

TOWN OF CALEDON  
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December 5, 2025

**'0' Dixie Road  
Town of Caledon**

**2476998 Ontario Inc.**

## PLANNING JUSTIFICATION REPORT



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# PLANNING JUSTIFICATION REPORT

## '0' Dixie Road, Town of Caledon

*2476998 Ontario Inc.*

### **PART I – INTRODUCTION, SITE & DEVELOPMENT CONCEPT**

#### **1.0 INTRODUCTION**

Gagnon Walker Domes Ltd. ("GWD") represents 2476998 Ontario Inc., the registered owner of the property municipally known as '0' Dixie Road, in the Town of Caledon (herein referred to as the "subject site"), to provide planning consulting services, including the preparation of a Planning Justification Report, in connection with a site-specific Official Plan and Zoning By-law Amendment Application ("Amendment Applications") in support of the proposed redevelopment of the westerly portion of the subject site for a Transportation Depot with Truck Parking.

This Planning Justification Report has been prepared in support of the Amendment Applications. Subsequent sections of this Planning Justification Report describe the subject site and surrounding area, examine the Town's development standards, review the proposed development concept, and outline the planning rationale in support of the proposed Amendment Applications within the context of the current planning policy regime.

It is proposed that the westerly portion of the subject, west of the lands designated Greenbelt, be developed for a Tractor Trailer Transportation Facility/Yard and Truck Repair, consisting of a two (2) storey office/truck repair building with approximately 736.33 m<sup>2</sup> (7,925.86 ft<sup>2</sup>) of gross floor area. Ten (10) automobile parking spaces and sixty (60) Tractor/Trailer parking spaces are proposed.

The Greenbelt traverses the property in a northwest to southwest direction through the middle portion of the site. The lands proposed to be redeveloped for the proposed Tractor Trailer Transportation Facility/Yard and Truck Repair are the lands west of those designated as Greenbelt. The lands designated Greenbelt, along with the remainder of the property east of the Greenbelt will remain as currently designated, and are not part of the proposed development.

A DART Pre-Consultation Application was filed on May 25, 2021 and the Pre-Consultation Meeting was held on June 17, 2021, with the Formal Amendment Application Checklist

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received on September 16, 2021. This Formal Amendment Application, inclusive of this Planning Justification Report and the other supporting Technical Plans and Reports noted below, reflect the required supporting documents as identified on the Checklist.

GWD is part of a multi-disciplinary consulting team that has collectively prepared technical supporting materials towards the advancement of the Amendment Applications and development concept. The Amendment Applications should be evaluated based on a review of this Planning Justification Report as well as the following additional supporting materials:

#	Document	Author	Date
1	PRE-2021-0001 Checklist		
2	Registered Owner Authorization / Completed Application Form		
3	Parcel Register		
4	Planning Justification Report	Gagnon Walker Domes Ltd.	December 2025
5	Draft Official Plan Amendment	Gagnon Walker Domes Ltd.	June 2025
6	Draft Zoning By-Law Amendment	Gagnon Walker Domes Ltd.	July 2023
7	Architectural Plan Set <ul style="list-style-type: none"> <li>• A-010 – Cover Sheet</li> <li>• A-020 – Drawing List, Site Statistics, OBC Matrix, Context Plan</li> <li>• A-021 – Survey Plan</li> <li>• A-040 – Full Site Plan</li> <li>• A-040a – Enlarged Site Plan</li> <li>• A-045 – Site Plan Typical Details</li> <li>• A-100 – Level 1 Floor Plan</li> <li>• A-101 – Level 2 Floor Plan</li> <li>• A-300 – Building Elevations</li> <li>• A-301 – Building Elevations</li> </ul>	Onespace Unlimited Inc.	June 13, 2023
8	Boundary and Topographic Plan of Survey	Van Harten Surveying Inc.	October 24, 2022
9	Phase I Environmental Site Assessment	A&A Environmental Consultants Inc.	October 18, 2022
10	Cultural Heritage Impact Assessment	Archaeological Services Inc.	April, 2023
11	Minimum Distance Separation Report	Colville Consulting Inc.	December 5, 2022
12	Preliminary Geotechnical Engineering Report	A&A Environmental Consultants Inc.	October 31, 2022
13	Small Scale Hydrogeological Assessment	A&A Environmental Consultants Inc.	May 1, 2023
14	Site Lighting Plan	Onespace Unlimited Inc. and Spline Group	June 12, 2023
15	Functional Servicing and Stormwater Management Report	Urban Watershed Group Ltd.	June 16, 2023
16	Site Grading and Servicing Plan	Urban Watershed Group Ltd.	June 16, 2023
17	Erosion and Sediment Control Plan	Urban Watershed Group Ltd.	June 16, 2023
18	Construction Notes and Details Plan	Urban Watershed Group Ltd.	June 16, 2023
19	Noise Impact Feasibility Study	J.E. Coulter Associates Ltd.	April 2023
20	Traffic Impact Brief	TYLin	April 2023
21	Landscape Plan Drawing Set	The MBTW Group	August 18, 2023
22	Urban Design Brief	Onespace Unlimited Inc.	March 22, 2024
23	Arborist Report	Beacon Environmental Limited	May 31, 2024



## 2.0 SITE DESCRIPTION and SURROUNDING LAND USES

### 2.1 Subject Site

The subject site is legally known as Part of West Half of Lot 19, Concession 4, E.H.S and is municipally known as '0' Dixie Road, in the Town of Caledon. The subject site is located on the east side of Dixie Road, north of Mayfield Road, and measures approximately 9.07 hectares (22.41 acres), with a street frontage of approximately 64.52 metres (211.67 feet) along Dixie Road. **Tab 1** includes Air Photos of the subject site and surrounding area.

The subject site is currently vacant. A Tributary of the West Humber River and associated open space corridor traverses the subject site. Access to the subject site is proposed from Dixie Road. The subject site is located within proximity to an existing 400-series Highway (Highway 410) and the planned GTA West Corridor (Highway 413) which provide inter- and intra-Regional connections.

### 2.2 Surrounding Context

Immediately abutting land uses include:

- North: Agricultural and Open Space;
- South: Agricultural and Planned Future Industrial Development;
- East: Open Space and Agricultural; and
- West: Existing and Planned Industrial (including the UPS Warehouse Facility Immediately across Dixie Road.

**Tab 1** includes Air Photos of the subject site and surrounding area.

A number of industrial uses are either currently located, or are proposed, in the immediate vicinity of the subject site; including, but not limited to:

1. UPS – 12424 Dixie Road (existing)
2. Stelfast – 34 Speirs Giffin Avenue (existing)
3. Coast Appliances – Caledon Warehouse – 140 Speirs Giffin Avenue (existing)
4. Trillium LCBO / Trillium Supply Chain – 205 Speirs Giffin Avenue (Existing)
5. Grainger Canada Warehouse Distribution Centre – 21 Merchant Avenue (Existing)
6. Tribal Partners Canada Inc. – 0 & 12035 Dixie Road (Proposed)
7. 10144789 Canada Inc. – 12434 Dixie Road (Proposed)
8. Tribal Partners Canada Inc. – 12862 Dixie Road (Proposed)

Given the presence of existing and/or proposed industrial uses (including tractor trailer/transportation depot facilities within the immediate vicinity of the subject site) what is proposed is reasonable and appropriate in the local context. The proposed development proposes to develop the westerly portion of the subject site outside of the Greenbelt lands for employment uses within an employment area of the Town of Caledon. The developments will also contribute to the expedited planned infrastructure and services in the area.



## 2.3 Surrounding Area Character

As noted above, the subject site is located on the east side of Dixie Road, between Old School Road and Mayfield Road. The immediate surrounding area along Dixie Road, between Old School Road and Mayfield Road, as well as along Mayfield Road between Highway 410 and Bramalea Road is largely occupied by employment-related land uses, including industrial warehousing and distribution, commercial and car dealerships. The subject site is immediately opposite the UPS warehousing and distribution facility. The proposed development application would provide a land use that is consistent with the existing and planned area context.

The recently approved Region of Peel Official Plan (2022) identifies the subject site as an 'Employment Area', and the Future Caledon Official Plan also identifies the area of the subject site that is subject to this application as 'New Employment Area'. The proposed development would contribute towards the urbanization of Dixie Road being undertaken currently by the Region of Peel.

The proposed land uses on the subject site is consistent with the existing and planned context of the area. It represents a logical extension of an existing and planned employment corridor located along Dixie Road, which has superior access to existing and planned highway networks and major roads.

## 2.4 Requirement for a Secondary Plan

Secondary Plans are used to identify and understand opportunities and constraints for development within a defined area. They provide more detailed policy direction for matters beyond the general policy framework of the Official Plan.

It is acknowledged that the subject site is not located within a Secondary Plan Area. The subject site and surrounding lands within the Dixie Road corridor, benefit from the same opportunities as properties within a Secondary Plan, such as access to infrastructure and prevailing land uses. Given the evolving area context, many Secondary Plan matters relating to infrastructure (roads and services) and land uses have already been established and are currently being resolved through site specific applications, as well as the Region of Peel's decision to expedite the urbanization and servicing along Dixie Road.

In regard to Site Specific Applications, Figure 1 below represents a map illustrating the current built, approved and in-process applications along Dixie Road. It is noted that the lands on the west side of Dixie Road are located within the Mayfield West Secondary Plan. With regard to the lands on the east side of Dixie Road, an Official Plan Amendment Application is being processed under Town File POPA 2024-0011, inclusive of the subject site. 2476998 Ontario Inc. is supportive of the proposed Official Plan Amendment as it relates to the subject site. The Statutory Public Meeting for POPA 2024-0011 was held on July 15, 2025.

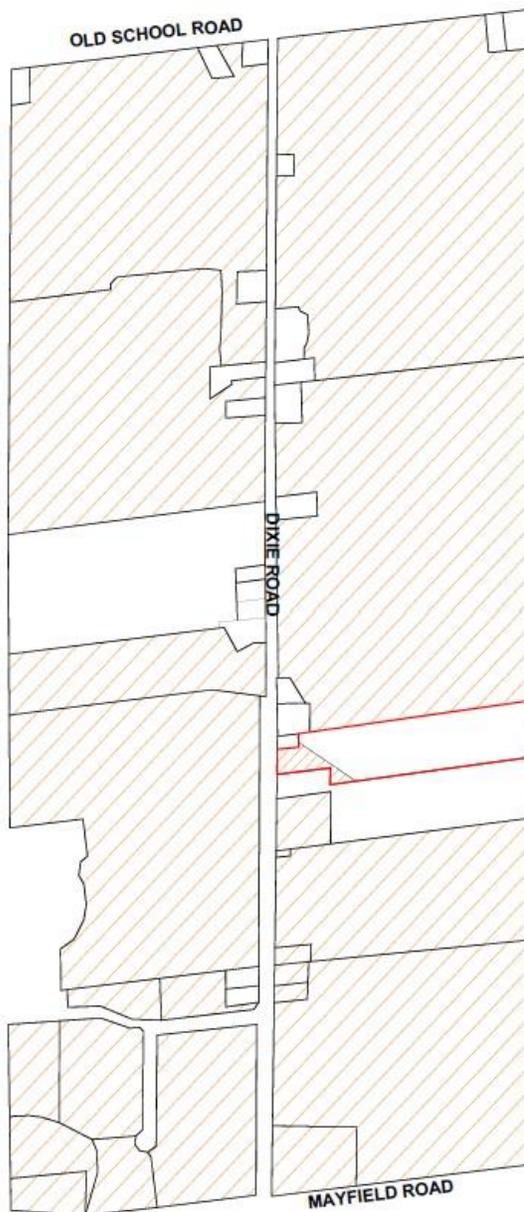


Figure 1 – Dixie Road Development Applications

In this regard, a “Secondary Plan” process would be redundant and not required. Dixie Road contains several existing industrial developments, along with active applications to permit industrial uses. The employment uses proposed by this application do not jeopardize or impact the planned residential communities to the east and the west, nor do they jeopardize the development potential of the Dixie Road corridor. Matters related to urban design and landscape treatments will be address through the detailed design stage at Site Plan Approval.

In closing, the characteristics of the employment lands comprising the Dixie Road corridor, including ownership, does not necessitate the need for a Secondary Plan to be prepared for these lands. POPA-2024-0011 is also being processed by the Town, inclusive of the subject site, for the delineation of Official Plan land use designations.



### 3.0 DEVELOPMENT PROPOSAL

It is proposed that the westerly portion of the subject site, west of the Greenbelt lands, be developed for a Tractor Trailer Transportation Facility/Yard (Transportation Depot), Truck Repair, and Office use related to the Transportation Depot and Repair uses.

More specifically, the portion of the subject site west of the Greenbelt lands will be dedicated to the storage and servicing of tractor trailers. A two (2) storey building with a total gross floor area of 736.33 m<sup>2</sup> (7,925.96 ft<sup>2</sup>), containing a small office and two (2) truck repair bays is proposed. Employee and tractor trailer parking will be accommodated on a gravel and asphalt parking lot.

One (1) vehicular point of access onto Dixie Road is proposed. The proposed point of access is proposed to be full moves.

The following is a brief statistical summary of the proposal:

<b><u>Total Site Area</u></b>	9.07 ha. (22.41 ac)
Area of Site Subject to Application	1.17 ha (2.89 ac)
Proposed Office	265.72 m <sup>2</sup> (2,860.19 ft <sup>2</sup> )
Proposed Truck Repair Centre	470.61 m <sup>2</sup> (5,065.60 ft <sup>2</sup> )
Total GFA	736.33 m <sup>2</sup> (7,925.86 ft <sup>2</sup> )

#### **Parking Required**

Automobile Parking	10 spaces
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#### **Parking Provided**

Automobile Parking	10 spaces
Tractor/Trailer Parking	60 spaces

A total of ten (10) vehicular parking spaces, including one (1) accessible space (Type "A") are provided nearest the proposed building to accommodate office and repair area parking requirements. A total of sixty (60) truck/trailer parking spaces are proposed for the Tractor Trailer Transportation Facility/Yard (Transportation Depot). In addition, the repair area, located at the south end of the proposed building, has the capacity to repair two (2) trucks at one time. Trucks will enter from the north side of the building.

The proposed development contemplates a two-storey building with the office use occupying the western portion of the building and the repair area the eastern portion. The building front and entrances will face the street (Dixie Road) and will reflect a modern/contemporary architectural character. Landscaping is proposed along the exterior edge of the subject site to create visual interest within the development and complement the physical built environment.

The subject site will be operated by a single tenant operating the Transportation Depot and the Repair Facility. The Repair Facility will repair both the fleet trucks within the Depot, but also be open for providing repair services to others. No washing of trucks is proposed. The facility will operate from Monday to Sunday from 6:00 a.m. to 12:00



Midnight. As the nature of the business that is to be operated from the site is long distance trucking, very few trucks are proposed to enter and exit the subject site on an hourly and/or daily basis (four (4) to five (5) trucks per day).

In terms of employment, no shifts are proposed. The proposed use is expected to generate sixty-four (64) jobs; consisting of four (4) jobs from the office use and sixty (60) jobs (1 driver per truck) from the transportation depot use.

**Tab 2** includes the Site Plan and Architectural Plans prepared by OneSpace Architects Inc.

#### **4.0 GENERAL BUSINESS OPERATION and LONG-TERM IMPACT on SUBJECT SITE and SURROUNDING AREA**

The proposal represents a use that is permitted by the recently approved and in-force Region of Peel Official Plan, and is contemplated in the recently released Second Draft of the New Town of Caledon Official Plan.

The Region of Peel recently updated its Official Plan in response to the new Growth Plan, including new population and employment projections as well as the new Planning Horizon to the year 2051. This update was undertaken through a Municipal Comprehensive Review (MCR) process. As part of this MCR, and in response to accommodating the increase in population and job growth expected in the Region to 2051, the Region of Peel undertook a Settlement Area Boundary Expansion (SABE) exercise to expand the urban boundary in the southern portion of the Town of Caledon.

As part of the SABE and MCR processes, which included a fulsome technical report preparation, review and analysis (inclusive of an Agricultural Assessment), the Region of Peel expanded the urban boundary, including that of the subject site. More specifically, the westerly portion of the subject site, west of the Greenbelt (subject to this application) was identified as 'Employment' lands in the in-force Region of Peel Official Plan.

The Future Caledon Official Plan permits the proposed use, as the subject site is designated "New Employment Area", in-line with the Provincial Plans (Provincial Planning Statement, Greenbelt Plan, etc.) and the new Region of Peel Official Plan. According to Section 23.6 and 23.6.1, the New Employment Area designation identifies lands that will be developed for employment uses in the future. While Sections 23.6 and 23.6.1 note that detailed land use designations will only be determined through the development of a Secondary Plan, as noted in Section 2.4 of this Report, a Secondary Plan for the Dixie Road corridor is redundant and not necessary.

In addition, the Town of Caledon is actively processing Official Plan Amendment Application POPA-2024-0011, inclusive of the Subject Site, proposes land use designations for the lands along the east side of Dixie Road. In regards to the subject site, POPA-2024-0011 proposes to designate the portion of the subject site that is subject to this application as "General Employment". According to Section 28.8.3 iv), within the General Employment Area designation, discretionary uses may be permitted, including:



open storage uses, contractors yards, and truck parking uses where less than 10 percent of the lot area is the site of buildings or structures.

The proposed development subject to this application occupies a portion of the subject site from the westerly limits of the Greenbelt, westerly to Dixie Road and is 1.17 hectares in size. A proposed truck repair and office building with a total GFA of 736.33 square metres is proposed (in addition to the truck parking area), which represents 6.3 percent of the lot area subject to the application.

We are of the opinion that the use being pursued does not adversely affect the surrounding uses; both current and future. Currently the lands to the west are occupied by the existing UPS warehouse and distribution facility, along with the Acklands Grainger facility in the immediate vicinity to the south at the intersection of Mayfield Road and Dixie Road. In addition, a number of properties to the north and south, along both sides of Dixie Road around the subject site have active Development Applications at various stages of the Amendment Application process for similar uses. These lands collectively form part of a larger employment area with many similar uses, with ease of access to existing and proposed Provincial 400-series highway(s). In addition, the proposed development includes various screening mitigation measures including landscaping, berming and fencing.

## **PART II - PLANNING FRAMEWORK & JUSTIFICATION**

### **5.0 PLANNING FRAMEWORK & JUSTIFICATION**

The 2476998 Ontario Inc. development proposal has been reviewed in the context of the following governing planning policy documents:

- Planning Act, R.S.O. 1990, c.P.13, March 31, 2025;
- Provincial Planning Statement (May 2020);
- Region of Peel Official Plan (April 2022);
- Future Caledon Official Plan (October 2025); and
- Town of Caledon Zoning By-law No.2006-50, as amended.

The following outlines the planning justification for the proposal.

#### **5.1 Planning Act, R.S.O. 1990, c.P.13 (March 31, 2025)**

The Planning Act, R.S.O. 1990, c. P.13 ("*Planning Act*") requires the Council of a municipality in carrying out their responsibilities under the *Planning Act* to have regard to matters of Provincial interest as identified in Section 2. The *Planning Act* identifies a number of broad subjects of Provincial interest which are to be considered.

The Amendment Application has provided sufficient regard to the following matters of Provincial interest:



- (e) supply, efficient use, and conservation of energy and water;
- (f) adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) orderly development of safe and healthy communities;
- (h.1) accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (k) adequate provision of employment opportunities;
- (p) appropriate location of growth and development;
- (r) promotion of built form that,
  - (i) is well-designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

## **5.2 Provincial Planning Statement (PPS), October 2024**

On August 20, 2024, the Province of Ontario released the final version of the 2024 Provincial Planning Statement, as approved by the Lieutenant Governor in Council by Order in Council No. 1099/2024. The Provincial Planning Statement, 2024, having come into force on October 20, 2024, replaces the 2020 Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe into a single policy document. Any decision on a planning matter made on or after October 20, 2024, shall be consistent with the new Provincial Planning Statement, with the exception of applicable transition regulation made under the new authority.

The 2024 PPS, is a consolidated statement of the Province of Ontario's new policies on land use planning. It provides provincial policy direction on key land use planning issues that affect communities, such as:

- Supporting Ontario's economy;
- Making land available for development;
- Creating opportunities for economic development and job creation;
- Planning for the appropriate transportation, water, sewer and other infrastructure necessary to accommodate current and future needs;
- Protecting the environment and important resources including farmland, water, archaeology, cultural heritage, mineral aggregates and petroleum; and
- Protecting people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas.

The 2024 PPS represents a significant part of the Province of Ontario's policy-based planning system by establishing foundational policies for the governance of land use and development. Chapter 1 of the 2024 PPS professes "a prosperous Ontario will support a strong and competitive economy that is investment-ready and recognized for its influence,



innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance". Prioritizing compact, transit-oriented design and optimizing investments in infrastructure and service facilities will support access to housing and quality employment. Zoning By-laws should be forward-looking to meet the range and mix of employment options necessary within a fast-growing Province of Ontario (Chapter 1).

