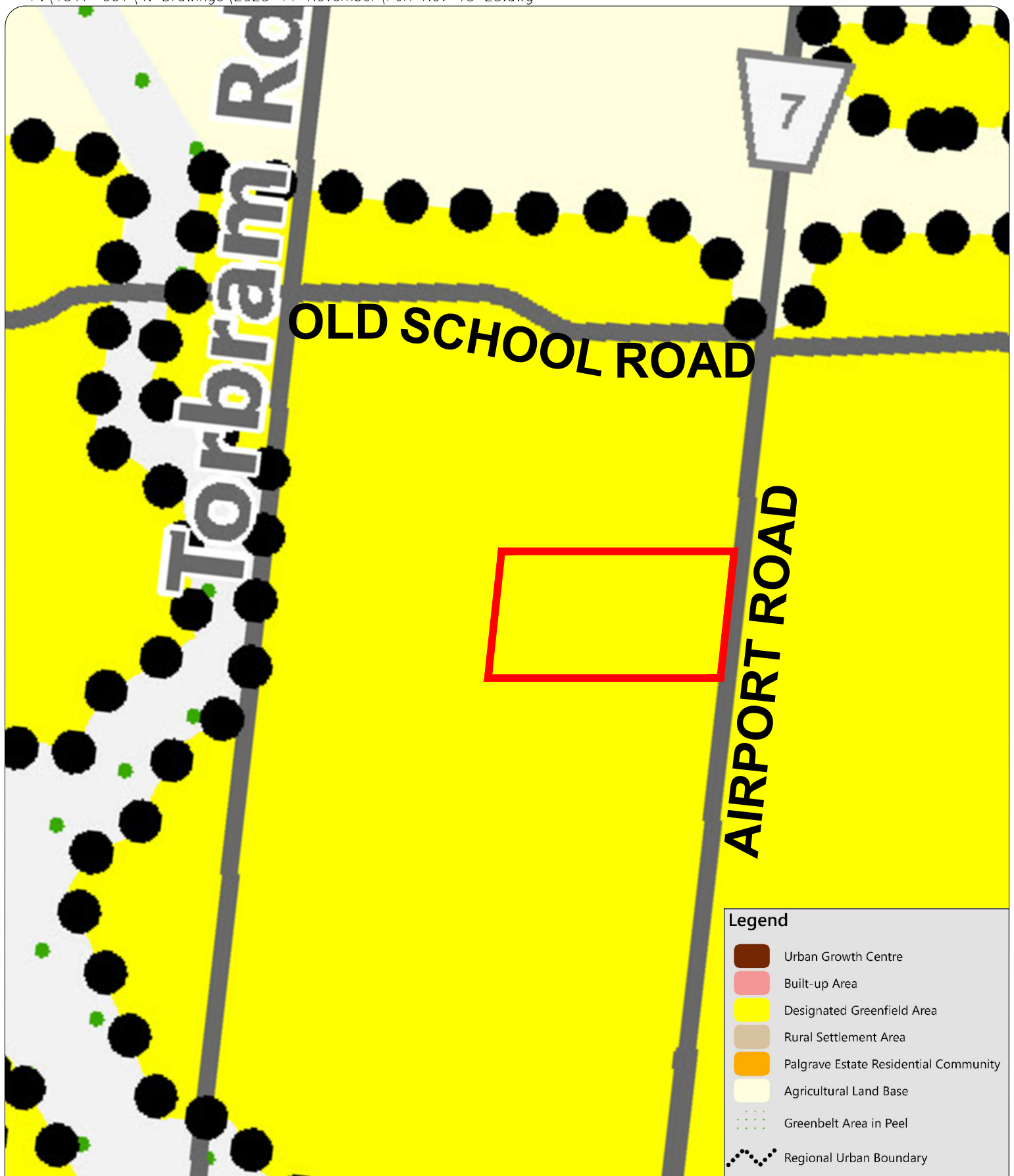


FIGURE  
**5** **REGION OF PEEL OFFICIAL PLAN**  
SCHEDULE 'E3' - GROWTH POLICY PLAN AREAS

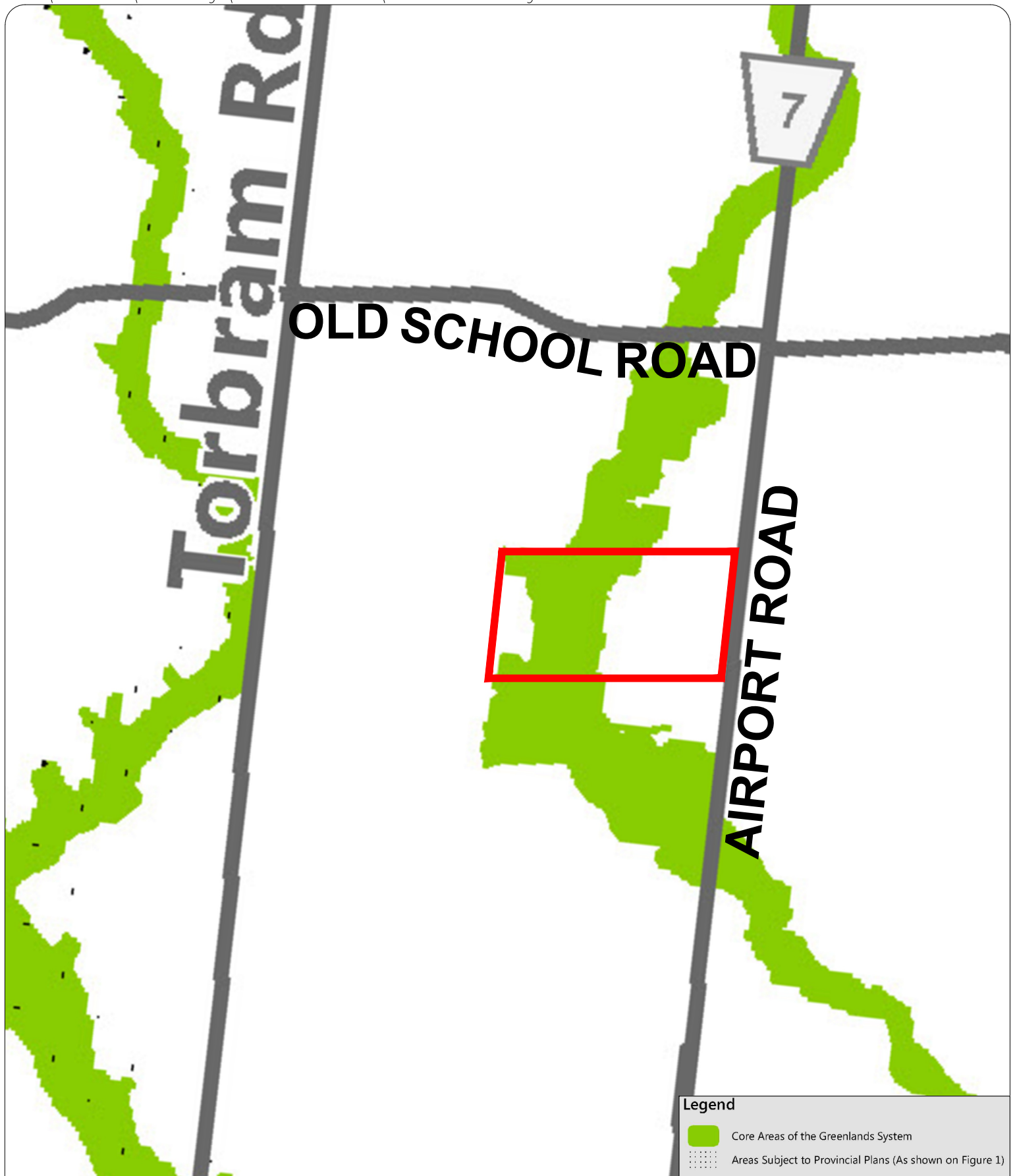
**LEGEND**

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025



FIGURE

6

**REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE 'C2' - CORE GREENLAND SYSTEM AREAS**

**LEGEND**

**Subject Lands**

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025

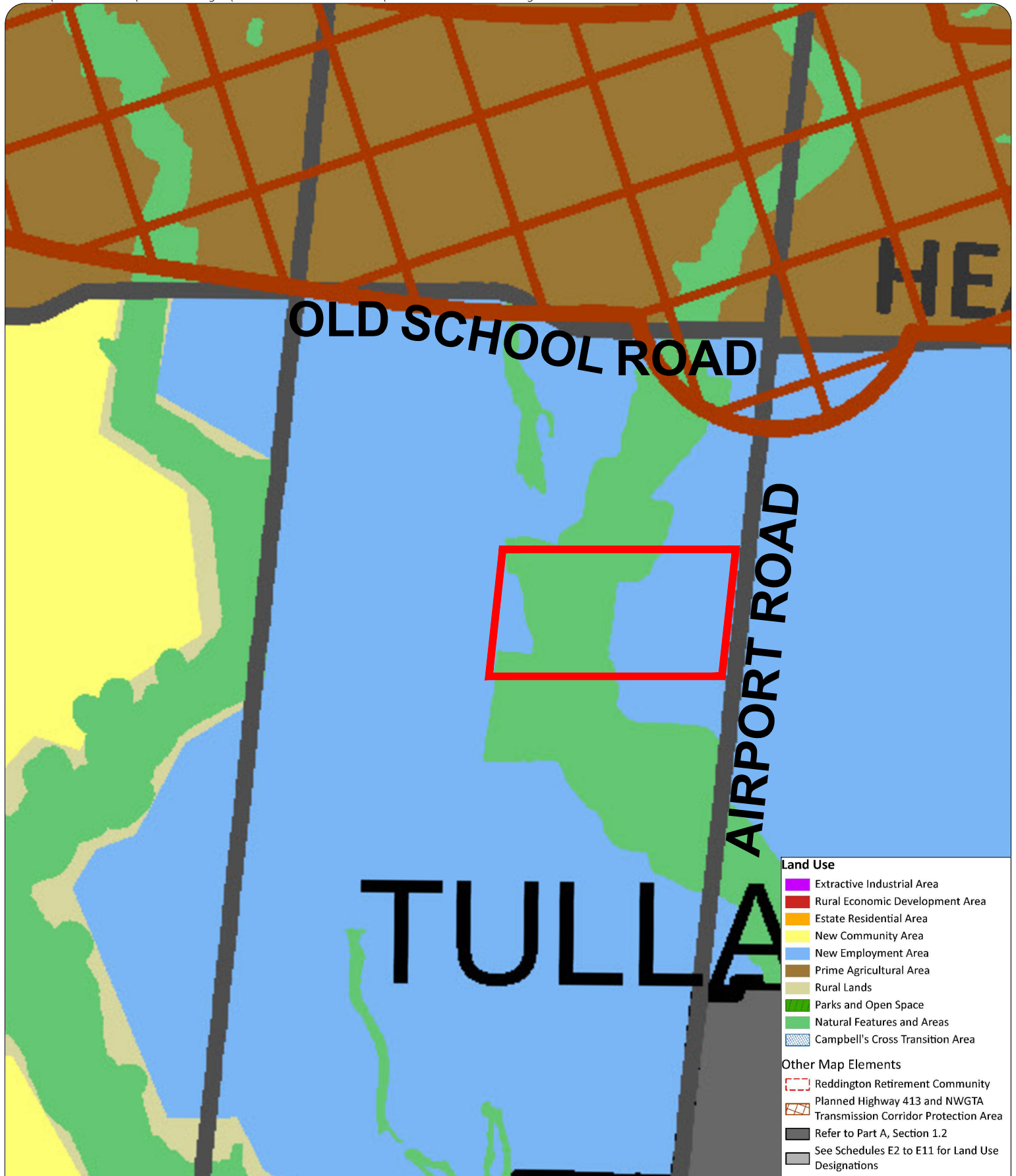


FIGURE  
**7**  
**FUTURE CALEDON OFFICIAL PLAN**  
SCHEDULE 'B4' - LAND USE DESIGNATIONS

**LEGEND**

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025



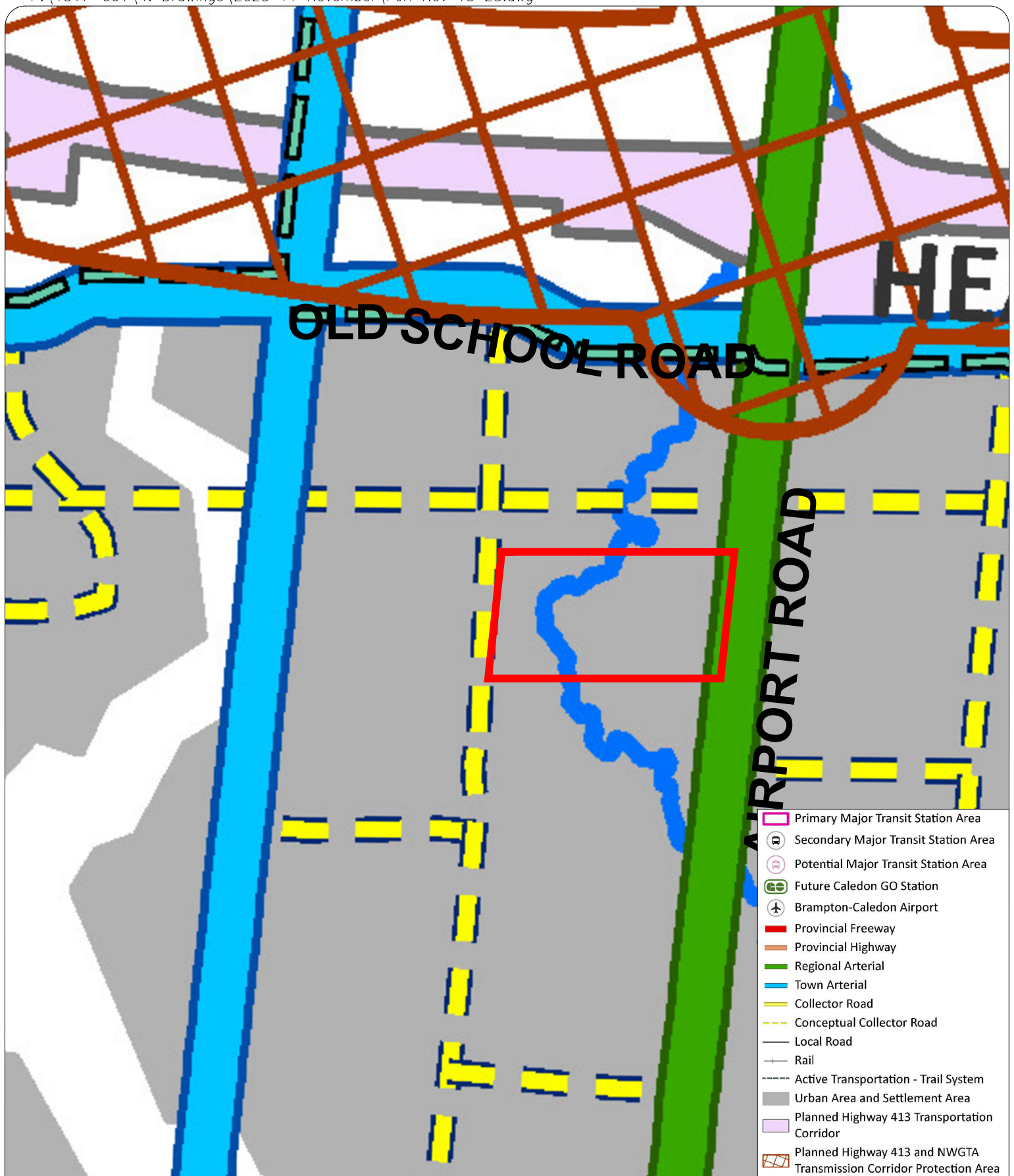


FIGURE 8 **FUTURE CALEDON OFFICIAL PLAN**  