Pursuant to Chapter 1 of the 2024 PPS, municipal Official Plans are the most important vehicle for the implementation of 2024 PPS policy direction and for achieving comprehensive, integrated and long-term planning. The policies of the 2024 PPS represent minimum standards. Planning authorities and decision makers may go beyond the minimum standards

### Planning for People and Homes

Policy 2.1.6 of the 2024 PPS directs that Planning authorities should support the achievement of complete communities. The proposed development contributes to the achievement of complete communities by:

- Optimizing infrastructure;
- Providing a mix of land uses;
- Advancing a compact built form;
- Expanding and enhancing access to adjacent sidewalks to improve active transportation opportunities;
- Providing local employment opportunities within the development through the provision of retail/commercial floor space;
- Enhancing accessibility and safety through a pedestrian-focused design that caters to the abilities of people of all ages and abilities.

The proposal is representative of an efficient development land use pattern, permitting development of employment uses within an area designated for employment (including the uses contemplated by the proposed development) and will contribute to the financial well-being of the Municipality over the long term by providing the Town of Caledon and Region of Peel with the initial Development Charges revenue and the longer-term tax revenue and employment related to the proposal.

The proposed development is an employment use permitted by the Region of Peel Official Plan and the Future Caledon Official Plan, and is compatible and complimentary to other employment uses in the employment precinct. The proposed development will contribute to a mix of employment uses in the area and in the Town of Caledon, contributing to meeting the needs of existing and future residents.

The proposed development will promote the use of the lands for purposes that are environmentally responsible by having no impact on the adjacent environmental feature (Greenbelt and Humber River Tributary) which is separated from the subject site by



proposed environmental and landscape buffers. The site is large enough to accommodate the proposed use, and incorporates oil and grit separators, forebay pre-treatment and infiltration basin for stormwater quality and quantity purposes. In addition, there will be no adverse impacts on public health and safety in consideration of the on-site operations.

The subject site is located within a settlement area (newly expanded urban area, immediately adjacent to the existing Mayfield West Rural Service Centre Boundary). No expansion to the existing settlement area boundary is required to accommodate the proposed development.

The site has been efficiently designed and is large enough to accommodate the proposed use and connections to municipal servicing, and there is sufficient water in the existing municipal service as noted in the Functional Servicing Report, thereby minimizing servicing costs to the Region.

The proposed building will be constructed in accordance with the Ontario Building Code, AODA and all required accessible standards.

The proposed development will take advantage of existing infrastructure available to the subject site, reducing servicing costs. The site has been efficiently designed and is large enough to accommodate the proposed use and connections to municipal servicing, and there is sufficient water in the existing municipal service as noted in the Functional Servicing Report, thereby minimizing servicing costs to the Region.

### Settlement Areas

Section 2.3.1 of the 2024 PPS defines the general policies for Settlement Areas. The entire City of Brampton is a Settlement Area. Settlement Areas shall be the focus of growth and development. In this regard, the subject site is currently located within the Regional Urban Boundary and provides for a continuous land use patterns along the Dixie Road corridor, and allows for an opportunity for economic growth for the Town of Caledon and the Region of Peel.

Section 2.3.1.2 states that: land use patterns within settlement areas should be based on densities and a mix of land uses which:

- efficiently use land and resources;
- optimize existing and planned infrastructure and public service facilities;
- support active transportation; and
- are transit-supportive.

Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities (Section 2.3.1.3). The proposed development will efficiently use land and resources including existing road networks, planned road and highway expansions, and expedited construction of planned infrastructure and servicing upgrades by the Region in 2025 and 2026. In addition, the development will avail itself of the planned transit expansion of bus service between the City of Brampton and the



Town of Caledon. Lastly, with Highway 410 and the planned Highway 413 in close proximity to the subject site, development of the subject site for employment uses is logical in order to take advantage of trucking connections to the existing and future highway system.

As per the direction of Sections 2.3.1.1, 2.3.1.2, 2.3.1.3 and 2.3.1.4 of the 2024 PPS, as it pertains to Settlement Areas, the proposed development:

- Directs employment growth to a Settlement Area to assist in the achievement of minimum growth and intensification targets established through Provincial, Regional and City policies;
- Advances a density and built form that efficiently utilizes the subject site and shall optimize the use of available/planned infrastructure and public service facilities;
- Advances new development in accordance with Town of Caledon sustainability initiatives to promote energy efficiency and conservation; and
- Supports the principle of complete communities.

A number of development, landscape and screening considerations are proposed to minimize negative impacts to air quality and climate change, and adjacent lands. Furthermore, the subject site is located nearby and adjacent to similar uses, including the lands immediately to the north, south, and west which are either existing or proposed transportation depot uses or those uses that rely on trucking and transportation for the shipment and movement of goods and services. These lands have a similar relationship to Dixie Road and Mayfield Road (Primary Truck Route) as the subject site. As such, the proposed development is freight supportive.

### Supporting a Modern Economy

Section 2.8 of the PPS includes policies related to Employment. More specifically, Section 2.8.1.1 includes policies that promote economic development and competitiveness. In this regard, the proposed development will provide for an efficient development and land use pattern as it serves to maintain the current employment character of the Dixie Road corridor. The range of employment uses being offered in the Dixie Road corridor, including the proposed development, will contribute to the Town's economy and financial well-being. As noted, the subject site is located in proximity to existing and planned 400-series highways, and is located in an area that can be serviced in the future, minimizing land consumption and servicing costs.

Section 2.8.2 of the PPS includes policies specifically related to Employment Areas. The proposed development will protect and preserve the subject site as an employment use within the Town of Caledon, conforming to the land use designations in the approved Region of Peel Official Plan, as well as the Future Caledon Official Plan (2.8.2.1 and 2.8.2.2).

The proposed development serves to implement the employment designation of the Region of Peel Official Plan, and Future Caledon Official Plan that is applicable to the subject site and surrounding lands. Appropriate buffers and mitigation measures include



landscaping, berm and noise attenuation fencing, as well as locating truck parking to the rear of the property. Residential uses are not contemplated or proposed (2.8.2.3).

As noted, the proposed development seeks to develop the subject site for an employment use that is planned and contemplated for the subject site and surrounding lands in the approved and in-force Region of Peel Official Plan and the Future Caledon Official Plan. Conversion of the employment designation is not completed; rather the employment designation is being implemented (2.8.2.5).

The proposed development contributes to the mix of employment uses in the area and the broader Town of Caledon, and is an ideal location being located within the employment areas of the new Urban Boundary limits as delineated in the approved and in-force Region of Peel Official Plan. Both Dixie Road and Mayfield Road are identified as a Primary Truck Route in the Region of Peel Goods Movement Strategic Plan 2017 – 2021.

### Transportation Systems

Section 3.2 of the PPS includes policies related to transportation systems. As noted in the Town of Caledon Official Plan, Dixie Road is a medium-capacity arterial road and Mayfield Road, which is in close proximity to the subject site, is a high-capacity arterial road; both of which are under the jurisdiction of the Region of Peel. In addition, Dixie Road and Mayfield Road are also identified as a primary truck route in the Region of Peel Goods Movement Strategic Plan 2017 – 2021.

The TIS also concludes that Dixie Road will operate at acceptable levels of service. No signal timing adjustments are required to accommodate the development.

In addition, appropriate land has been previously made available to the Town of Caledon, and is reflected on the Site Plan, to facilitate the ultimate planned right-of-way requirements along Dixie Road. While there are no transit services, the proposed development includes and protects for the ultimate right-of-way which will allow transit service to be provided on Dixie Road in the future.

### Transportation and Infrastructure Corridors

Section 3.3 of the PPS includes policies in connection with transportation and infrastructure corridors.

Appropriate land has been made available to the Town of Caledon, and is reflected on the Site Plan, to facilitate the ultimate planned right-of-way requirements along Dixie Road. The proposed development will not have a negative impact on Dixie Road, nor Mayfield Road and its role as a Primary Truck Route in the Region of Peel Goods Movement Strategic Plan 2017 – 2021 will be protected and maintained.

The Region of Peel has expedited the Capital Works project to extend water and sanitary servicing north, up Dixie Road. The project will also be coordinated with road widening and noise wall construction.



Consistent with Section 3.6.3 to 3.6.5 of the PPS, a Functional Servicing Report/Storm Water Management Report has been prepared by Urban Watershed Group Ltd. The Report indicates that the development will meet the established criteria with respect to stormwater management set forth in governing documents. The SWM facility will control the release rate to the existing levels for all storms up to and including the 100-year event. On-site stormwater detention storage has been provided up to a quantity of 748.3 cu.m in order to facilitate the proposed SWM controls, included peak flow control and 24 hour extended detention of the first 25mm of any rainfall event. Water quality control is to be primarily provided by the infiltration basin which receives runoff from the proposed impervious surfaces, and will be augmented by an oil grit separator for spill protection.

Water balance criteria will be achieved through infiltration which occurs within the infiltration basin of the SWM facility. The existing municipal water supply will be utilized to provide domestic and fire water servicing to the proposed building. A proposed sanitary service connection to existing municipal infrastructure constructed to address sanitary wastewater generated from the development.

The proposal is consistent with Section 3.6.8 of the PPS as the proposed stormwater management for the subject site implements Stormwater Quality Controls, including an oil-grit separator, to provide “Enhanced” protection level as required for quality control. In addition, an infiltration basin is proposed.

In addition, as noted previously, the extension of water and sanitary services along Dixie Road has been expedited by the Region of Peel through the Capital Works Program. Construction is expected to begin in 2025. The proposed development would contribute to the completion of an already existing employment hub along the Dixie Road corridor between Mayfield Road and Old School Road.

### Natural Heritage

Section 4.1 of the PPS includes policies in connection with natural heritage. In particular, Section 4.1.1 and 4.1.2 of the PPS states:

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

In accordance with Section 4.1 of the PPS an Environmental Impact Study (EIS) is being prepared and will be submitted under separate cover. The proposed development is outside of the lands designated Greenbelt, which includes the natural heritage features (creek) therein. In addition, a 10-metre buffer to the limits of the Greenbelt lands has been provided and incorporated into site design on the proposed Development Site Plan.

Based on the foregoing policy analysis, we are of the opinion that the proposal is consistent with the PPS.



### 5.3 Region of Peel Official Plan (November 2022)

The new Region of Peel Official Plan (RPOP) includes directions and policies that guide economic, environmental and community planning decisions for the whole of the Region; including the City of Brampton. The policies of the RPOP establish a Regional policy foundation for the more detailed planning by local municipalities.

The Region of Peel undertook an MCR and Official Plan Review process, incorporating new provincial legislation, regulations and policies to implement new regional initiatives and long-term planning goals and objectives, to implement and guide growth and development to the year 2051.

The RPOP was adopted by Regional Council on April 28, 2022 and was subsequently approved by the Minister of Municipal Affairs and Housing (MMAH), with modifications, on November 4, 2022. Among others, the new RPOP established the 2051 Regional Urban Boundary to provide certainty as to which lands will remain agricultural and which lands are proposed for urban purposes (such as the subject site) within the timeframe of the RPOP. In this regard, the subject site is now located within the Urban System.

#### Designations and Classifications

The RPOP includes schedules and figures which identify land use designations and key infrastructure components. Listed below are the most relevant schedules related to the consideration of the Amendment Application.

- Schedule B-5: Greenbelt Plan Area Land Use Designations
  - *'Natural Heritage System'*
- Schedule C-1: Greenlands System
  - *'Greenlands System Overlay'*
- Schedule C-2: Core Areas of the Greenlands System in Peel
  - *'Core Areas of the Greenlands System'*
- Schedule D-1: Rural System
  - *'Prime Agricultural Area'*
- Schedule E-1: Regional Structure
  - *'Urban System', '2051 New Urban Area', 'Rural System'*
- Schedule E-2: Strategic Growth Areas
  - *'Urban System'*
- Schedule E-3: The Growth Plan Policy Areas in Peel
  - *'Designated Greenfield Area', 'Greenbelt Area in Peel'*
- Schedule E-4: Employment Areas
  - *'Employment Area'*



- Schedule F-2: Major Road Network
  - 'Dixie Road – Major Road'
  
- Figure 1: Areas Subject to Provincial Plans
  - 'Greenbelt Plan – Protected Countryside'

**Tab 3** includes RPOP Schedules (excerpts).

### Regional Goals

Section 1.7 addresses various general goals of the RPOP. The general goals relevant to the proposed development include:

- 1.7.2 To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms.*
  
- 1.7.4 To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth and development in accordance with the financial goals and overall goals and overall fiscal sustainability of the Region.*
  
- 1.7.5 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.*

Section 1.7.2 recognizes the importance of a vital and diverse economy and a sound tax base in assisting with the financial goals and overall fiscal sustainability of the Region. The proposed development provides the Town of Caledon and the Region of Peel with the initial Development Charges revenue and the longer-term tax revenue and employment related to the proposal in an area designated for employment which is supported by the designation in the approved and in-force Region of Peel Official Plan and the Future Caledon Official Plan.

The proposed development represents growth within a settlement area (New 2051 Urban Area) and is efficiently designed and sufficiently sized to accommodate the proposed use, site circulation and servicing requirements on-site, and stormwater management controls and measures such as oil and grit separators, etc., as noted in the Stormwater Management Report. In addition, the proposed development supports protection and preservation of ecosystem features and linkages. The natural heritage features and Greenbelt lands located to the east of the area subject to this application is not included in the development proposal, and appropriate buffers are provided to separate these lands from those included in the proposed development. No negative effects on this feature are anticipated (1.7.4 and 1.7.5).

As noted on Schedule B-5 – Greenbelt Plan Area land Use Designation of the RPOP, a portion of the subject site, traversing the middle portion thereof in a northwest to southeast direction, is designated as Natural Heritage System within the Protected Countryside of



the Greenbelt Area. Section 2.12 of the RPOP addresses various policies relevant to the Greenbelt Plan; including, but not limited to:

- 2.12.4 To implement the Greenbelt Plan through Regional planning documents and decisions in a manner that respects the Five Principles of this Plan, and refines the policies of the Greenbelt Plan to reflect the Regional and local context.*
- 2.12.4 To undertake Regional responsibilities in a manner that respects the intent of the Greenbelt Plan.*
- 2.12.5 Recognize the requirements and policies of the Greenbelt Plan.*
- 2.12.6 Read and interpret the policies of Section 2.12 of this Plan in conjunction with all other applicable policies of this Plan and the Greenbelt Plan and apply the most restrictive policies, except where prohibited by the Greenbelt Plan.*

Further, as noted on Schedule D-1 – Rural System of the RPOP, the area of the subject site that is identified as Greenbelt in both the Greenbelt Plan and the RPOP, is designated as Prime Agricultural Area. According to Section 2.12.12.1, it is the policy of Regional Council:

- 2.12.12.1.1 Direct the Town of Caledon to include policies in its official plan to promote and protect all types, sizes and intensities of agricultural uses and normal farm practices, and permit a full range of agricultural uses, agricultural-related uses and on-farm diversified uses within the Prime Agricultural Area of the Protected Countryside in accordance with provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas. Proposed agriculture-related uses and on-farm diversified uses shall be compatible with and will not hinder surrounding agricultural operations.*
- 2.12.12.1.2 Prohibit the redesignation of the Prime Agricultural Area for non-agricultural uses except for:*
  - a) refinements to the Prime Agricultural Area and Rural Lands designations, subject to the policies of Section 5.3 of the Greenbelt Plan;*
  - or*
  - b) settlement area boundary expansions subject to the settlement area policies of the Geographic Specific Policies in the Protected Countryside Section of this Plan and Section 3.4 of the Greenbelt Plan.*
- 2.12.12.1.5 Direct the Town of Caledon to include policies in its official plan to achieve land use compatibility where agricultural uses and non-agricultural uses interface, by avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts. Where mitigation is required, measures should be incorporated into the non-agricultural use, as appropriate, in accordance with provincial guidelines.*

Section 2.12.13.1 of the RPOP includes various policies with regard to the Natural Heritage System as delineated in the Greenbelt Plan. The following relevant policies are noted:



2.12.12.1.5 *Direct the Town of Caledon and the City of Brampton to include policies in their Official Plans for development and site alteration in the Natural Heritage System, as permitted by the Greenbelt Plan, to demonstrate that:*

- a) *there are no negative impacts on key natural heritage features or key hydrologic features or their functions.*
- b) *the removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided*

The proposed development supports the objectives of the Rural System and Greenbelt Plan policies of the RPOP. No development is proposed to extend into the lands designated as Greenbelt, and buffer zone to the Greenbelt limits has been incorporated into the design, along with stormwater management controls including oil and grit separators and infiltration basins. The lands subject to the application is only those lands located to the west of the Greenbelt lands, between Dixie Road and the Greenbelt. No development is proposed within the designated Natural Heritage System/Greenbelt lands that traverses the subject site. The Greenbelt lands will remain in situ, and the remainder of the subject site, east of the Greenbelt, will be future development lands in conjunction with the development of lands further to the east.

### Regional Growth Management Forecasts

The Region of Peel is expected to experience significant population and employment growth which needs to be properly managed in the best interest of the citizens of the Region and the City of Brampton as a member municipality. Section 4.3 of the RPOP includes policies in connection with Population and Employment Forecasts. Key policies in connection with the proposed development include:

- 4.3.2 *To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.*
- 4.3.3 *To achieve balanced growth that supports a healthy activity rate and the fiscal objectives as outlined in Chapter 7 of this Plan.*
- 4.3.4 *To facilitate the effective and efficient delivery and financing of existing and future Regional services, including social and hard infrastructure services.*
- 4.3.8 *Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.*
- 4.3.10 *Use, in cooperation with the local municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2051. Forecasts beyond the 2051 planning horizon may be used for long-term infrastructure planning, and community planning within the urban boundary, undertaken by the Region and/or local municipalities, as long as there is consistency with the objectives and intent of the provincial Growth Plan and the Region of Peel Official Plan.*
- 4.3.16 *Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.*



According to Table 3: Population, Household and Employment Forecasts for the Region of Peel, the Town of Caledon is forecasted to provide a population of 300,000 persons, 90,000 households, and 125,000 jobs by the year 2051. The forecasts of Table 3 serve as the Region's basis for determining Regional service and land requirements to accommodate future growth in the Region of Peel and its member municipalities. The Region of Peel expanded the Settlement Area Boundary to accommodate the forecasted 2051 growth, and the subject site is within the new 2051 Urban Area. The development proposal will contribute toward the achievement of employment targets on a Regional and Town of Caledon level through the proposed development of the subject site for employment uses in an area that has been identified for such uses on Schedule E-4.

### Regional Structure

The Regional Structure policies of Chapter 5 of the RPOP are intended to describe the Region of Peel's role within the context of the Greater Toronto Area and Hamilton and its relationship to surrounding municipalities. The Regional Structure policies are also intended to provide strategic guidance to improve the overall quality of life for people working and living in Peel Region and to provide policy direction on growth management. The goal is to provide a diversity of complete healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel (Section 5.1 and 5.2).

Section 5.3 of the RPOP notes:

- 5.3.1 *Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planning infrastructure investments.*
- 5.3.2 *Limit the amount of population and employment growth directed to areas that are:*
  - a) *a part of the Rural System*
  - b) *not serviced by existing or planned municipal water and wastewater systems; and*
  - c) *within the Greenbelt Area*

The subject site is located within the New 2051 Regional Urban Boundary in the approved and in-force RPOP, and as such is an area that has been established to accommodate urban growth; specifically, Employment. The proposed development will contribute to providing employment in an area designated for such uses, assisting with meeting the employment forecasts set out in the ROP. Adjustments to the urban boundary are not required to accommodate this development.

In addition, no development is proposed in the Greenbelt lands, with an appropriate buffer being applied along the limits of the Greenbelt.

The proposal supports this policy objective as the subject site is located within the new 2051 Urban Area (Urban Boundary), is designated Employment, and contributes to the



range and mix of employment being offered in the Region of Peel and the Town of Caledon.

### Growth Management

According to Section 5.4 of the RPOP, one of the Region's objectives is to optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas, as well as establishing minimum intensification and employment density.

- 5.4.2 To establish minimum intensification employment density and greenfield density targets*
- 5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.*
- 5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.4.6 To optimize the use of the existing and planned infrastructure and services*

The 2476998 Ontario Inc. development proposal supports the objectives of the RPOP as it:

- Optimizes the use of the existing and planned infrastructure and services;
- Is appropriately sized to accommodate the proposed use, on-site circulation, and servicing infrastructure;
- Is growth that is directed to and located within the new 2051 Urban Area that is designated for Employment, contributing to meeting the employment forecasts.