SCHEDULE 'C1' - TOWN-WIDE TRANSPORTATION

**LEGEND**

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025



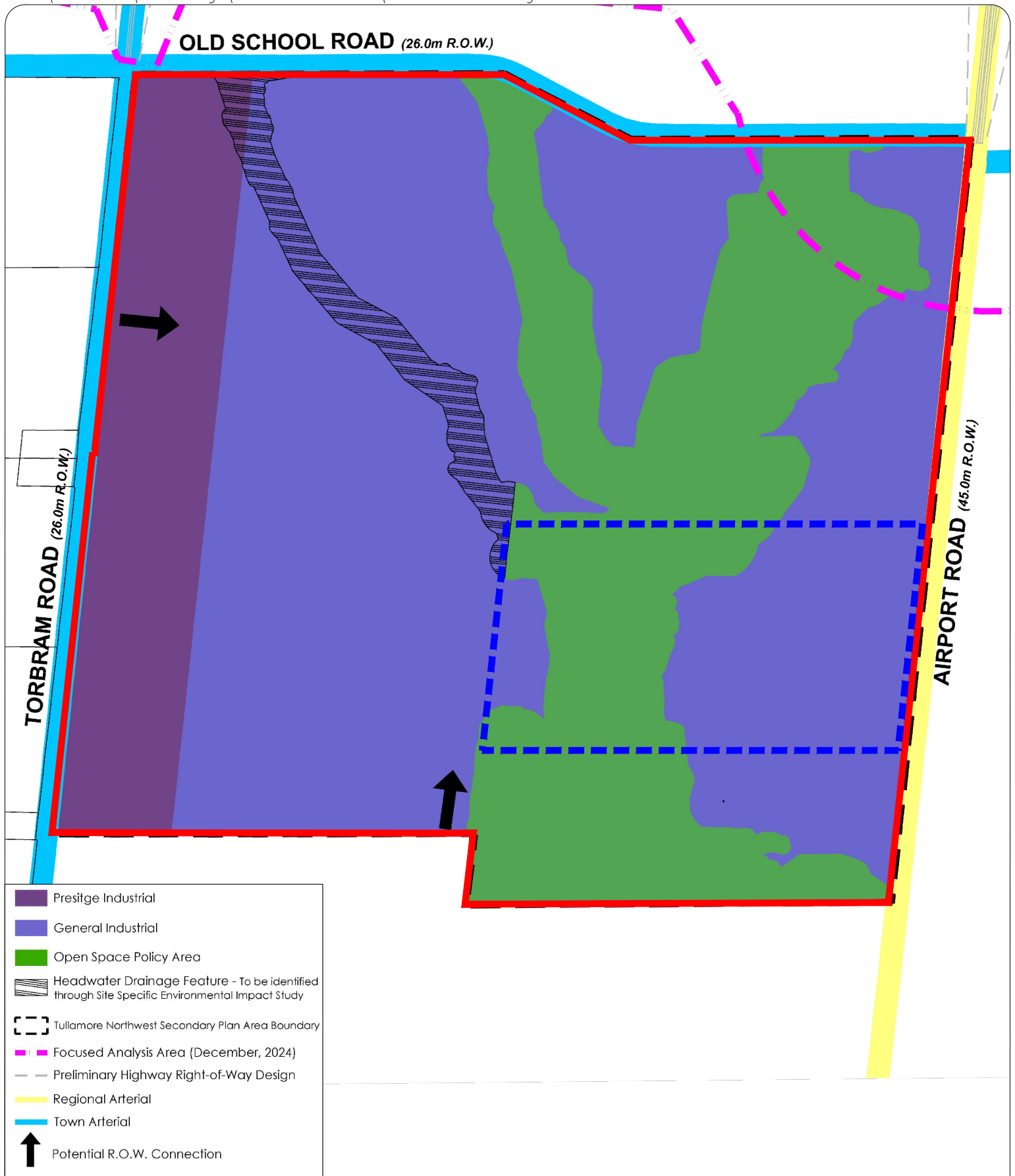
FIGURE

9

# **FUTURE CALEDON OFFICIAL PLAN** **SCHEDULE 'C4' - 2051 TOWN-WIDE TRANSPORTATION**

## **LEGEND**

Subject Lands



**FIGURE 10**

**TULLAMORE NORTH WEST S.P.**

**LAND USE PLAN**

**LEGEND**

- Secondary Plan Area
- Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025

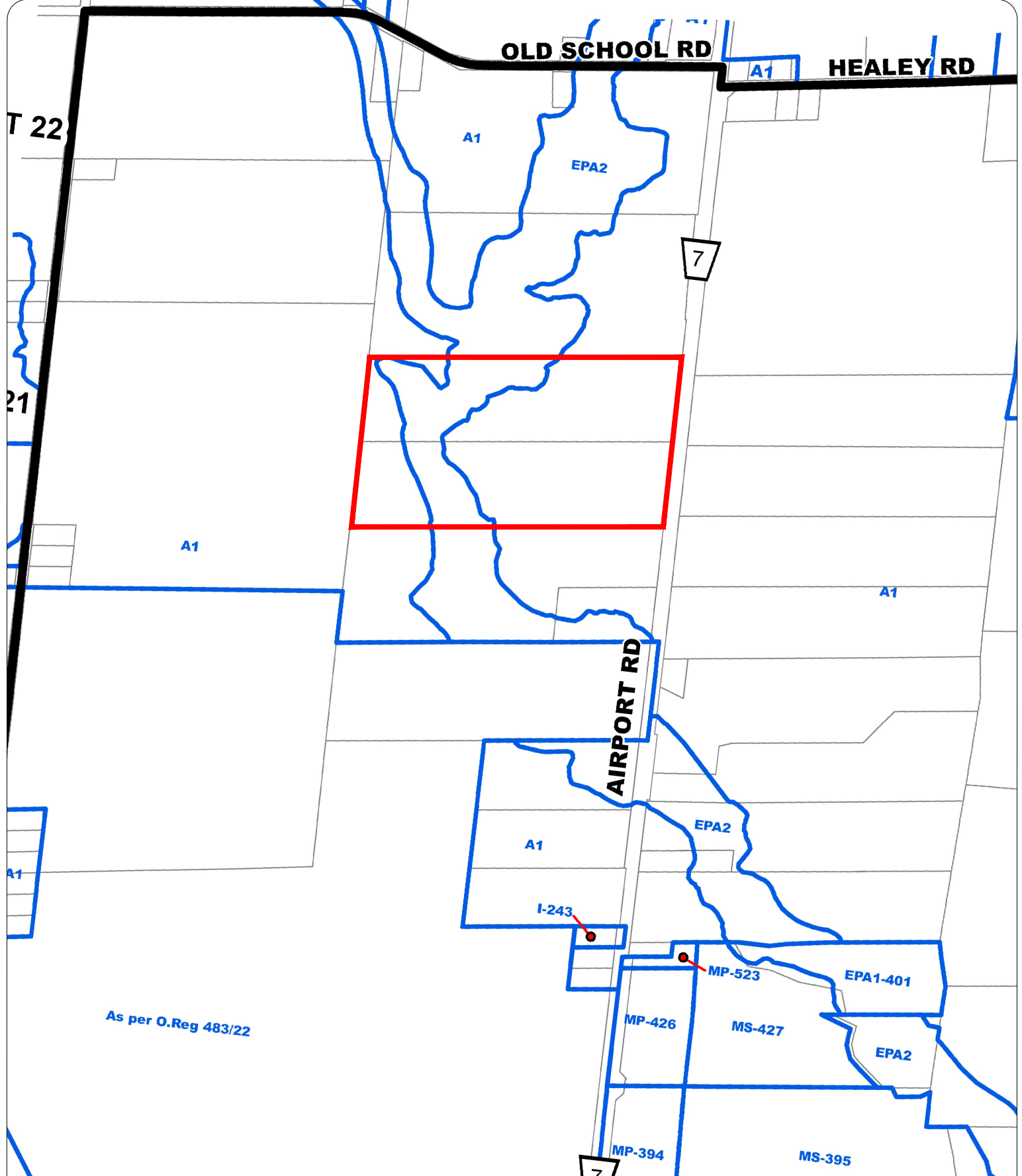


FIGURE  
**11**  
**TOWN OF CALEDON**  
ZONING BY-LAW 2006-50 - MAP 4

**LEGEND**

Subject Lands

0 AIRPORT ROAD  
PART OF LOT 21, CONCESSION 6 EHS  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
NOVEMBER 13, 2025

## **Appendix 1.0 - Draft Zoning By-Law Amendment**



**THE CORPORATION OF THE TOWN OF CALEDON**

**BY-LAW NO. 2025-XXX**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to PT LT 21 CON 6 EHS CHINGUACOUSY AS IN VS219362; T/W VS219362; CALEDON and PT LT 21 CON 6 EHS CHINGUACOUSY AS IN VS219234; T/W VS219234; CALEDON, Town of Caledon, Regional Municipality of Peel, municipally.

**WHEREAS** Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

**AND WHEREAS** the Council of The Corporations of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of PT LT 21 CON 6 EHS CHINGUACOUSY AS IN VS219362; T/W VS219362; CALEDON and PT LT 21 CON 6 EHS CHINGUACOUSY AS IN VS219234; T/W VS219234; CALEDON, Town of Caledon, Regional Municipality of Peel, for serviced industrial purposes.