Section 5.4.19 of the RPOP deals with Greenfield Density and recognizes that part of the Region of Peel's growth will occur through greenfield development. Through the most recent MCR and Official Plan Review, culminating in the now approved and in-force Official Plan, the subject site is now located in the new 2051 Urban Area, and the portion subject to the application is designated Employment. The policies of the Official Plan include:

- 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:*
  - a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;*
  - b) rights-of-way for:*
    - i. electricity transmission lines;*
    - ii. energy transmission pipelines;*



- iii. freeways, as defined by and mapped as part of the Ontario Road Network; and*
- iv. railways*
- c) employment areas (as shown on Schedule E-4)*
- d) cemeteries*

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

- Town of Caledon – 67.5 residents and jobs combined per hectare*

*5.4.19.8 Not support the expansion of the Regional Urban Boundary or any other settlement areas unless a municipal comprehensive review as set out in Policy 5.5.7 demonstrates the ability to meet the density and intensification targets established in this Plan.*

The proposed development supports the policies by contributing towards achieving the minimum employment density targets on lands that have been identified as Employment Area per Schedule E-4 – Employment Areas of the RPOP. The subject site was brought into the Urban Area as part of the Region's MCR, in accordance with Section 5.4.19.8 of the RPOP.

The proposed development assists in contributing to the overall density target. The proposed development is anticipated to generate 64 jobs, which will assist in meeting the greenfield density targets. Currently the subject site, designated for employment uses, is vacant and is generating 0 jobs and 0 jobs per hectare. The proposed development is an increase of the current situation.

### The Urban System

The subject site is located within the 'Urban System' and the 'New 2051 Urban Area' designations as identified on Schedules E-1: Regional Structure and E-2: Strategic Growth Areas.

Section 5.5. of the RPOP provides policy guidance concerning the Regional Urban Boundary. The following polices of Section 5.5 are noted:

- 5.5.1 To provide for an appropriate amount of land to accommodate urban growth to 2051.*
- 5.5.2 To maintain a firm Regional Boundary to provide long-term certainty to the development industry, the agricultural industry and Peel residents.*
- 5.5.3 To phase urban development within the Regional Urban Boundary to ensure development occurs in a well planned and cost-effective manner and contributes to achieving the goals. Objectives and targets of this Plan.*
- 5.5.4 To maintain and enhance the Rural System outside of the 2051 Regional Urban Boundary*



The proposed development is situated within the Regional Urban Boundary, in the 'New 2051 Urban Area', and is designated Employment in the approved and in-force RPOP. The location in the Regional Urban Boundary will ultimately ensure that development is occurring in a well-planned and cost-effective manner.

As noted previously, the subject site, including specifically the portion of the subject site subject to this application, is located in the Urban System, as delineated on Schedule E-1. The following policies of Section 5.6 of the RPOP are noted:

- 5.6.2 *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.6 *To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.*
- 5.6.8 *To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.*
- 5.6.9 *To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.*
- 5.6.10 *Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.*
- 5.6.11 *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- 5.6.12 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.*
- 5.6.13 *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*
- 5.6.16 *Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, and major truck terminals and use major facilities to serve as a transition buffer with sensitive uses.*

In addition to the Urban System policies of the RPOP, the subject site is also designated within the '2051 New Urban Area'. The 2051 New Urban Area identifies new Designated Greenfield Areas to accommodate growth to 2051. The 2051 New Urban Area will



accommodate approximately 175,000 people and 38,000 supporting jobs as the focus for new residential communities and Employment Areas. In this regard, the following policies are noted:

- 5.6.20.14.3 *To ensure that planning for the 2051 New Urban Area is undertaken in a manner that provides for the robust protection and management of natural heritage and water resources, and recognizes the importance of conserving and enhancing cultural heritage resources, including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.*
- 5.6.20.14.4 *To require staging and sequencing of development within the 2051 New Urban Area to support orderly development of new communities, ensure the efficient delivery of infrastructure and the protection of the financial and economic well-being of the Region and its local municipalities.*
- 5.6.20.14.6 *To ensure that development of the 2051 New Urban Area is supported by a Caledon-wide and multi-modal transportation system that provides for transit and active transportation, and integrates new residential, retail and employment uses.*

The proposed development will contribute to achieving the minimum employment density targets on land that has been identified as Employment land. In this regard, the proposed development conforms to the policies of the RPOP.

We are of the opinion that the 2476998 Ontario Inc. proposal supports the general objectives as outlined in the policies of the RPOP, as it provides a compact employment use in an area that is designated for employment purposes, is located in the Urban Boundary and Urban System, is located outside of and protects the Greenbelt lands, and makes use of existing and planned infrastructure. Dixie Road and Mayfield Road are identified as Primary Truck Routes / Major Goods Movement Corridors.

### Rural System

Section 5.7 of the RPOP includes various policies related to the Rural System. A portion of the subject site, coinciding with the Greenbelt lands, is identified as Rural System. It is noteworthy that the portion of the subject site that is subject to the Amendment Application is outside of the Greenbelt lands (to the west) and does not encroach within the Greenbelt/Rural System lands at all. The following Rural System policies are noted:

- 5.7.1 *To promote sustainable development and conserve the environmental and resource attributes of the Rural System.*
- 5.7.5 *To provide opportunities for economic development that are compatible with the rural character and natural environment of the area and with other objectives of this Plan.*
- 5.7.6 *To support and enhance the Agricultural System*
- 5.7.13 *Where proposed non-agricultural uses interface with agricultural uses:*



- a) *land use compatibility shall be achieved by avoiding or, if avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System*
- b) *where mitigation is required, the mitigation measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.*
- c) *where appropriate, an agricultural impact assessment should be required to identify and evaluate potential impacts on the Agricultural System and measures to avoid, minimize and mitigate adverse impacts*

The proposed development contemplates employment uses on the western portion of the subject site, and preserves lands that are situated within the Rural System, notably the lands that are identified as Greenbelt. The lands subject to the Amendment Application are located west of the Greenbelt, between the Greenbelt and Dixie Road, and an appropriate buffer, on the employment lands portion, to the Greenbelt is provided.

### Employment Areas

Section 5.8 of the RPOP provides policy direction related to Employment Areas. These Areas are considered key centres of economic activity and remain important areas for the Region of Peel to maintain a healthy economy and will accommodate uses such as manufacturing, warehousing, offices, and associated retail and ancillary facilities. The proposed development contributes to achieving the objectives of the Employment Areas policies of the RPOP. The following policies are noted:

- 5.8.1 *To provide sufficient lands in Employment Areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.*
- 5.8.2 *To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.*
- 5.8.3 *To provide infrastructure and services that are required for the development of Employment Areas to facilitate economic development and support the achievement of the Region's employment forecasts.*
- 5.8.5 *To attract and retain a range of employment types in Peel.*
- 5.8.7 *To plan for, protect and preserve, Employment Areas for employment uses, including preserving the long-term viability by avoiding, minimizing, or mitigating the adverse impacts of residential development and other sensitive land uses on Employment Areas.*
- 5.8.10 *To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.*



- 5.8.11 *To provide sufficient land in Employment Areas in Peel to support a vibrant and sustainable regional economy.*
- 5.8.15 *Designate and protect Employment Areas in Peel as shown on Schedule E-4.*
- 5.8.22 *Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.*
- 5.8.26 *Protect and support Employment Areas as identified on Schedule E-4 of the Region of Peel Official Plan for employment uses.*
- 5.8.27 *Employment Areas are encouraged to be planned to achieve a minimum employment density of: 26 jobs per hectare in Caledon.*

The approved and in-force 2022 Region of Peel Official Plan, and the recently approved Future Caledon Official Plan designates the subject site an Employment Area. In this regard, the proposed 2476998 Ontario Inc. development contributes to the objectives of the Employment Areas in accordance with the above-noted policies.

### Transportation System

The Transportation System in the Region of Peel is comprised of a network of freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, cycling infrastructure and transportation services that serve the communities in the Region. There is a strong relationship between planning for the transportation system and land use planning. Ultimately, the Transportation System supports the needs of the people who live and/or work in the Region of Peel or who travel through the Municipality. The following policies are of note:

- 5.10.3 *To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.*
- 5.10.5 *To support a transportation system that enhances economic vitality and growth in the Region.*
- 5.10.10 *Work with the Province, local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:*
  - a) *are safe, sustainable accessible, and equitable*
  - b) *facilitate the efficient movement of people and goods while reducing fatal and injury collisions;*
  - c) *offer travellers a variety of mobility choices*
  - d) *encourage the most financially and environmentally appropriate mode for trip-making*
- 5.10.10 *Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form,*



*and encourage the local municipalities to do the same for infrastructure under their jurisdiction.*

The proposed development optimizes the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes. Dixie Road is a medium-capacity arterial road and Mayfield Road, which is in close proximity to the subject site, is a high-capacity arterial road; both of which are under the jurisdiction of the Region of Peel. In addition, Dixie Road and Mayfield Road are also identified as a primary truck route in the Region of Peel Goods Movement Strategic Plan 2017 – 2021.

In addition, the subject site is within close proximity to the 400-series highway system (Highway 410, and the proposed Highway 413 – GTA West Corridor), all of which will connect goods and services within the Region of Peel, the Greater Toronto Area, the Province of Ontario and beyond.

### Water and Water Services

It is the objective of the RPOP to provide water and wastewater service to appropriate areas in the Region of Peel in an adequate, efficient, planned and cost-effective manner. The proposal is in compliance with Section 6.5 of the RPOP as it makes efficient use of existing and planned water and wastewater services. The Functional Servicing Report prepared by Urban Watershed Group Ltd. in support of the 2476998 Ontario Inc. development proposal confirms that the proposed development can be serviced via the existing watermain and sanitary system located on the boundary roads. The proposal seeks to optimize the use of available servicing capacity according to the standard regulatory requirements and best practices.

### Opinion

Based on the foregoing, the proposal conforms to the RPOP and is appropriate for the subject site.

## **5.4 Town of Caledon Official Plan – Future Caledon (October 2025)**

The new Town of Caledon Official Plan (“FCOP”), which is under the name “Future Caledon”, is the new Official Plan that was prepared by the Town of Caledon as part of the Municipal Comprehensive Review – Official Plan Review Process. This update to the Official Plan was undertaken to update the policy framework guiding development in the Town of Caledon to the new planning horizon of 2051, as well as in response to the approval of the Region of Peel Official Plan on November 4, 2022. The FCOP was adopted by Council in March 2024, and was approved with modifications by the Provincial Ministry of Municipal Affairs and Housing on October 22, 2025 and is now in force and effect. The FCOP replaces the majority of the 1978 Town of Caledon Official Plan as noted in FCOP Policy 1.2.1.

As with the Region of Peel, the Town of Caledon is experiencing significant population and employment growth. The population for the Town of Caledon is anticipated to grow



from 81,000 in 2021 to 300,000 by 2051, and employment is anticipated to grow from 32,000 jobs in 2021 to 125,000 jobs by 2051.

### Designations and Classifications

The FCOP includes schedules and figures which identify land use designations and key infrastructure components. Listed below are the most relevant schedules related to the consideration of the Amendment Application.

- Schedule A1: Provincial Plan Areas
  - *'Protected Countryside of the Greenbelt Plan' (portion of subject site)*
- Schedule B1: Town Structure
  - *'Urban Area'*
  - *'Natural Features and Areas'*
- Schedule B2: Growth Management
  - *'New Urban Area 2051'*
- Schedule B3a: Land Use Designations Greenbelt Plan and Natural Heritage System
  - *'Greenbelt Plan – Natural Heritage System' (portion of subject site)*
- Schedule B4: Land Use Designations
  - *'New Employment Area'*
  - *'New Community Area'*
  - *'Prime Agricultural Area'*
  - *'Natural Features and Areas'*
- Schedule C1: Town Wide Transportation Network
  - *Dixie Road – 'Regional Arterial'*
  - *Mayfield Road – 'Regional Arterial'*
- Schedule D1: Natural Environment System
  - *Portion of the subject site 'Natural Features and Areas – Greenbelt Plan'*
- Schedule D2a: New Urban Area Preliminary Natural Environment System
  - *Portion of the subject site 'Greenbelt Plan', 'Natural Features and Areas' and 'Potential Linkage'*
- Schedule E1: Rural System
  - *Portion of the subject site 'Prime Agricultural Area'*
  - *'Urban System'*
- Schedule F1: Urban System
  - *'New Employment Area'*
  - *'New Community Area'*



**TAB 4** includes FCOP Schedules.

As noted on Schedule B1 – Town Structure, the subject site is designated Urban Area, along with a portion of the subject site that aligns with the Greenbelt limits designated as Natural Environment System. The following Town Structure policies are of note in Part B of the FCOP:

*3.0 This Plan establishes a community planning structure that reflects the geography and history of the land. The town structure is comprised of an Urban System, a Rural System and a Natural Environment System, which is applicable Town-wide. The Town Structure and the more significant components of the Urban and Rural Systems are shown in Figure 3-1 below and Schedule B1, Town Structure.*

*3.1 Description of the Town Structure*

*3.1.1 Natural Environment System*

*3.1.1 a) The Natural Environment System is a key organizing element of the town structure. It is comprised of a natural heritage system and water resource system. The natural heritage system is made up of natural features and areas, such as wetlands, woodlands, valleylands and wildlife habitat, as well as components, such as linkages, buffers and supporting features and areas. The objective of the natural heritage system is to preserve and enhance the biodiversity, connectivity and long-term ecological function of the natural systems in the Town. The water resource system is made up of both groundwater features and surface water features and areas. The objective of the water resource system is to protect the ecological and hydrological integrity of water resources in the Town. The natural heritage and water resource systems are ecologically linked, rely on and support each other, and have many overlapping components. The establishment of these natural systems is required by Provincial policies. These systems have been integrated in this Plan and are known together as the Town's Natural Environment System.*

*3.1.1 b) Detailed policies on the Natural Environment System are contained in Part D of this Plan.*

*3.1.2 Rural System*

*3.1.2 a) The Rural System includes Prime Agricultural Areas where agriculture is the primary use and rural lands where a range of rural uses are permitted. Villages and Hamlets each having their own distinct character are also located in the Rural System. The Rural System also includes a Rural Employment Centre designation where rural employment uses are directed. Lastly, the Rural System includes areas that are used for the extraction of mineral aggregate resources.*

*3.1.2b) The Agricultural System plays a key role in supporting the Rural System, maintaining the rural character of the area, and providing a healthy natural environment. The Agricultural System has two components: a continuous and productive agricultural land base, comprised of Prime Agricultural Area and Rural Lands; and a complementary agri-food network of infrastructure, services and other elements that together enable the agri-food sector to thrive.*

*3.1.2 c) Detailed policies on the Rural System are contained in Part E of this Plan.*



### 3.1.3 Urban System

3.1.3 a) *The Urban System, also referred to as the Urban Area, includes the communities of Bolton, Mayfield West, Caledon East and undeveloped new urban land that was approved through the Region of Peel Official Plan in 2022 (2051 New Urban Area, shown on Schedule B2, Growth Management). It is within this area that most population and employment growth will occur over the next 30 years and beyond. The Urban Area is identified on Schedule B1, Town Structure.*

3.1.3 b) *Detailed policies on the Urban System are contained in Part F of this Plan.*

The proposed development contributes to achieving the Town Structure policies of the FCOP as it represents an employment use in the Urban Area (2051 New Urban Area) on lands designated for employment uses with adequate servicing capacity. Appropriate buffering and mitigation to the natural features and the Greenbelt lands are provided to protect and enhance the natural features.

Part C of the FCOP addresses general Town-Wide policies; including, among others: climate change, design, economic opportunities, transportation, infrastructure, etc. The following policies and objectives are noted:

#### 7.1 Objectives

*The planning objectives for design are as follows:*

7.1 a) *preserve the rural character of the villages and hamlets of the rural system and grow existing and new settlement areas of the Town as a network of vibrant, attractive and compact urban communities.*

7.1 e) *create a built environment of human-scale that respects, conserves and enhances cultural heritage resources, natural features and areas, important viewsheds, community character and streetscape in all aspects of design*

#### 7.2 General Policies

7.2.3 *All development in the Urban System will:*

- a) *achieve a high quality public realm, architectural design, prioritize sustainability and contribute to a high quality of life; and*
- b) *adhere to the design policies in Part F, Urban System*

7.2.6 *All industrial, commercial and residential buildings should include dedicated outdoor amenity areas located and sized appropriately to provide the health and well-being benefits associated with these areas. The size must be directly proportional to the number of staff or residents intended to access these areas, or as stipulated in the implementing zoning or Town-wide Design Guidelines.*

7.2.7 *The transition between the Urban System and the Rural System, will be achieved through:*

- a) *appropriate setbacks and separation distances that include planted buffers*



- d) *increasing rear yard or side yard setbacks for residential and non-residential developments*

#### 7.8 *Built Form, Massing and Scale*

7.8.2 *Buildings should be oriented to create a strong street presence, with main entrances located to face the streets. Corner buildings should address both streets by providing articulated facades facing each street, and buildings at the end of terminating views or street intersections should have an increased architectural presence and should enhance and create view corridors and vistas.*

7.8.6 *Building services, as well as parking, access, loading, and waste collection areas, should be integrated into the building design, located away from sensitive land uses and be separated and screened from the public realm.*

Section 8 of Part C of the FCOP speaks to policies related to economic opportunities. More specifically, the FCOP notes that the intent of the economic opportunities policies and objectives is to support the strategic development of the Town's employment lands to maximize long-term job growth and economic prosperity. The proposed development on the subject site achieves these objectives as it represents an employment use on lands designated for urban and employment uses, with adequate servicing infrastructure. The following policies and objectives are noted:

8.1 *The planning objectives for economic opportunities are as follows:*

- a) *facilitate a sustainable, environmentally sound and diverse local economy;*
- b) *attract and retain a talented labour force.*

#### 8.2 *General Policies*

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

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

8.2.5 *The Town will plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses.*

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



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

Section 11 of Part C notes that Caledon's transportation system is vital to the Town's economy and connects people to jobs, education, healthcare facilities, essential services, and entertainment and recreation. Businesses and residents rely on the transportation system to move goods and serves safely and efficiently.

In addition, the policies recognize the dominant role that trucks play in the movement of good and supporting the local and regional economy. The proposed use of the subject site is for long haul trucking operations, contributing towards the achievement of the local and regional economy. In addition, the Town will continue to work the Region, neighbouring municipalities and the Province to plan and implement a strategic goods movement network, recognizing the fact that both Dixie Road and Mayfield Road are Primary Truck Routes. Policies of note include:

*11.1 The planning objectives for transportation are as follows:*

- a) *develop a transportation system that supports multimodal connections between the Town, the Region of Peel and the rest of the Greater Toronto and Hamilton Area;*
- d) *optimize and expand the use of the Town's existing transportation infrastructure and services to achieve financial and environmental sustainability while managing congestion;*
- g) *work with the Region to develop a strategic goods movement network to ensure efficient movement of goods and services within and through the Town;*
- h) *develop a transportation system that minimizes the impact of heavy truck and commuter traffic on residential areas.*

*11.2.15 As the new Urban Areas are developed, the Town will establish a grid system of roads to enable effective transit use and the efficient movement of traffic and emergency vehicles.*

According to Schedule C1 of the FCOP, both Dixie Road and Mayfield Road are classified as Regional Arterial roads. According to Table 11-1 of the FCOP, the function of Regional Arterials is to accommodate moderate to high volumes of medium to long distance inter- and intra-regional traffic at moderate speeds, as well as distributing traffic to or from all other classes of roads.

The following trucking and goods movement policies are noted from Part C, Section 11.6 of the FCOP:

*11.6.1 The Town will work with other levels of government to develop, maintain and implement a comprehensive, integrated, effective and strategic goods movement*



*network that encourages the safe and efficient movement of goods by road, rail or air, away from vulnerable road users, and define a truck route network for the Town.*

*11.6.3 To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town:*

- a) will encourage the primary truck traffic onto Regional arterial roadways where road pavement structure is deemed structurally adequate;*
- i) will work with the Region and Province to improve connections between freeways and intermodal freight facilities to ensure that through traffic is concentrated on major arterials and highways due to their separation from residential areas.*

*11.6.4 The planned Hiway 413 Transportation Corridor and Focused Analysis Area, as shown of Schedule C1, Town-wide Transportation Network, is recognized as a key trucking and goods movement route supporting planned employment lands within southern Caledon and providing connectivity to the Provincial highway system. The Town will encourage the Province to undertake highway improvements in a timely fashion, particularly the implementation of the Highway 413 Transportation Corridor.*

*11.6.5 The Town will work with other levels of government and industry stakeholders to develop and support comprehensive, integrated and effective multimodal goods movement system by periodically reviewing the strategic goods movement network and other related studies including the Goods Movement Strategic Plan for Peel, in accordance with the GGH Transportation Plan. In doing so, for the safe and efficient movement of goods, the Town will:*

- a) Review and update the existing and future transportation network to ensure the safe and efficient movement of goods throughout Caledon. As part of this effort, continue working with the Province and Region to identify and update priority goods movement routes in Caledon;*

*11.6.7 The Town will encourage, where possible, activities generating substantial goods movement traffic to strategically locate near Provincial freeways, highways, arterial roads, rail yards and other major transportation corridors and facilities.*

*11.6.10 The Town will work with the Region of Peel, the Province and manufacturing, warehousing, and distribution industries to evaluate truck parking needs associated with their developments and implement strategies that ensure truck and trailer parking and driver amenities are appropriately planned for and provided in the vicinity of clusters of such uses.*

As noted previously, the subject site is located on Dixie Road, and is in close proximity to Mayfield Road, both of which are Primary Truck Routes in the Region of Peel Strategic Goods Movement Plan. In addition, the subject site is in close proximity with ease of access to existing Highway 410, and the proposed Highway 413 (GTA West Corridor).