**NOW THEREFORE** the Council of The Corporation of the Town of Caledon enacts that by-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Additional Permitted Uses	Special Standards
MS	XXX	<i>-Office Accessory -Tractor Trailer Storage, Accessory</i>	<p><b>Lot</b> <i>Means the area outlined in heavy black line on Schedule "A" to this By-law 2006-50, at the time of its approval, regardless of any future severance, partition, or division of the lot, and of any conveyance(s) for parkland, road allowance, road widening or daylighting triangle purposes.</i></p> <p><b>Lot Area</b></p> <ul style="list-style-type: none"><li><i>a) The lands described in subsection 2 shall be considered a single lot, and</i></li><li><i>b) Public Road and public lands shall not be included in the lot area calculation</i></li><li><i>c) The lands zoned EPA on Schedule 'A' shall not be included in the lot area calculation</i></li></ul>

			<p><b>Building Area (maximum)</b> 55%</p> <p><b>Front Yard (minimum)</b></p> <p>a) From a front lot line abutting a residential zone or a lot containing a residential use 16 m</p> <p>b) From a front lot line to an Noise Attenuation Wall 8.5 m</p> <p><b>Rear Yard (minimum)</b></p> <p>a) From a rear lot line adjacent to an EPA zone boundary 1.0 m</p> <p>b) From a rear lot line to a parking Area or drive aisle 1.0</p> <p><b>Building Height (maximum)</b> 18.0 m</p> <p><b>Planting Strip Width (minimum)</b></p> <p>a) Adjacent to EPA zone boundary 1.0 m</p> <p>b) Along all other interior side lot lines 1.5 m</p> <p>c) Abutting an arterial road 6.0 m</p> <p><b>Noise Attenuation Wall</b> A Noise Attenuation Wall shall be permitted in the Front Yard and within a Planting Strip</p> <p><b>Lighting Fixtures</b> Lighting Fixtures shall be permitted in a Planting Strip or Landscaped Area.</p> <p><b>Landscape Area (minimum)</b> 10%</p> <p><b>Non-Residential Parking Requirements (minimum):</b></p> <p>a) Despite the requirements set out in section 5.2.3 of the Zoning By-law, the parking requirements for a warehouse use is one space per 230 square metres of gross floor area.</p> <p>b) In addition to the standards contained in Section 5.2.3, in Table 5.2 for Warehouses, the applicable net floor for office or retail exceeding 15% shall be subject to the applicable office or retail parking requirements</p> <p><b>Parking Space, Driveway and Aisle (Location)</b></p> <p>a) Vehicle parking, driveways, and drive aisles shall be permitted adjacent to a lot containing a residential use.</p>
--	--	--	--

			<p><b>Parking Space, Driveway and Aisle</b></p> <p><b>Setback (minimum)</b></p> <p>a) To a lot containing a residential use 1.5 m</p> <p><b>Accessory Open Storage</b></p> <p>a) Minimum Setback from an EPA zone 1.0 m</p> <p>b) Despite the requirements set out in section 4.1.6 of the Zoning By-law, screening is not required to an open storage area in a rear yard</p> <p><b>Maximum Entrance Width</b> 25 m</p> <p><b>Electrical Transformer</b></p> <p>An Electrical Transformer Shall be permitted in a Front Yard or Interior Side Yard</p> <p>Section 5.2.19 of the Zoning By-law does not apply to the lands Zoned MS-XX in Schedule "A"</p>
--	--	--	--

2. Schedule "A", Zone Map 4 of By-law 2006-50, as amended is further amended for PT LT 21 CON 6 EHS CHINGUACOUSY AS IN VS219362; T/W VS219362; CALEDON and PT LT 21 CON 6 EHS CHINGUACOUSY AS IN VS219234; T/W VS219234; CALEDON, Town of Caledon, Regional Municipality of Peel, from Agricultural Zone (A) to exception Serviced Industrial Zone (MS-XXX) and Environmental Protection Area One (EPA1) in accordance with Schedule "A" attached hereto. Enacted by the Town of Caledon Council this \_\_\_\_ day of \_\_\_\_\_, 2025.

---

Annette Groves, Mayor

---

Kevin Klingenberg, Municipal Clerk

**SCHEDULE "A"**  
**ZONING BY-LAW**  
**No. 2025-XX**

BROCCOLINI AIRPORT ROAD LIMITED  
PARTNERSHIP ("BROCCOLINI")  
LOT 21, CONCESSION 6, EHS  
(GEOGRAPHIC TOWNSHIP OF  
CHINGUACOUSY)  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

LANDS TO BE REZONED FROM AGRICULTURAL A1  
TO  
ENVIRONMENTAL PROTECTION EP2 ZONE AND  
SERVICED INDUSTRIAL - EXEMPTION MS-XX



DRAWN BY: GSAI	FILE NO:
CHECKED BY:	DATE: 10/24/25
SCALE: 1:10000	REVISED:
PLANNING & DEVELOPMENT DEPARTMENT	