According to Schedules A1, B1, B3a, B4, D1 and D2a, a portion of the subject site (coinciding with the Greenbelt lands) are designated as Natural Environment System. Part D of the FCOP addresses Natural Environment System, Parks and Open Space



policies, including the Natural Environment System. Policies of note from Section 13 include:

*13.1 The planning objectives of the Natural Environment System are as follows:*

- a) maintain, restore, or where possible improve the diversity and connectivity of natural features and areas in the Town, and the long-term ecological function and biodiversity of the Natural Environment System recognizing linkages between and among natural features and areas and supporting features and areas;*
- b) recognize the important role the Natural Environment System plays in mitigating the impacts of climate change by protecting and enhancing natural features and areas, ecological functions, and connections within the system;*
- i) ensure that development mitigates identifies impacts on the Natural Environment System and is appropriately setback and buffered from components of the Natural Environment System.*

*13.2.1 The Town's Natural Environment System is made up of the following components:*

- a) the Greenbelt Plan Natural Heritage System*
- e) the Natural Heritage System for the Growth Plan*

*13.5.4 A proposal for new development or site alteration within 120 metres of any key natural heritage feature within the Greenbelt Plan and Growth Plan natural heritage systems or any key hydrologic features within the Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan, or otherwise outside of settlement areas may require an environmental impact study and/or hydrologic evaluation, or equivalent study prepared to the satisfaction of the Town and relevant approval authorities, that identifies a vegetation protection zone, which:*

- a) protects the key natural heritage feature and its functions from the impacts of the proposed change;*
- b) is established to achieve and be maintained as natural self-sustaining vegetation; and,*
- c) for wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, inland lakes and significant woodlands, is no less than 30 metres measured from the outside boundary of the feature.*

Part F of the FCOP deals with Urban System policies, including Employment Areas, and more specifically, New Employment Areas. Schedule B4 designates the portion of the subject site that is subject to this application (west of the limits of the Greenbelt designation, between the Greenbelt and Dixie Road) as 'New Employment Area'.

Section 23.6 of Part F of the FCOP addresses the New Employment Area, noting that this is a designation within the Urban System where the majority of new population and employment will occur. It is a designation that identifies lands that will be developed for



employment uses in the future. While it notes that development will not be permitted on these lands until such time as a Secondary Plan is approved, it is noted that the subject site is located immediately adjacent to the boundary of the Mayfield West Rural Service Centre, as well as being located in a cluster of applications along Dixie Road on both sides of the street, from Old School Road to Mayfield Road that are in various stages of the approvals process, is located in an area designated for such uses, and are located along and in proximity to Primary Truck Routes (Dixie Road and Mayfield Road).

The following policies and objectives are noted:

*23.6.1 The planning objective for the New Employment Area designation is to designate lands that will be developed for employment uses in the future. The lands will be redesignated to detailed land use designations only through the development of a secondary plan.*

*23.6.2 Permitted Uses in New Employment Areas prior to Secondary Plan adoption*

- a) the following uses may be permitted within the New Employment Area designation prior to the preparation of the required Secondary Plan:*
  - i) uses that legally existed or were permitted by zoning at the time of approval of this Plan;*
  - ii) minor expansions to uses that legally existed at the time of approval of this Plan;*
  - iii) new agricultural uses, agriculture-related uses and on-farm diversified uses, subject to Minimum Distance Separation II policies, as identified by the Province.*

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

- i) Prestige Employment Area*
- ii) General Employment Area*
- iii) Goods Movement District*

*23.8 General Employment Designation*

*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. The majority of buildings are single storey, reflecting the nature of operations undertaken by the businesses they house. Many of the properties are designed to accommodate truck movements and loading and may also include space for outdoor storage. Some buildings may include a second storey portion to accommodate the particular requirements of industrial or warehousing activities or accessory office space.*

*23.8.1 The planning objective 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;*

*23.8.2a) The following uses may be permitted within the General Employment Area designation:*



- i) manufacturing, processing and warehousing with accessory outdoor storage; and*
- ii) business offices as an accessory use to other permitted uses mentioned in i).*

*23.8.2 b) Goods movement and logistics uses will not be permitted.*

*23.8.3a) The following discretionary uses may be permitted within the General Employment Area designation:*

- iv) open storage uses, contractors yards and truck parking uses where less than 10% of the lot area is the site of buildings or structures*

### *23.9 Goods Movement District Designation*

*The Town recognizes the importance of the goods movement sector for e-commerce and other logistics requirements within the Town, Region and beyond. The Goods Movement District overlay allows for a coordinated approach to planning for goods movement, so that there are appropriate opportunities in strategic locations.*

*Through the preparation of the required secondary plans, a Goods Movement District designation may be applied as an overlay on top of the General Employment Area designation, which is to be informed by a Good Movement and Logistics Land Use Strategy prepared by the Town. The overlay is intended to accommodate large scale warehousing, goods movement and logistics uses including truck parking, container storage and other forms of outdoor storage.*

*23.9.1 The planning objectives for the Goods Movement District are as follows:*

- a) determine the location and extent of the district through the Trucking Strategy, to be completed by the Town;*
- b) provide long-term and stable locations for large scale warehousing, goods movement and logistics uses;*

### *23.9.2 Permitted Uses*

- a) The following uses may be permitted within the Goods Movement District designation:*
  - i) all uses permitted under the General Employment designation;*
  - ii) large scale warehousing, goods movement and logistics uses;*
  - iv) open storage, including the storage of containers and truck storage*

The proposed development contemplates a total of 736.33 square metres of industrial, office and motor vehicle repair space in one (1) building, along with 60 truck and trailer parking spaces. The proposal contemplates an employment use in an area that aligns with the approved Region of Peel Official Plan employment designation, and as noted on Schedule B4, thereby conforming to the policies of the FCOP.



The proposed development conforms with the General Employment designations with regard to truck parking areas and open storage uses. While the overall subject site is 9.07 hectares in size, the area of the property subject to the application (west of the Greenbelt lands, between the Greenbelt and Dixie Road) is 1.17 hectares. The proposed office/industrial/motor vehicle repair building has a footprint of 615.74 square metres, resulting in a coverage of 5.26%, which is below the maximum 10% allowed to permit the proposed use.

In addition, the subject site, and more specifically the lands subject to the application (and those designated Employment in both the RPOP and FCOP) are located on Dixie Road, and in proximity to Mayfield Road, both of which are Primary Truck Routes.

In our opinion, the intended use of the subject site maintains and complies with the intent and purpose, as well as the policies, goals and objectives of the FCOP.

### **5.5 Town of Caledon Zoning By-law 2006-050, as Amended**

The Town of Caledon Zoning By-law 2006-050 zones the subject site 'Agricultural (A1)' and 'Environmental Protection Area Two (EPA2)'. Listed below are the myriad of permitted uses within the Agricultural (A1) Zone:

- Agricultural-related Commercial Use;
- Agricultural-related Industrial Use;
- Agri-Tourism Use;
- Apartment, Accessory;
- Bunkhouse, Accessory;
- Dwelling, Accessory;
- Dwelling, Detached;
- Farm;
- Farm-based Alcohol Production Facility;
- Farm Equipment Storage Building;
- Farm Produce Outlet, Accessory;
- Gasoline Pump Island, Accessory;
- Home Occupation;
- Livestock Facility;
- Nursery, Horticultural;
- On Farm Diversified Use;
- Open Storage, Accessory; and
- Produce Storage Building.

A "Transportation Depot" as defined by the Town of Caledon Zoning By-law means a lot used principally for the storage, servicing, hiring, loading or unloading of trucks, buses or other fleet vehicles and must include a building containing a use directly related to the parking, storing, servicing, hiring, loading or unloading of such fleet vehicles. This may include the temporary storage of goods or wares prior to shipment.



As mentioned previously in this Report, the formal Application to Amend Town of Caledon Zoning By-Law 2006-50 has been filed to rezone the portion of the subject site that is the subject of this application (lands west of the Greenbelt) from 'Agricultural (A1)' to 'Industrial (MS-XXXX)'. The balance of the site (both the Greenbelt lands and the portion of the subject site east of the Greenbelt) will remain with the current Agricultural (A1) and Environmental Protection Area (EPA 2) designations. The rezoning of the subject site would permit the proposed Tractor Trailer Transportation Facility/Yard and Truck Repair as well as bring the zoning designation into conformity with the current and in-force Region of Peel Official Plan and Future Caledon Official Plan designation of the subject site ("Employment").

**Tab 5** includes relevant extracts from Zoning By-law 2006-50.

## **6.0 SUPPORTING STUDIES**

### **6.1 Cultural Heritage Impact Assessment**

A Cultural Heritage Impact Assessment was prepared by Archeological Services Inc. in November 2022. The Report concludes:

*"The evaluations for 12263 Dixie Road and 12489 Dixie Road were prepared in consideration of data regarding the design/physical, historical/associative, and contextual values within the Town of Caledon. This evaluation determined that the property at 12263 Dixie Road does not meet the criteria outlined in Ontario Regulation 9/06 but that the property at 12489 Dixie Road does meet the criteria outlined in Ontario Regulation 9/06. Therefore, the property at 12263 Dixie Road does not retain cultural heritage value or interest and assessment of impacts is not necessary. The property at 12489 Dixie Road does retain cultural heritage value or interest because it has design and physical, historical and associative, and contextual value. Based on the property's determined cultural heritage value and a thorough review of the proposed plans for redevelopment or site alteration of the subject property, it is not expected that any construction activity on the subject property will directly impact the property at 12489 Dixie Road. Nevertheless, this report includes recommendations to mitigate against potential unintended impacts to the property at 12489 Dixie Road and its identified heritage attributes.*

*The following recommendations are proposed:*

- 1. The property at 12489 Dixie Road is known to meet criteria contained in Ontario Regulation 9/06 and therefore has cultural heritage value or interest and can be considered for designation under Part IV of the Ontario Heritage Act.*
- 2. Staging during construction of the subject property should be carefully planned to ensure that negative impacts to the heritage attributes on the adjacent property at 12489 Dixie Road are avoided. All efforts should be made to eliminate potential negative impacts during construction.*
- 3. This report should be submitted by the proponent to heritage planning staff at the Town of Caledon for review."*



## 6.2 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Urban Watershed Group Ltd. in June 2023. The purpose of the report is to identify the existing municipal services (storm, sanitary and water) available, and demonstrate that there is sufficient capacity to accommodate the proposed development, as well as the preparation of a stormwater management plan which adheres to the criteria set out by the governing agencies (Town of Caledon, Region of Peel and Toronto and Region Conservation Authority).

The Servicing and Stormwater Management Report concludes that the development will meet the established criteria with respect to stormwater management set forth in governing documents. The SWM facility will control the release rate to the existing levels for all storms up to and including the 100-year event. On-site stormwater detention storage has been provided. Water quality control is to be primarily provided by the infiltration basin which received runoff from the proposed impervious surfaces, and will be augmented by an oil grit separator for spill protection. Water balance criteria will be achieved through infiltration which occurs at the infiltration basin of the SWM facility.

The existing municipal water supply will be utilized to provide domestic and fire water servicing to the proposed building. A proposed sanitary service connection to existing municipal infrastructure to address sanitary wastewater generated from the development.

## 6.3 Traffic Impact Brief

A Traffic Impact Brief report was prepared by TYLin in April 2023

The findings of the Traffic Impact Brief indicate that the proposed development is not expected to have a significant impact on operations of the study area intersections. The Report concluded that the site access intersection with Dixie Road will operate well within reserved capacity with acceptable delays and no queueing concerns. Overall, it is expected that the introduction of the subject site traffic will have minor impact on future traffic operations on Dixie Road.

In addition, the Report review site circulation of the proposed development, and concluded that the proposed vehicle users of the site will be able to circulate the site. Site dimension and proposed parking supply were found to meet all Town and Regional requirements.

## 6.4 Noise Impact Feasibility Study

A Noise Impact Feasibility Study was prepared by J.E. Coulter Associates Ltd. in April 2023. The purpose of the preliminary review is to determine the anticipated sound levels generated by the distribution facility at the closest, most sensitive residential dwellings, and to identify and control any potential excess in sound levels above the Ministry of the Environment, Conservation and Parks (MECP) NPC-300 noise guidelines.



The analysis found that the proposed truck depot would create, if unmitigated, noise impacts at the existing housing (R1 to R4) to the north. The trailer coupling/decoupling, truck movements, backup beepers, and repairs were found to create a significant noise impact, if unmitigated. An acoustic barrier (4.1m high) is required to control the activities at the proposed truck depot to satisfy MECP's noise criteria.

## **PART III - CONCLUSIONS**

### **7.0 CONCLUSIONS**

According to the 2020 Growth Plan, Settlement Areas are intended to play a significant role and function in accommodating projected population and employment growth. With this in mind, the 2476998 Ontario Inc. development proposal proposes a practical, compatible, supportable compact form of development in the 2051 New Urban Area, in an area identified for employment uses.

The proposed development is situated in the Town of Caledon and Region of Peel 2051 New Urban Area, and along a Primary Truck Route. Mayfield Road, which is in the immediate vicinity (to the south) and which provides ease of access to Provincial 400-Series Highway (Highway 410), is also designated a Primary Truck Route. The 2476998 Ontario Inc. Amendment Application supports the goals, objectives and policies articulated in all applicable Provincial, Regional and Local planning documents. Support for the redevelopment of the subject site will assist in achieving the following Town of Caledon complete community aspirations.

In our opinion, the proposed development proposal for the subject site represents good planning for the following reasons:

- Supports the general policies of the Provincial Policy Statement;
- Is consistent with the policies for Employment of the Provincial Policy Statement and conforms to the policies for Employment of the Growth Plan;
- Conforms to and implements the policies of the Region of Peel Official Plan in regard to the expanded urban boundary, new urban area and employment areas;
- Optimizes and makes efficient use of existing and planned infrastructure; and
- Supports the growth and employment policies of the Town of Caledon, including implementing the policies and vision of the Future Caledon Official Plan.



We look forward to working with Town of Caledon staff on the processing of the Amendment Application associated with the proposed redevelopment of the subject site.

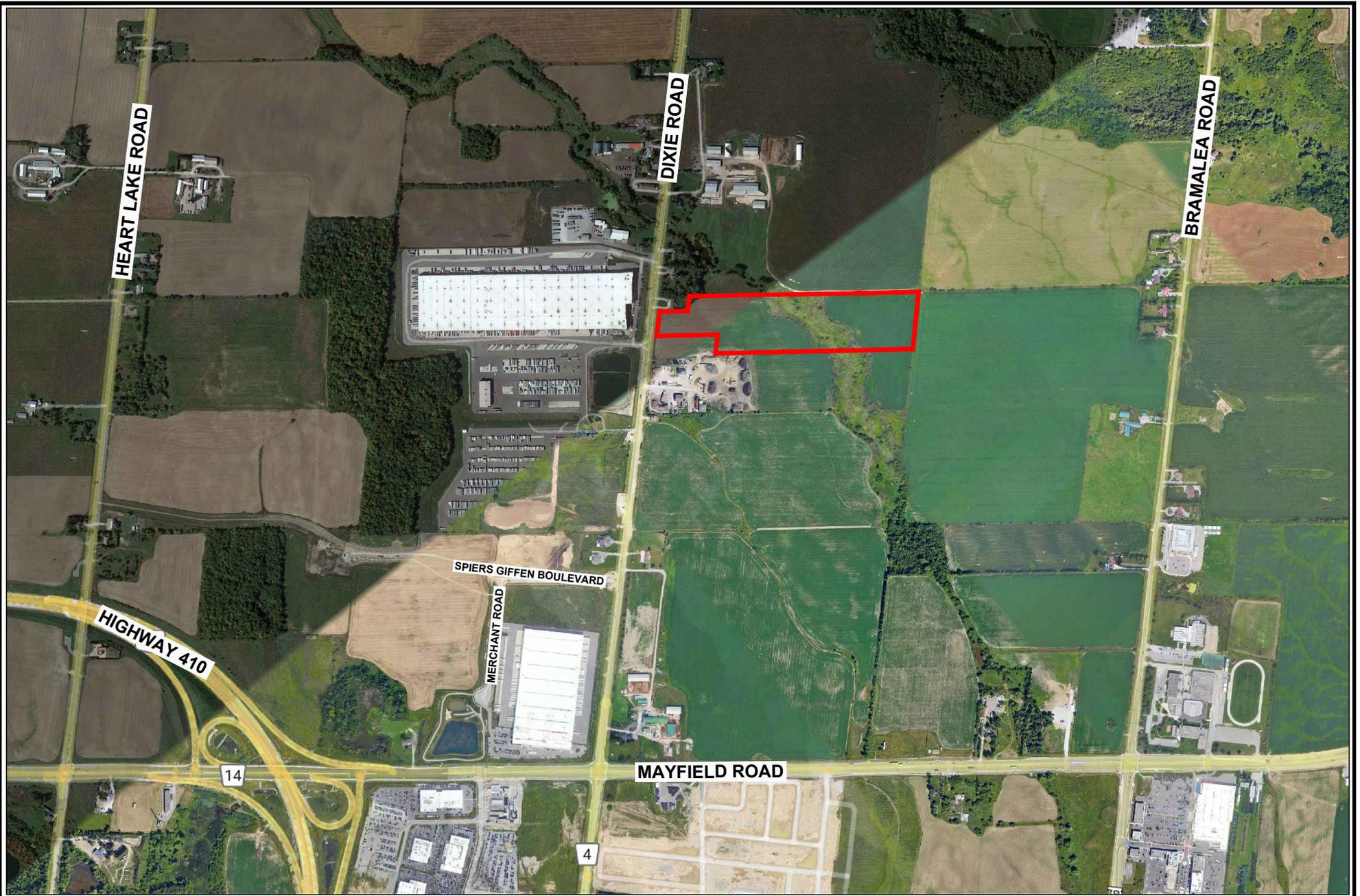
**Yours truly,**

**Andrew Walker, B.E.S., M.C.I.P., R.P.P.  
Partner and Principal Planner**

**c.c.: 2476998 Ontario Inc.  
Anthony Sirianni, Gagnon Walker Domes Ltd.  
Harjap Singh, Gagnon Walker Domes Ltd.  
Michael Gagnon, Gagnon Walker Domes Ltd.**



# TAB #1



**AIR PHOTO - CONTEXT PLAN**  
**'0' DIXIE ROAD**  
**CITY of BRAMPTON**  
**REGION of PEEL**

**LEGEND**

 **SUBJECT SITE**

P.N.: 20.2744

Date: June 14, 2023

Scale: N.T.S

Revised:

Drawn By: D.S.

File No.: PN 2744\_Aerial\_Images\_JUN\_2023



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**DIXIE ROAD**

**AIR PHOTO - SUBJECT SITE**  
**'0' DIXIE ROAD**  
**CITY of BRAMPTON**  
**REGION of PEEL**

**LEGEND**

 **SUBJECT SITE**

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# TAB #2



**Dixie Road Storage Statistics**

Dixie Road, Caledon ON

Site Description Part of Lot 19 / Concession 4  
East of Huron Street (Geographic Township of Chinguacousy)  
Town of Caledon  
Regional Municipality of Peel

Subject To Zoning By-Law 2006-50 / MS-XXX Zone for redevelopment area and Agricultural (A) Zone for greenbelt portion of land

Average Grade at Ground Floor	TBD	
	(m2)	ha
Developable Site Area	11717.79	1.17
Environmental Protection Area (EPA 2)	21020.85	2.10
10m Buffer From EPA2	5630.73	0.56
Greenbelt and agricultural	52299.13	5.23
<b>Total</b>	<b>90668.50</b>	<b>9.07</b>

**Transportation Depot**

Floor No. Storey	Gross Construction Area			
	Total GCA	Total GCA	Loading&Storage/Service Area for Trucks	Remainder of building (Offices, waiting area, washrooms, storage, garbage enclosure, etc.)
	(m2)	(sq.ft.)	(m2)	(m2)
1 Level 1	615.74	6,627.83	470.61	145.13
2 Level 2	120.59	1,298.03	0.00	120.59
<b>Totals</b>	<b>736.33</b>	<b>7,925.86</b>	<b>470.61</b>	<b>265.72</b>

	Maximum as Per Zoning By-law 2006-50 MS-XXX	Provided
Maximum Building Height (From finished grade)	12.2m	9739m +/- * To be confirmed when civil grading is provided.

F.S.I (Total GFA / Site Area)	Maximum as Per Zoning By-law 2006-50 MS-XXX	Provided
	NA	0.01

F.S.I (Total GFA / Developable Area)	Maximum as Per Zoning By-law 2006-50 MS-XXX	Provided
	NA	0.06

Lot Coverage	Maximum as Per Zoning By-law 2006-50 MS-XXX	Provided
Total Site Area	50.00%	0.68%
Developable Area	50.00%	1.03%

**Parking**

Parking Stall Size: 2.75m x 6m Truck Cab Parking Stall size: 3.5m x 9m  
Barrier Free Stall Size - 3.4m x 6m Large Truck/Trailer Parking Stall size: 3.5m x 23m

Minimum Drive Aisle	Required as Per Zoning By-law 2006-50	Provided
	6.00	Varies. Refer to Site Plan.

	Required as Per Zoning By-law 2006-50	Provided
Office (1 space/30m2 of floor area)	4	4
Service/Repair Bays (3 spaces/bay) - 2 bays	6	6
<b>Total</b>	<b>10</b>	<b>10</b>

	Required as Per Zoning By-law 2006-50	Provided
Barrier Free Resident Parking	1	1
<b>Total Barrier Free Parking</b>	<b>1</b>	<b>1</b>

**Garbage Requirements**

	Required as Per Zoning By-law 2006-50	Provided
Loading Space	1	1

\* Loading Space Size: 14m x 3.5m and 3.35m Overhead Clearance

**Types of Parking:**

Automobile	10
Truck Cab	40
Truck/Trailer	20
<b>Total</b>	<b>70</b>

No. of Required Parking Spaces	No. of Designated Accessible Spaces
1 to 100	1 space
101 to 200	1 accessible space plus 3% (*)
201 to 1000	2 accessible spaces plus 3% (*)
More than 1000 parking spaces	11 accessible spaces plus 3% (*)

TABLE 6.3.2 (For that portion of the Net Floor Area of a lot or building)	Loading Space Requirements (L)
300 m <sup>2</sup> or less	Nil
301 m <sup>2</sup> to 1,000 m <sup>2</sup>	1 loading space
1,001 m <sup>2</sup> or more	2 loading spaces

Deductions are per by-law	Gross Floor Area	
	zoning GFA	zoning GFA
(m2)	(m2)	(sq.ft.)
0.00 m2	615.74 m2	6,627.83 sq.ft.
0.00 m2	120.59 m2	1,298.03 sq.ft.
<b>0.00 m2</b>	<b>736.33 m2</b>	<b>7,925.86 sq.ft.</b>

Minimum Setbacks Provided			
Front Yard (m)	Side Yard (m)	Rear Yard (m)	Side Yard (m)
(West) 6.0m	(North) 38.288m	(East) NA	(South) 3.033m

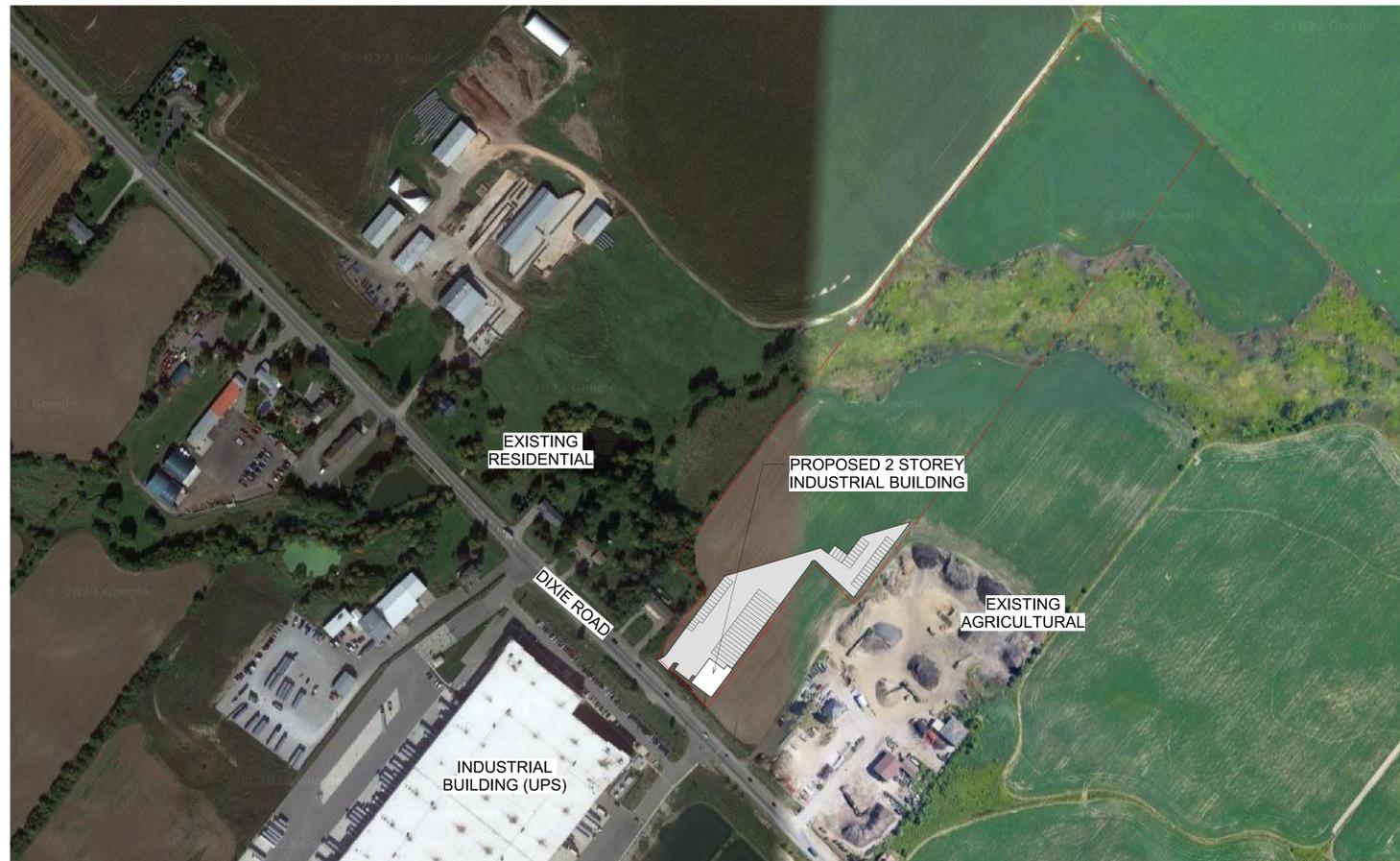
Required Setbacks			
Front Yard	Side Yard	Rear Yard	Side Yard
(West) 9.0m	(North) 15.0m	(East) NA	(South) NA

**Architectural Drawing Sheet List**

A-010	Cover Sheet
A-020	Drawing List, Site Statistics, OBC Matrix, Context Plan
A-021	Existing Survey
A-040	Full Site Plan
A-042a	Enlarged Site Plan
A-045	Site Plan Typical Details
A-100	Level 1 Floor Plan
A-101	Level 2 Floor Plan
A-300	Building Elevations
A-301	Building Elevations

**O.B.C. MATRIX**

ONTARIO BUILDING CODE DATA MATRIX, PART 3 and/or 9	
ONESPACE UNLIMITED Certificate of practice #B009 3700 Steeles Ave. W, Suite 305 Vaughan, Ontario L4L 9G5 Tel: (416)-848-1245 Fax: (416)-848-1246 email: <a href="mailto:osm@onespacelimited.com">osm@onespacelimited.com</a> The certificate of practice number of the holder is the holder's BCDN.	
22018 - 0 DIXIE ROAD STORAGE LOCATION: CALEDON, ON	
	
Item	Ontario's 2012 Building Code Data Matrix Part 3 or 9 References are to Division B unless noted for Division A or C of the Code C.
1	Project Description <input checked="" type="checkbox"/> New <input type="checkbox"/> Part 11 <input type="checkbox"/> Part 3 <input type="checkbox"/> Part 9 <input type="checkbox"/> Addition <input type="checkbox"/> Alteration 11.1 to 11.4 1.1.2 [A] 1.1.2 [A] & 9.10.1.3 <input type="checkbox"/> Change of Use <input type="checkbox"/> Alteration
2	Major Occupancy(s) <input checked="" type="checkbox"/> New <input type="checkbox"/> Existing <input type="checkbox"/> Alteration 3.2.2.72 9.10.2
3	Building Area (m2) Existing 0 New 615.74 Total 615.74 1.4.1.2 [A] 1.4.1.2 [A]
4	Gross Area Existing 0 New 736.33 Total 736.33 1.4.1.2 [A] 1.4.1.2 [A]
5	Number of Storeys Above Grade 2 Below Grade 0 1.4.1.2 [A] & 3.2.1.1 1.4.1.2 [A] & 9.10.1
6	Number of Streets/Fire Fighter Access 1 3.2.2.10 & 3.2.5 9.10.20
7	Building Classification <input checked="" type="checkbox"/> New <input type="checkbox"/> Existing <input type="checkbox"/> Alteration 3.2.2.72 9.10.2
8	Sprinkler System Proposed <input checked="" type="checkbox"/> Entire Building 3.2.2.20-83 9.10.8.2 <input type="checkbox"/> Selected Compartments 3.2.1.5 <input type="checkbox"/> Selected Floor Areas 3.2.2.17 <input type="checkbox"/> Basement <input type="checkbox"/> In Lieu of Roof Rating INDEX INDEX <input type="checkbox"/> Not Required
9	Standpipe Required <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 3.2.9 N/A
10	Fire Alarm Required <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 3.2.4 9.10.18
11	Water Service/Supply is Adequate <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 3.2.5.7 N/A
12	High Building <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 3.2.6 N/A
13	Construction Restrictions <input type="checkbox"/> Combustible <input type="checkbox"/> Non-combustible <input checked="" type="checkbox"/> Both permitted 3.2.2.20-83 9.10.6 Actual Construction <input type="checkbox"/> Combustible <input type="checkbox"/> Non-combustible <input checked="" type="checkbox"/> Both
14	Mezzanine(s) Area m2 NA 3.2.1.1 (3)-(6) 9.10.4.1



1 Context Plan  
1 : 2000



No.	DATE	ISSUED



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Ken Gill  
1221 North Service road east  
Oakville, Ontario L6H 1A7  
ADDRESS  
0 Dixie Road Storage  
Caledon, ON

DRAWING  
Drawing List, Site Statistics, OBC Matrix, Context Plan

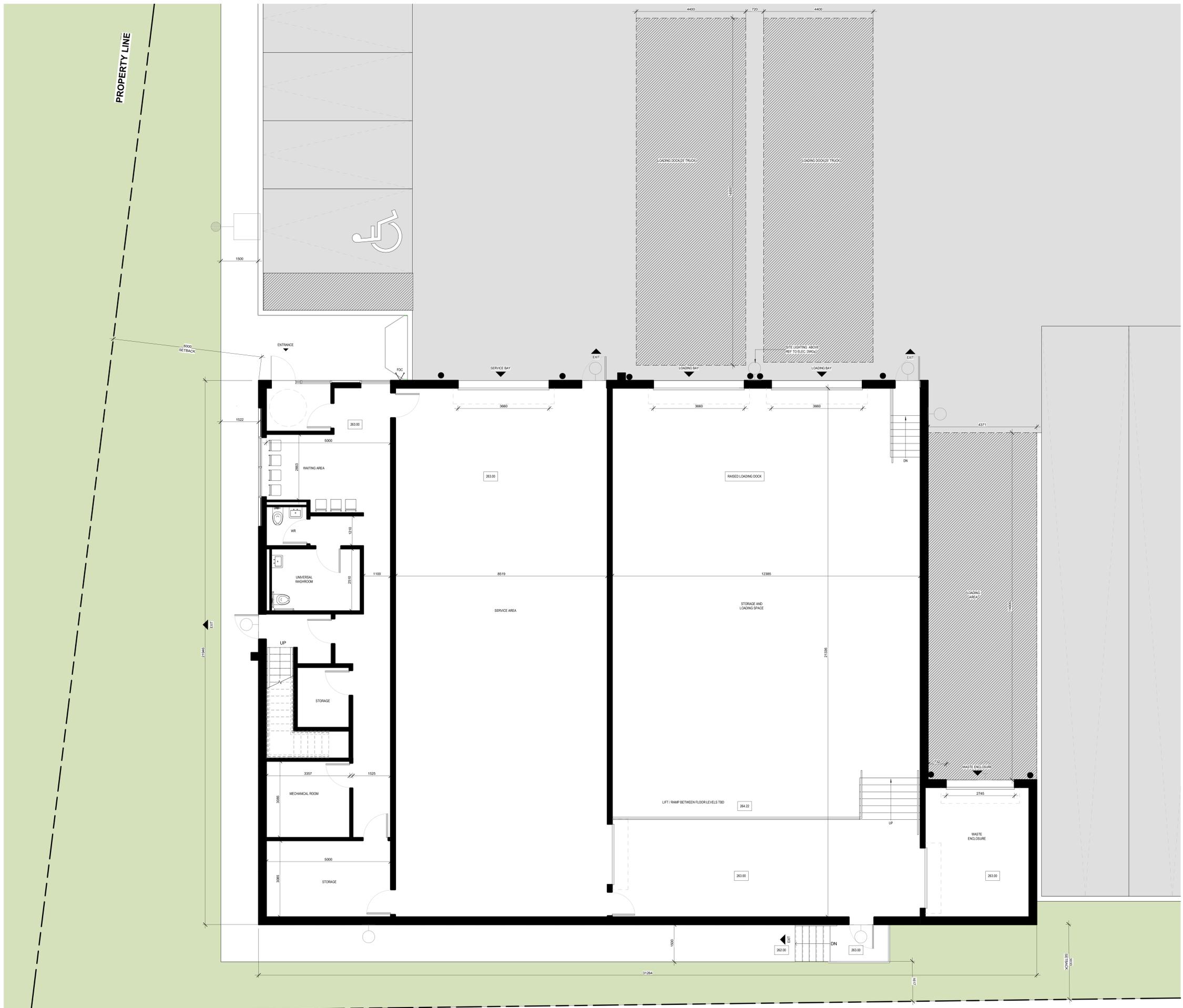
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22018	13/JUNE/2023
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As indicated	13/06/2023 4:45:42 PM











1 Level 1 Floor Plan  
1 : 50

ONTARIO ASSOCIATION  
ARCHITECTS  
ROD L. ROWBOTHAM  
LICENCE  
5084

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DRAWING  
Level 1 Floor Plan

PROJECT NUMBER	DATE
22018	13/JUNE/2023
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No.	DATE	ISSUED

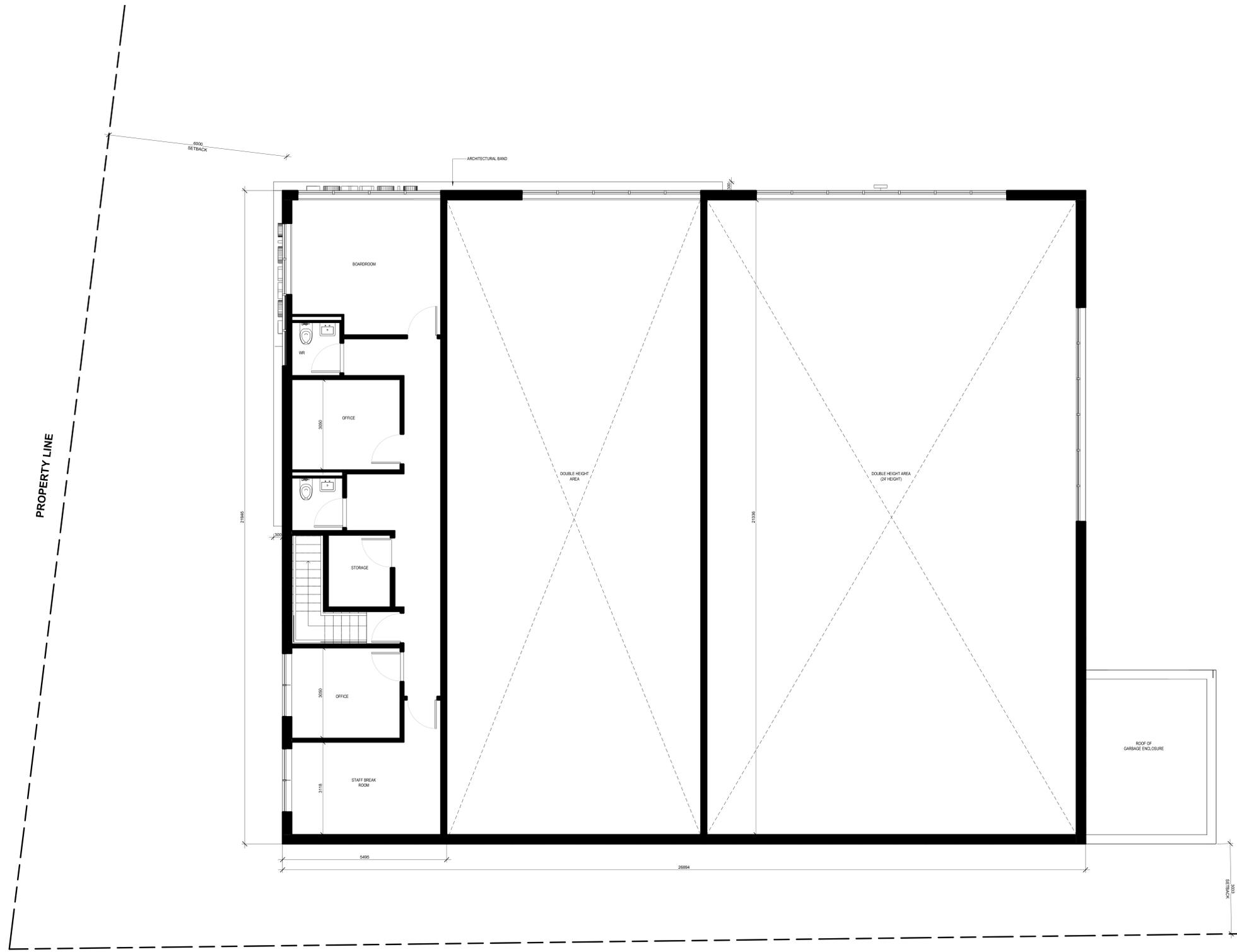


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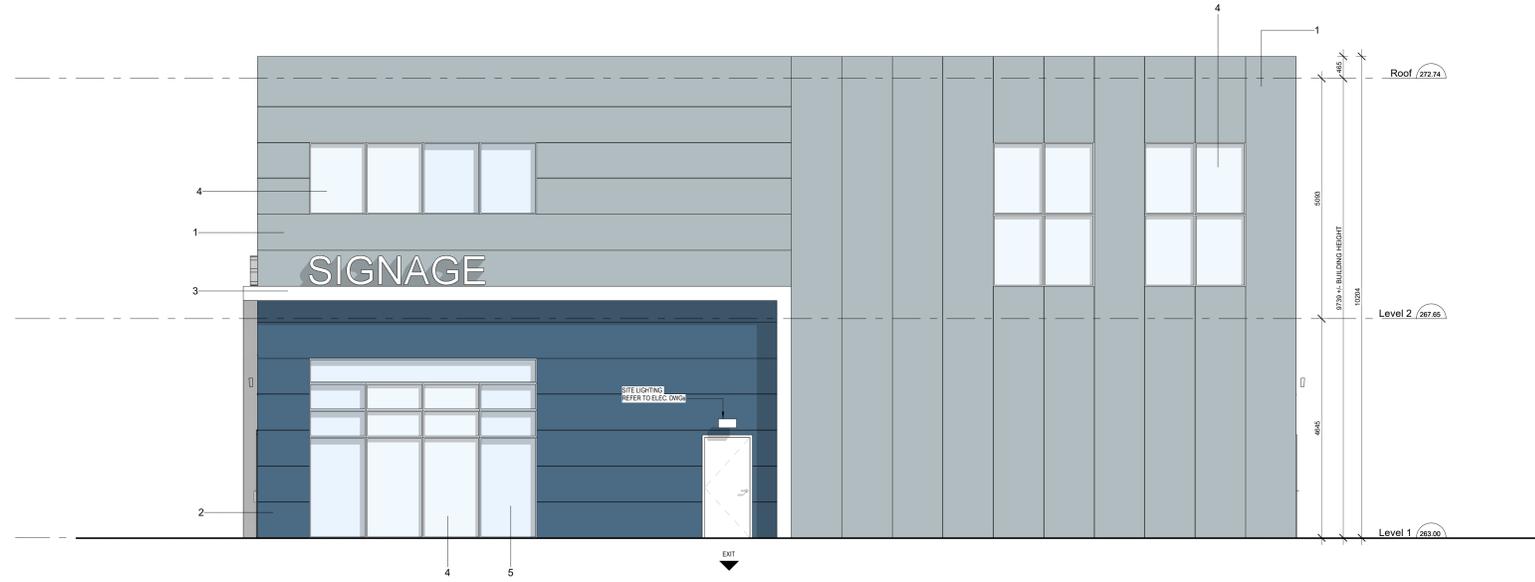
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Level 2 Floor Plan

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SCALE	PLOTTED DATE
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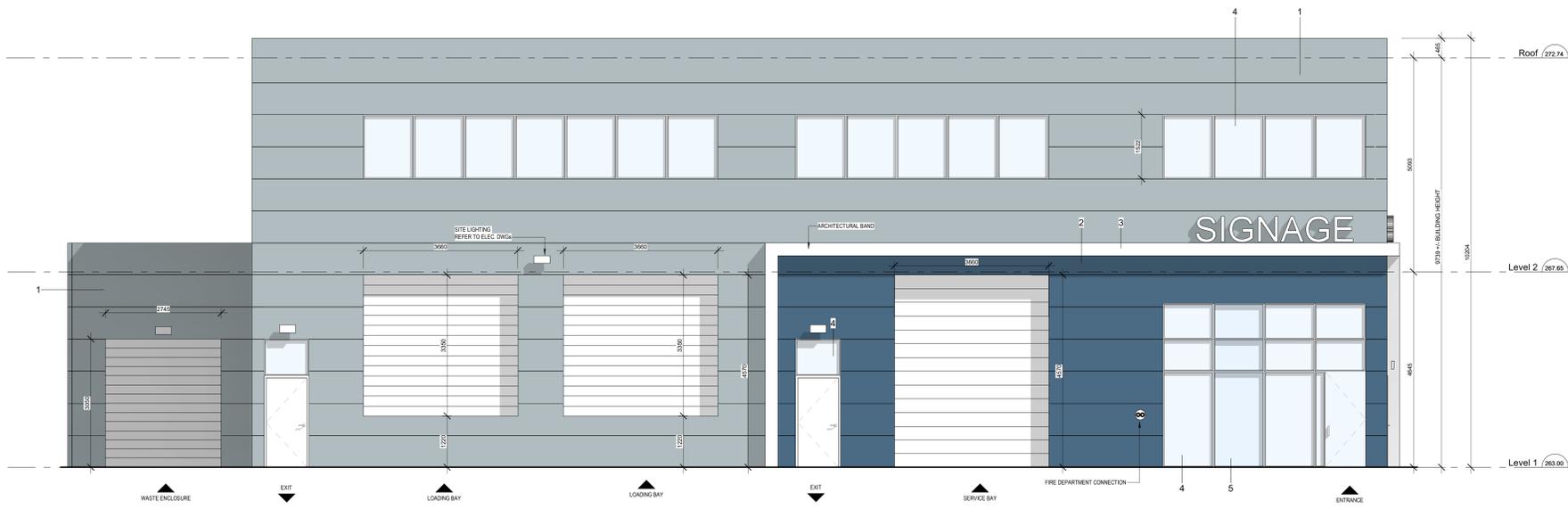


1 Level 2 Floor Plan  
1 : 50

EXTERIOR MATERIALS LEGEND	
1	METAL PANEL (Colour A)
2	METAL PANEL (Colour B)
3	ARCHITECTURAL BAND
4	VISION GLASS
5	SPANDREL PANEL (To match vision glass)



2 West Elevation  
1 : 50



1 North Elevation  
1 : 50

No.	DATE	ISSUED



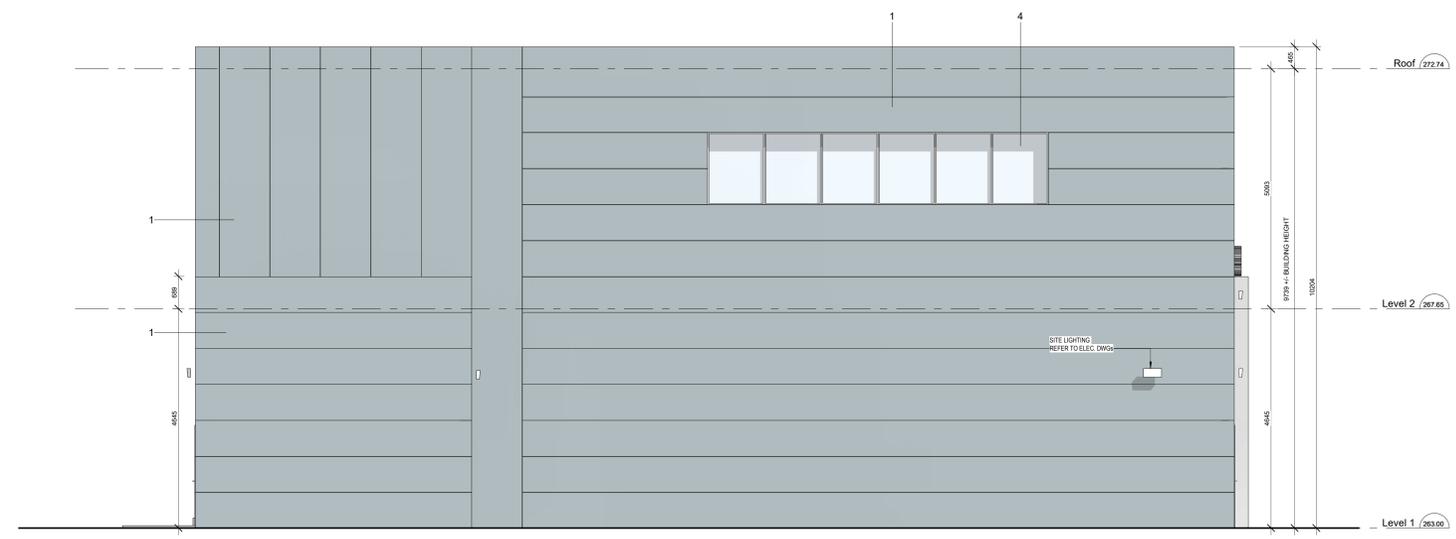
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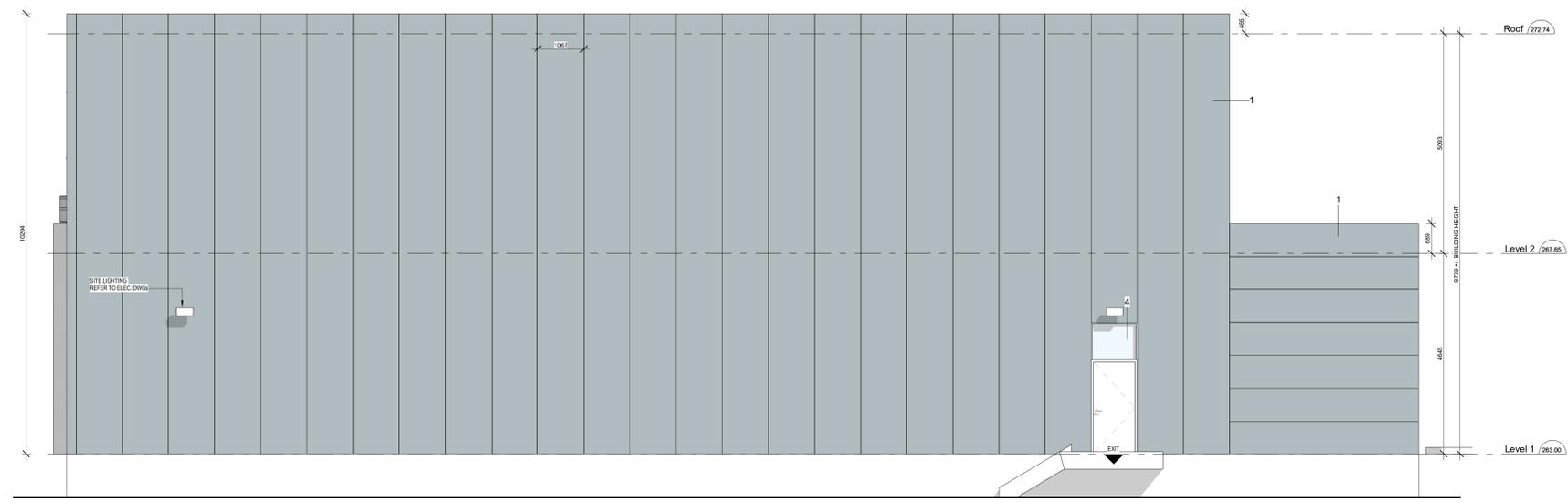
DRAWING  
Building Elevations

PROJECT NUMBER	DATE
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SCALE	PLOTTED DATE
As indicated	13/06/2023 4:48:03 PM

EXTERIOR MATERIALS LEGEND	
1	METAL PANEL (Colour A)
2	METAL PANEL (Colour B)
3	ARCHITECTURAL BAND
4	VISION GLASS
5	SPANDREL PANEL (To match vision glass)



2 East Elevation  
1 : 50



1 South Elevation  
1 : 50

No.	DATE	ISSUED FOR	ISSUED



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DRAWING  
Building Elevations

PROJECT NUMBER	DATE
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SCALE	PLOTTED DATE
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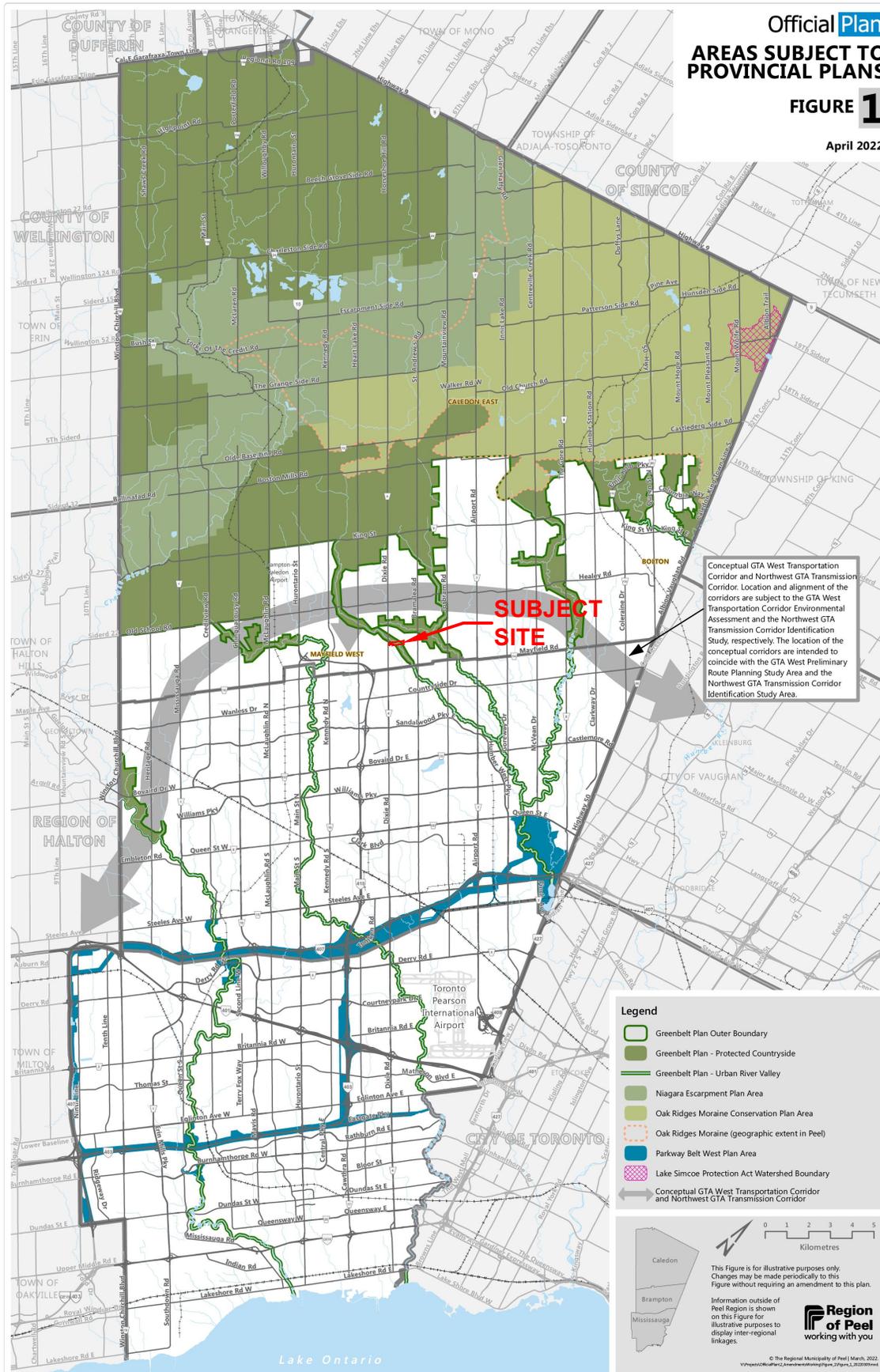


# TAB #3

Official Plan  
**AREAS SUBJECT TO  
 PROVINCIAL PLANS**

**FIGURE 1**

April 2022



**REGION of PEEL OFFICIAL PLAN  
 AREAS SUBJECT TO PROVINCIAL PLANS  
 FIGURE 1**

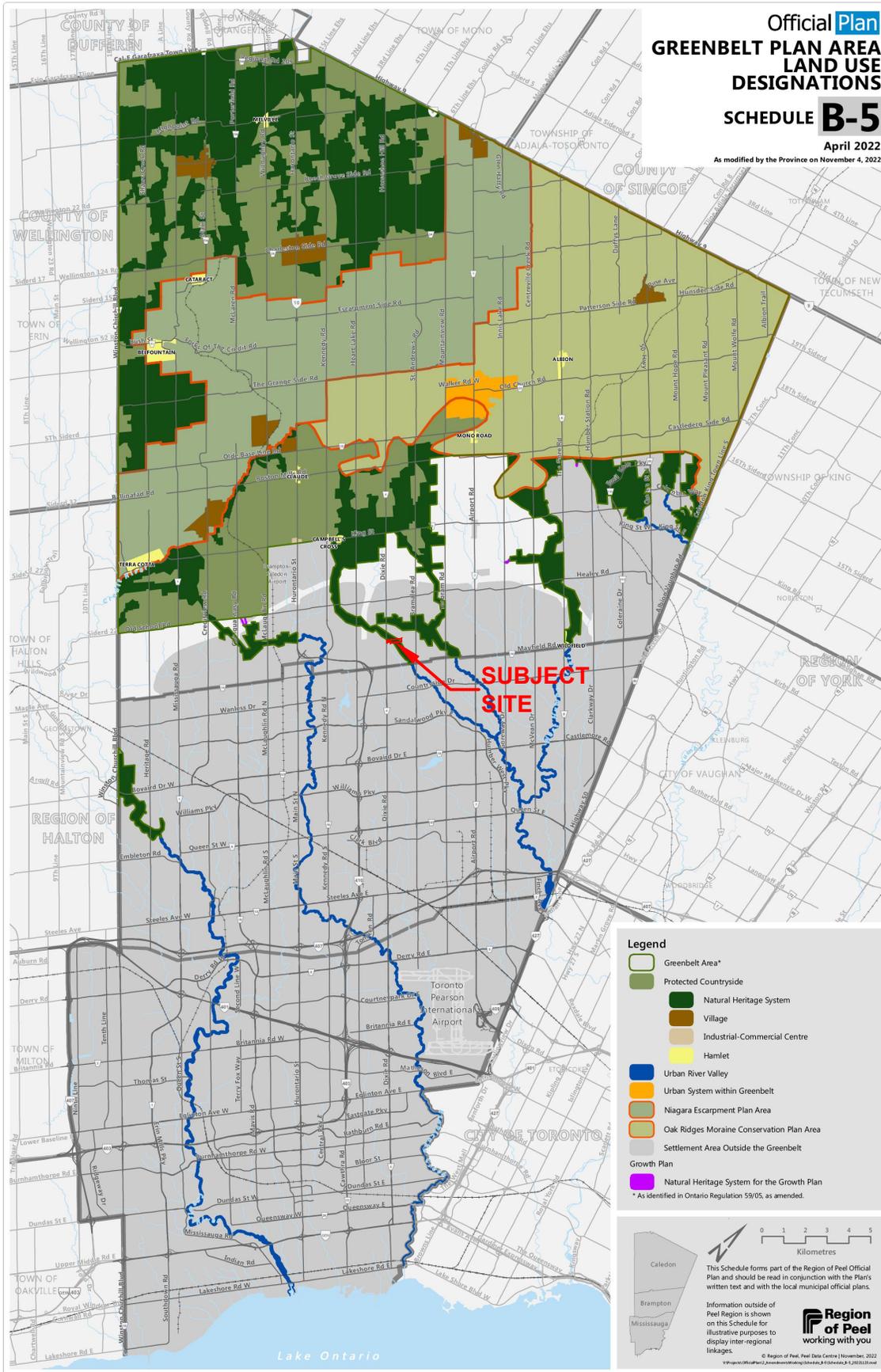
P.N.: 20.2744.00 Date: June 14, 2023  
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Official Plan  
**GREENBELT PLAN AREA  
 LAND USE  
 DESIGNATIONS**  
**SCHEDULE B-5**

April 2022

As modified by the Province on November 4, 2022



**Legend**

- Greenbelt Area\*
- Protected Countryside
- Natural Heritage System
- Village
- Industrial-Commercial Centre
- Hamlet
- Urban River Valley
- Urban System within Greenbelt
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area Outside the Greenbelt
- Growth Plan
- Natural Heritage System for the Growth Plan

\* As identified in Ontario Regulation 59/05, as amended.

0 1 2 3 4 5  
Kilometres

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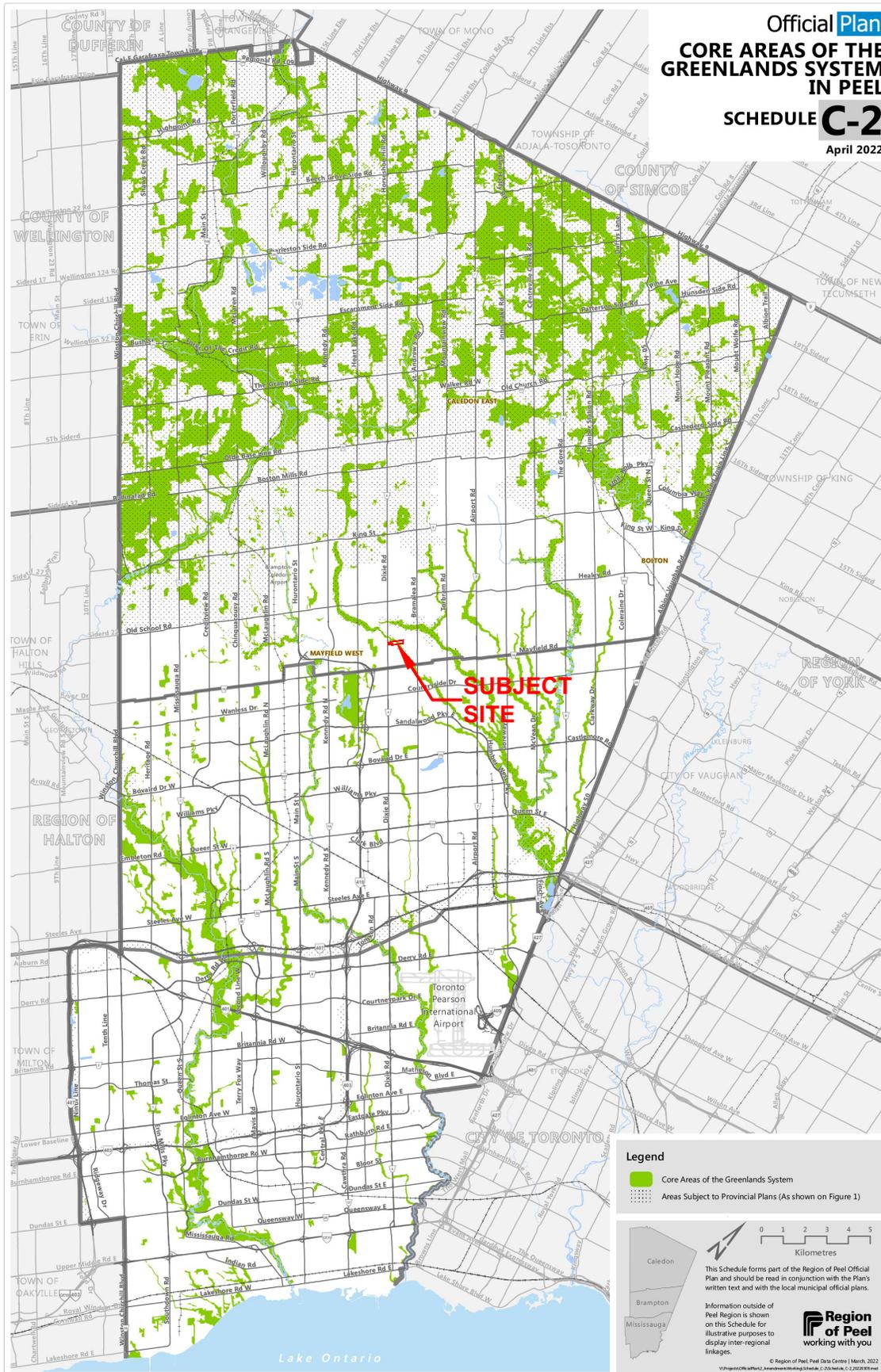
**REGION of PEEL OFFICIAL PLAN  
 GREENBELT PLAN AREA  
 LAND USE DESIGNATIONS  
 SCHEDULE B-5**

P.N.: 20.2744.00 Date: June 14, 2023  
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Official **Plan**  
**CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL**  
**SCHEDULE C-2**  
 April 2022

**REGION of PEEL OFFICIAL PLAN**  
**GREENLANDS SYSTEM IN PEEL**  
**SCHEDULE C-2**

P.N.: 20.2744.00 Date: June 14, 2023  
 File No.: 2744\_ROP Schedules. Scale: N.T.S

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**Legend**

- Core Areas of the Greenlands System
- Areas Subject to Provincial Plans (As shown on Figure 1)

0 1 2 3 4 5  
 Kilometres

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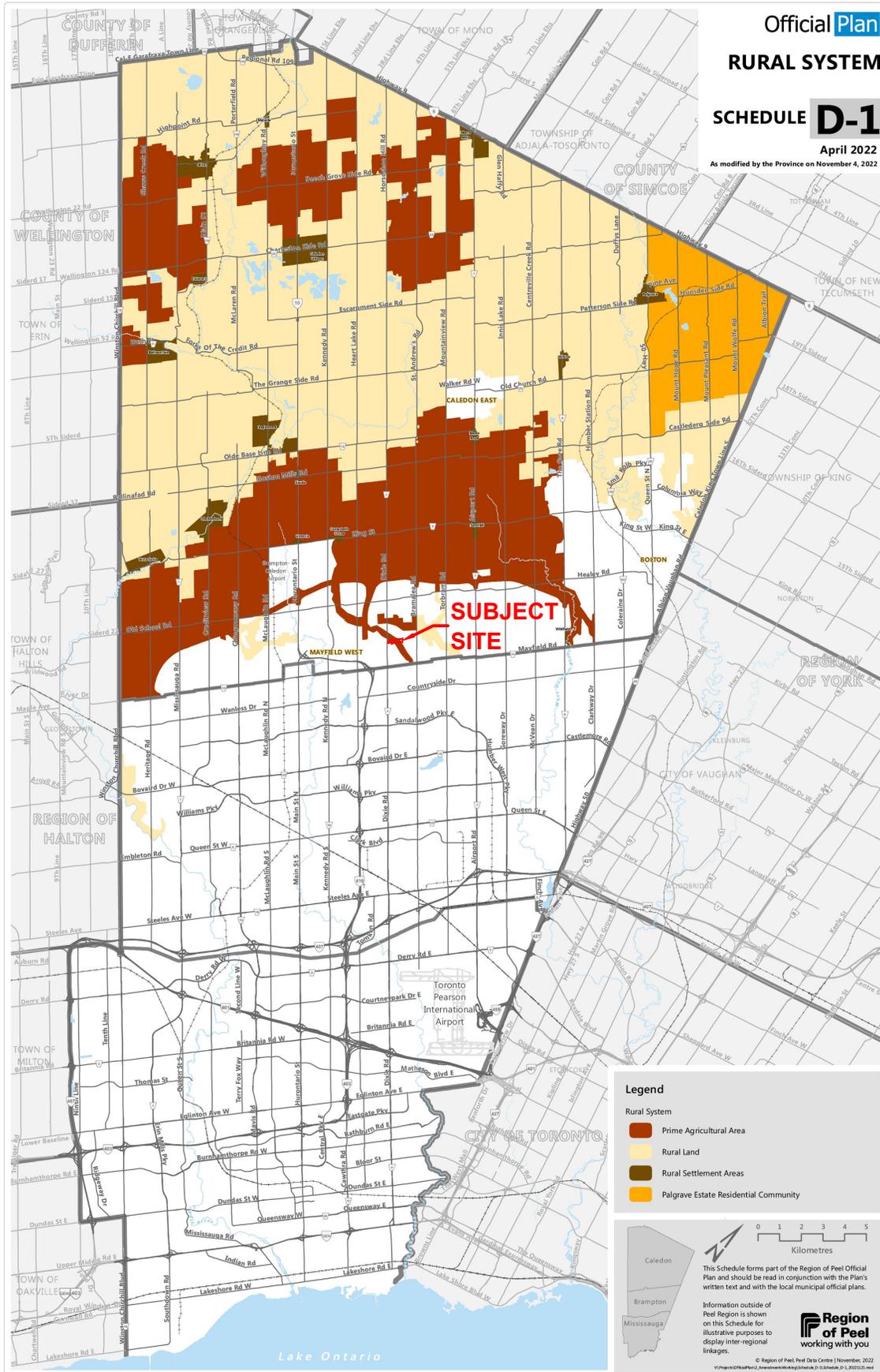
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Official Plan  
**RURAL SYSTEM**  
**SCHEDULE D-1**

April 2022  
 As modified by the Province on November 4, 2022



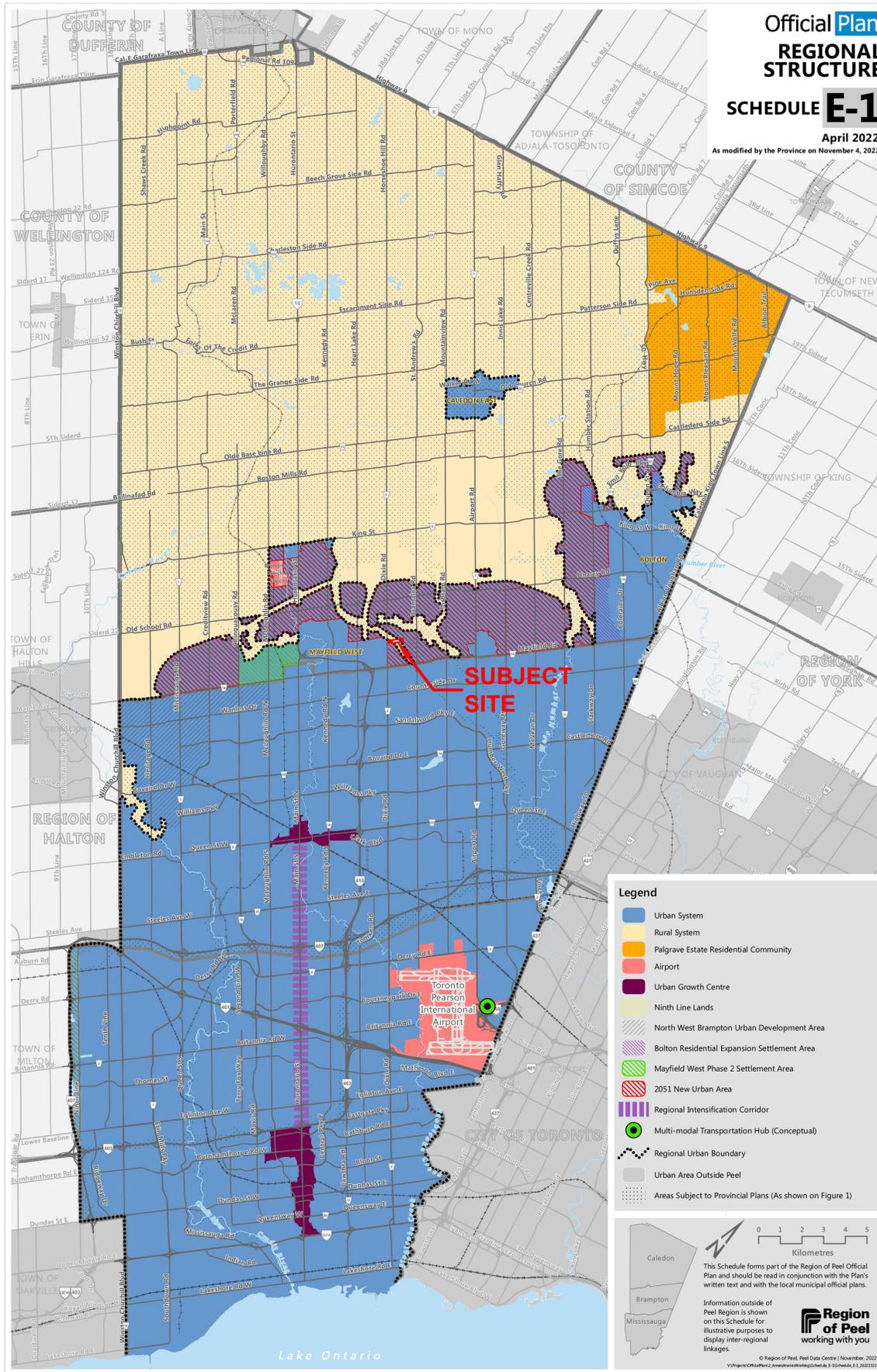
**REGION of PEEL OFFICIAL PLAN**  
**RURAL SYSTEM**  
**SCHEDULE D-1**

P.N.: 20.2744.00 Date: June 14, 2023

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**Legend**

- Urban System
- Rural System
- Palgrave Estate Residential Community
- Airport
- Urban Growth Centre
- Ninth Line Lands
- North West Brampton Urban Development Area
- Bolton Residential Expansion Settlement Area
- Mayfield West Phase 2 Settlement Area
- 2051 New Urban Area
- Regional Intensification Corridor
- Multi-modal Transportation Hub (Conceptual)
- Regional Urban Boundary
- Urban Area Outside Peel
- Areas Subject to Provincial Plans (As shown on Figure 1)

0 1 2 3 4 5  
Kilometres

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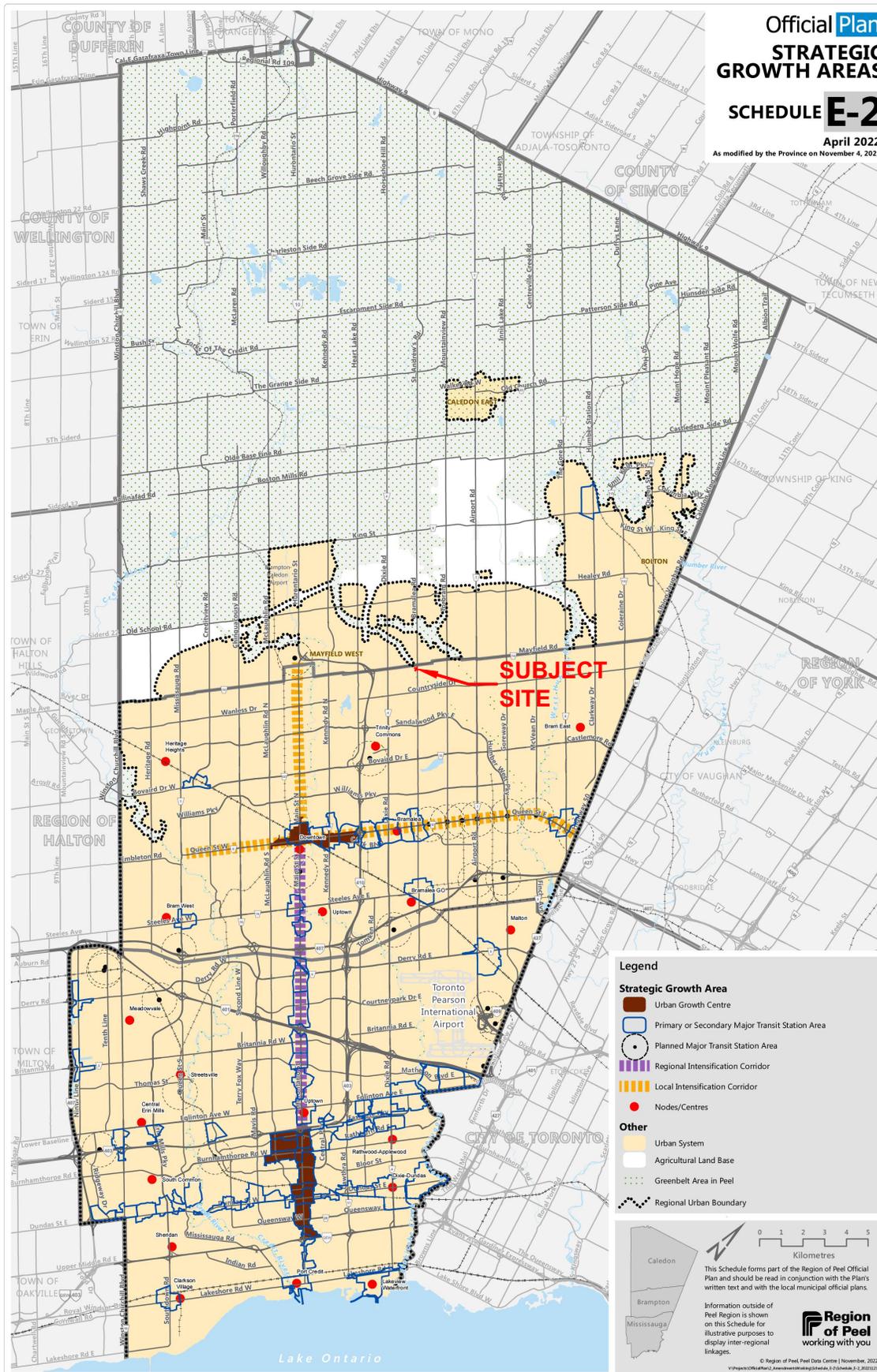
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**REGIONAL STRUCTURE**  
**SCHEDULE E-1**

P.N.: 20.2744.00      Date: June 14, 2023  
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Official Plan  
**STRATEGIC GROWTH AREAS**  
**SCHEDULE E-2**  
 April 2022  
 As modified by the Province on November 4, 2022



**Legend**

**Strategic Growth Area**

- Urban Growth Centre
- Primary or Secondary Major Transit Station Area
- Planned Major Transit Station Area
- Regional Intensity Corridor
- Local Intensity Corridor
- Nodes/Centres

**Other**

- Urban System
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

**Scale:** 0 1 2 3 4 5 Kilometres

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**REGION of PEEL OFFICIAL PLAN**  
**STRATEGIC GROWTH AREAS**  
**SCHEDULE E-2**

P.N.: 20.2719.00 Date: June 9, 2023

File No.:2719\_ROM Schedules. Scale: N.T.S

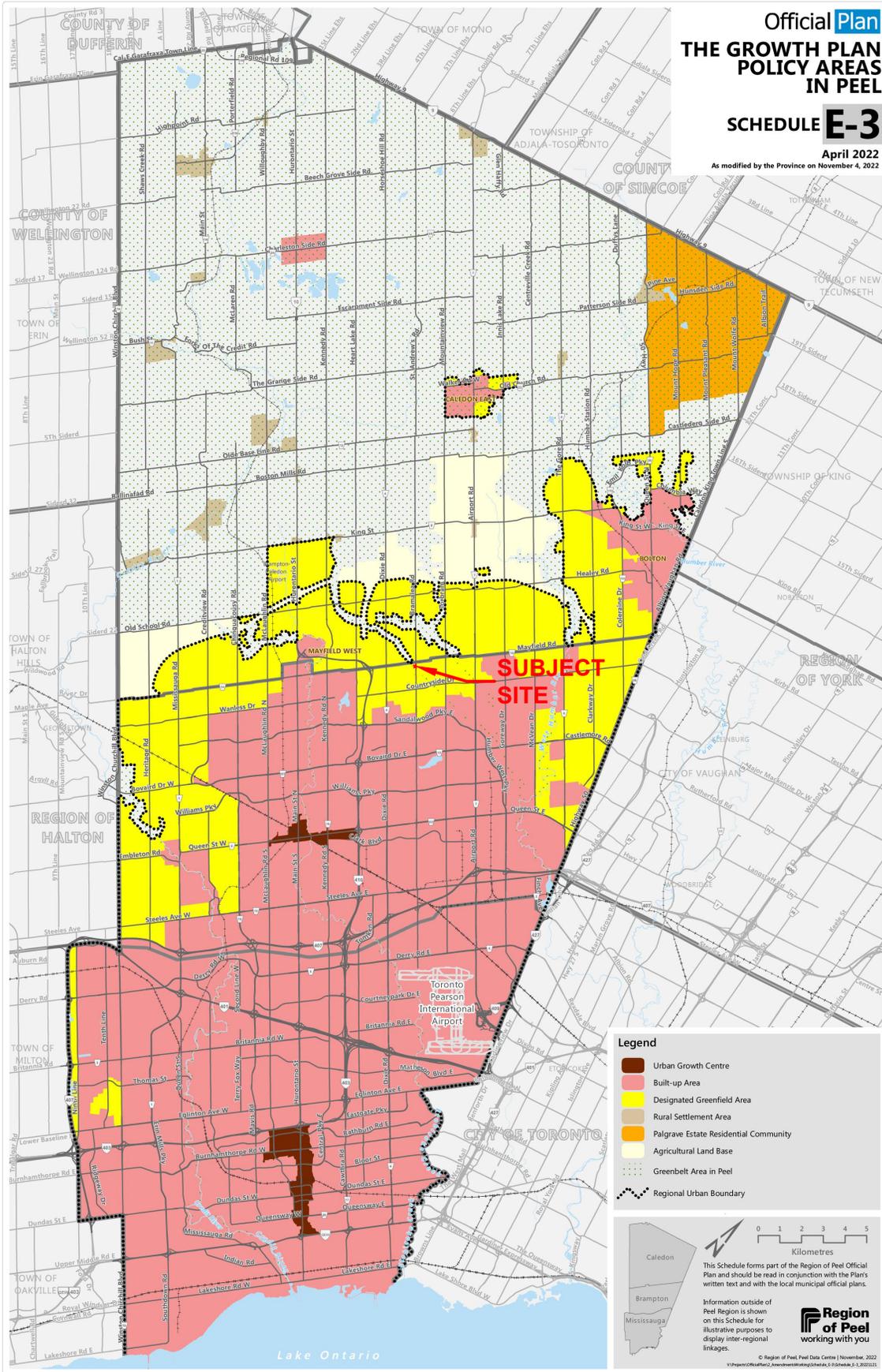


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Official **Plan**  
**THE GROWTH PLAN**  
**POLICY AREAS**  
**IN PEEL**

**SCHEDULE E-3**

April 2022  
 As modified by the Province on November 4, 2022



**Legend**

- Urban Growth Centre
- Built-up Area
- Designated Greenfield Area
- Rural Settlement Area
- Palgrave Estate Residential Community
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

0 1 2 3 4 5  
 Kilometres

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**REGION of PEEL OFFICIAL PLAN**  
**THE GROWTH PLAN POLICY AREAS IN PEEL**  
**SCHEDULE E-3**

P.N.: 20.2719.00	Date: June 9, 2023
File No.: 2719_ROP Schedules.	Scale: N.T.S

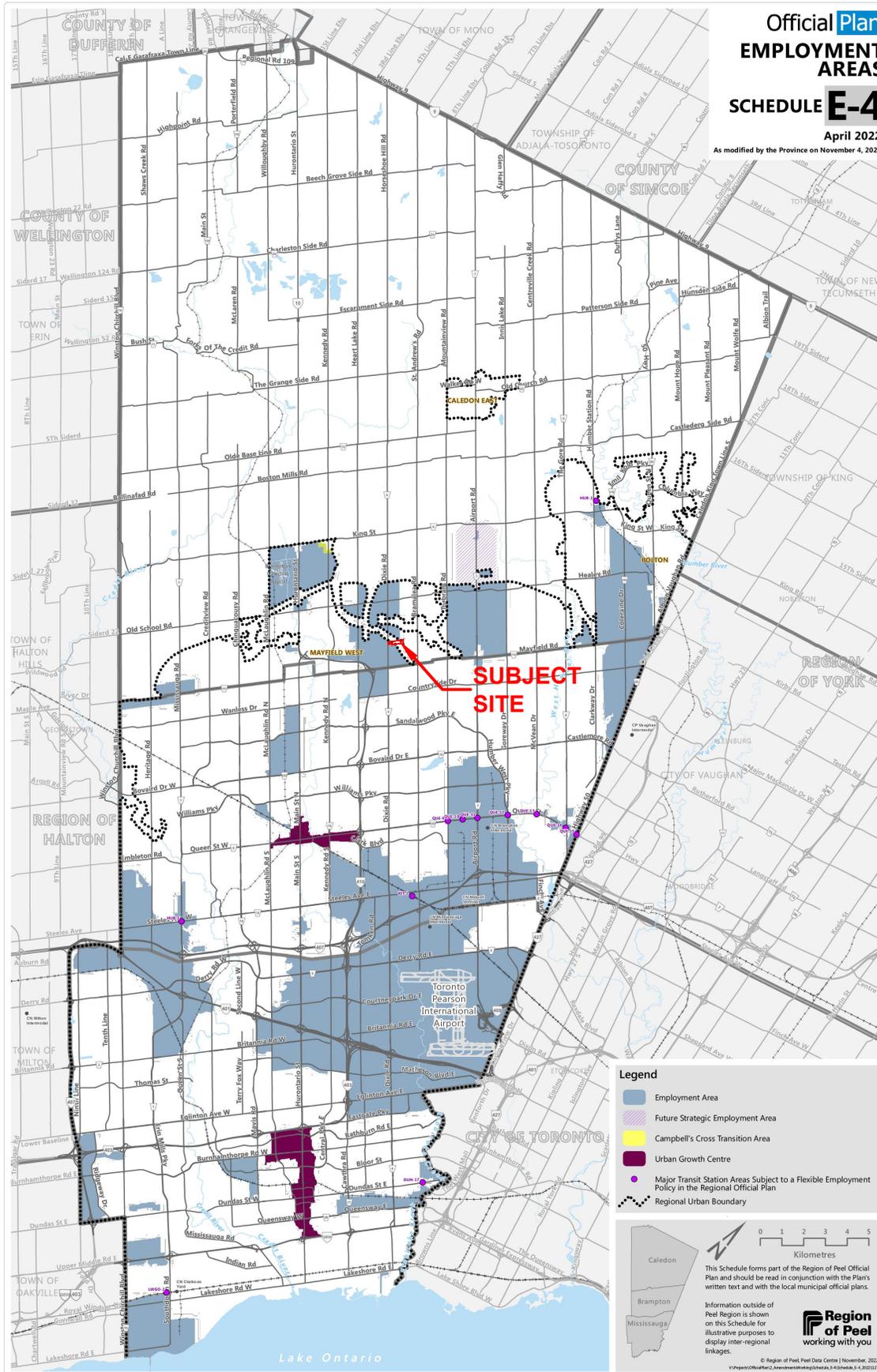
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Official **Plan**  
**EMPLOYMENT AREAS**  
**SCHEDULE E-4**

April 2022

As modified by the Province on November 4, 2022



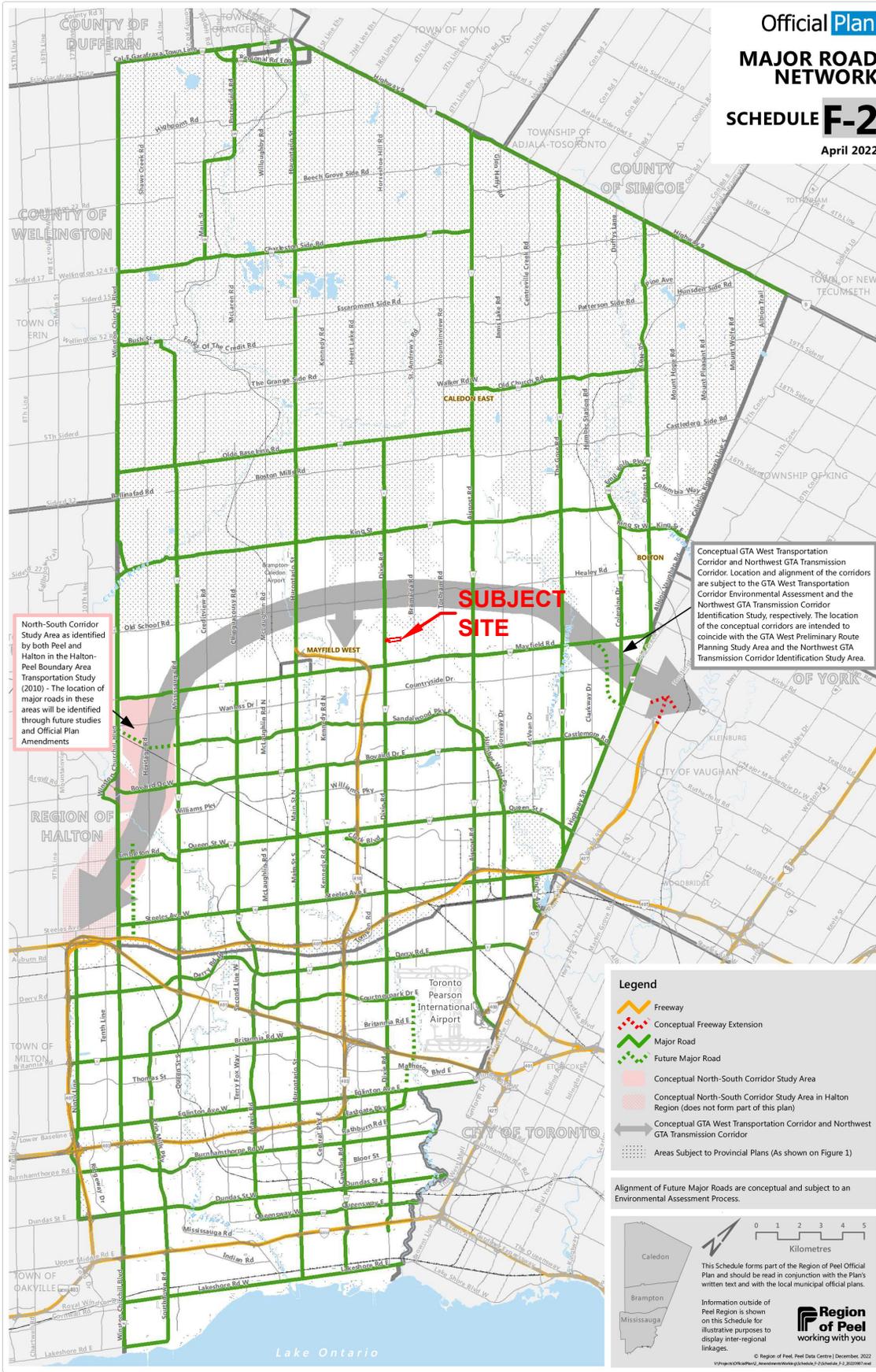
**REGION of PEEL OFFICIAL PLAN**  
**EMPLOYMENT AREAS**  
**SCHEDULE E-4**

P.N.: 20.2744.00 Date: June 14, 2023

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North-South Corridor Study Area as identified by both Peel and Halton in the Halton-Peel Boundary Area Transportation Study (2010) - The location of major roads in these areas will be identified through future studies and Official Plan Amendments

Conceptual GTA West Transportation Corridor and Northwest GTA Transmission Corridor. Location and alignment of the corridors are subject to the GTA West Transportation Corridor Environmental Assessment and the Northwest GTA Transmission Corridor Identification Study, respectively. The location of the conceptual corridors are intended to coincide with the GTA West Preliminary Route Planning Study Area and the Northwest GTA Transmission Corridor Identification Study Area.

**Legend**

- Freeway
- Conceptual Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South Corridor Study Area
- Conceptual North-South Corridor Study Area in Halton Region (does not form part of this plan)
- Conceptual GTA West Transportation Corridor and Northwest GTA Transmission Corridor
- Areas Subject to Provincial Plans (As shown on Figure 1)

Alignment of Future Major Roads are conceptual and subject to an Environmental Assessment Process.

**Scale**  
 0 1 2 3 4 5  
 Kilometres

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**REGION of PEEL OFFICIAL PLAN**  
**MAJOR ROAD NETWORK**  
**SCHEDULE F-2**

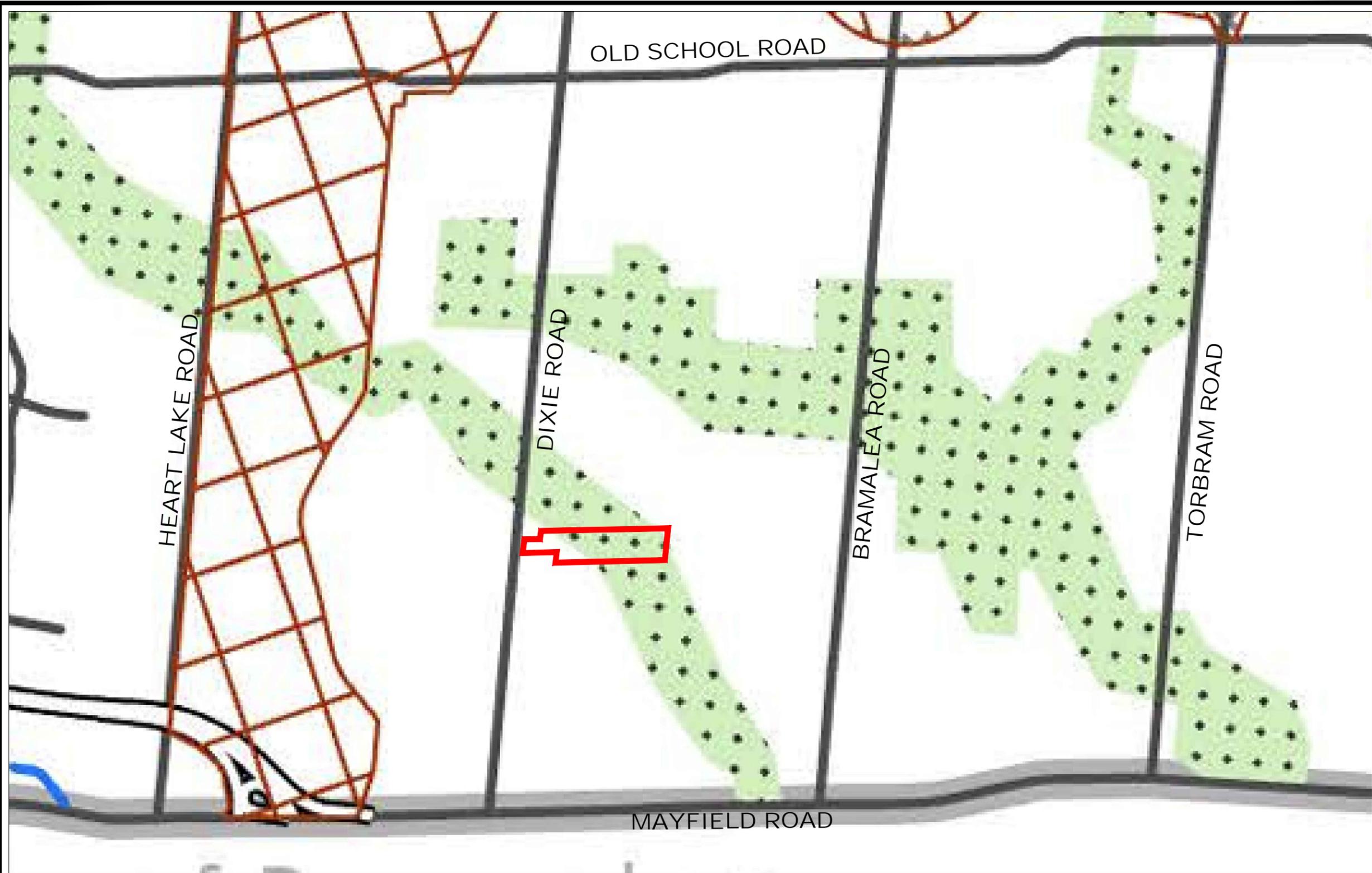
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# TAB #4



**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE A1:  
PROVINCIAL PLAN AREAS**

**LEGEND**

-  SUBJECT SITE
-  Greenbelt Plan Boundary
-  Urban River Valleys
-  Protected Countryside
-  Highway 413 Focused Analysis Area  
(Source: Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe)

P.N.: 20.2744

Date: December 5, 2025

Scale: N.T.S

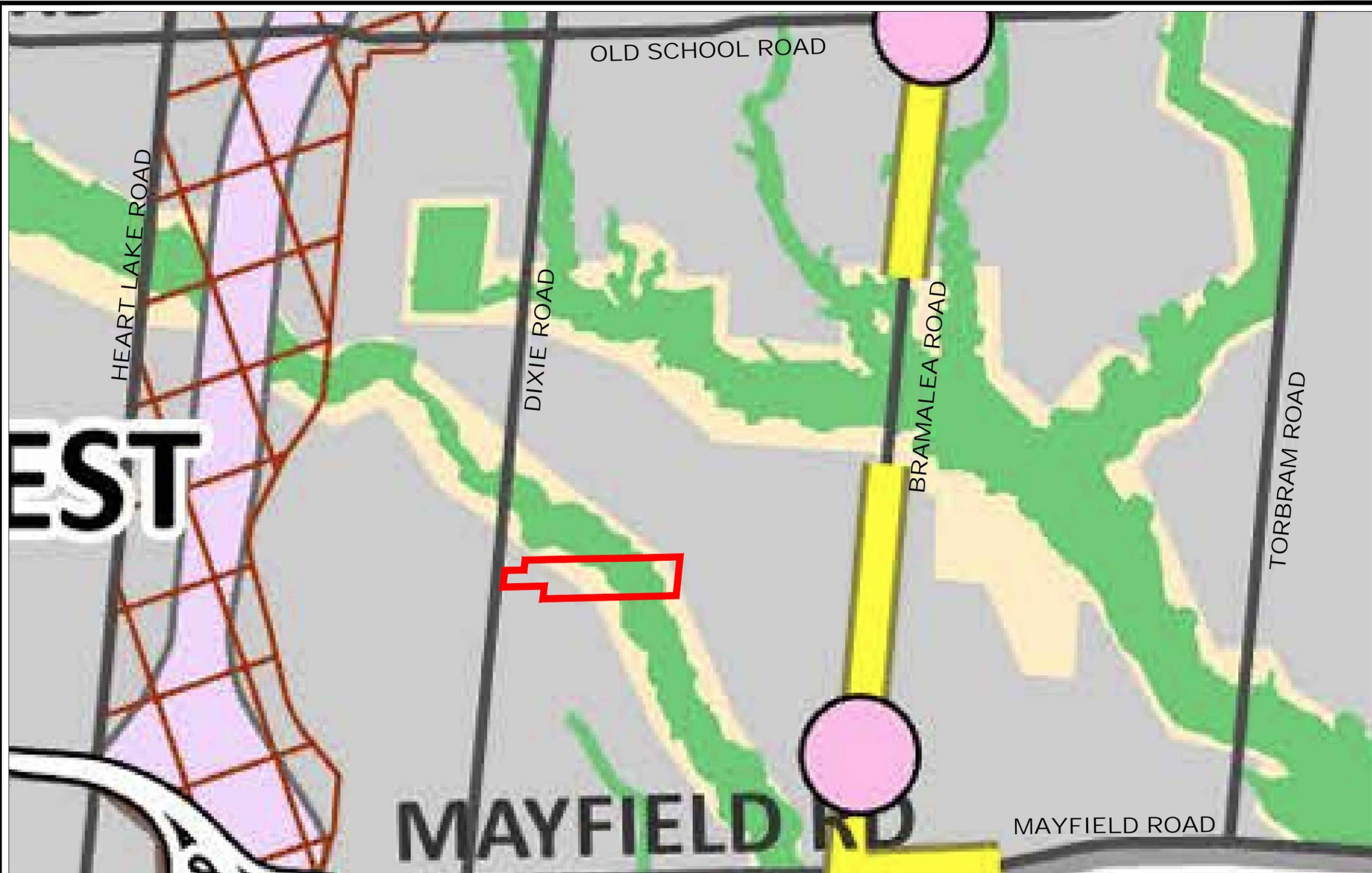
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE B1:  
TOWN STRUCTURE**

**LEGEND**

-  SUBJECT SITE
-  Neighbourhood Centre
-  Urban Corridor
-  Urban Area
-  Natural Features and Areas
-  Planned Highway 413 Transportation Corridor
-  Highway 413 Focused Analysis Area
-  Agricultural Area and Rural Lands

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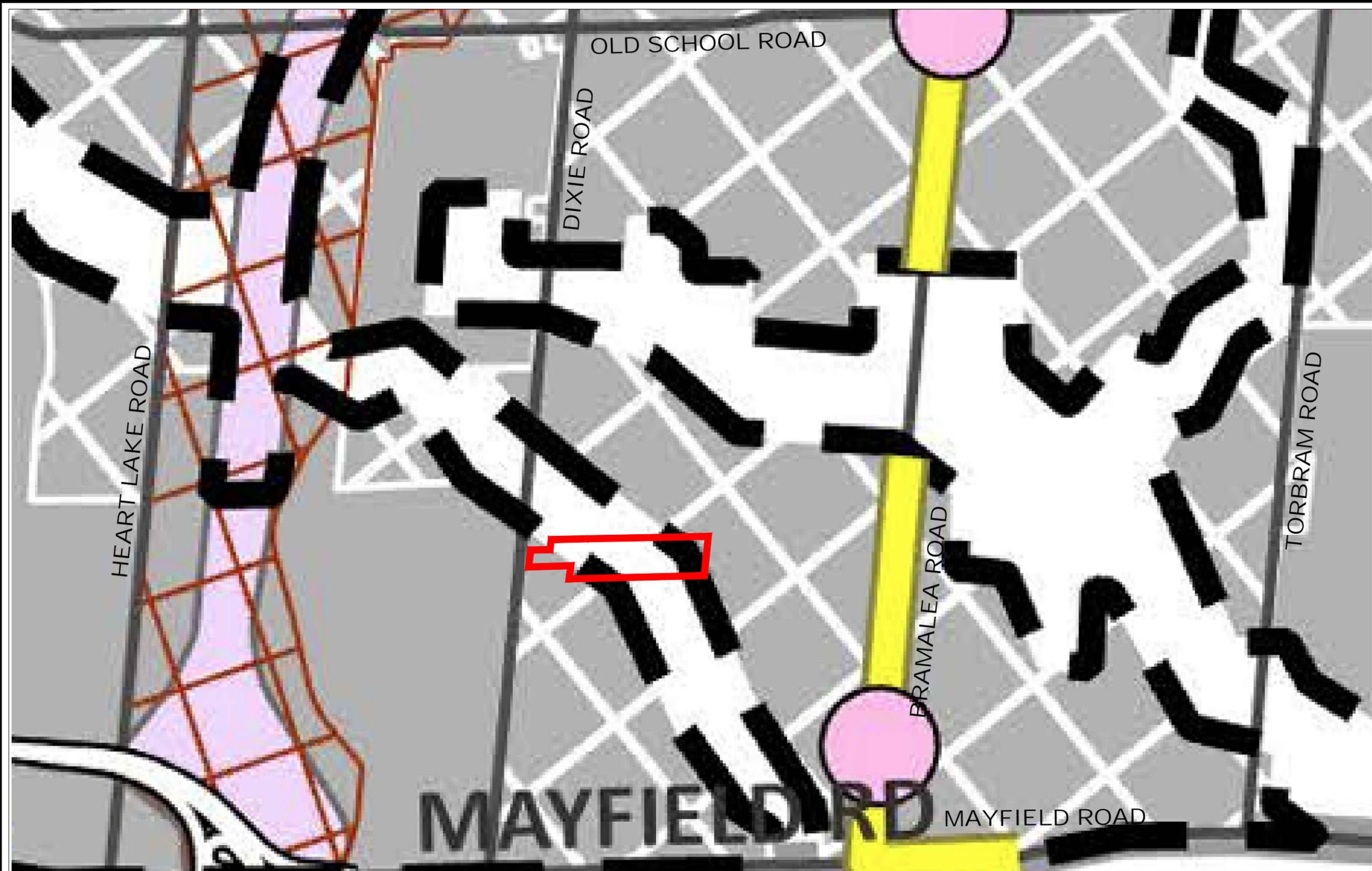
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE B2:  
GROWTH MANAGEMENT**

**LEGEND**

-  SUBJECT SITE
-  Neighbourhood Centre
-  Urban Corridor
-  Designated Growth Area
-  Regional Urban Boundary
-  New Urban Area 2051
-  Planned Highway 413 Transportation Corridor
-  Highway 413 Focused Analysis Area

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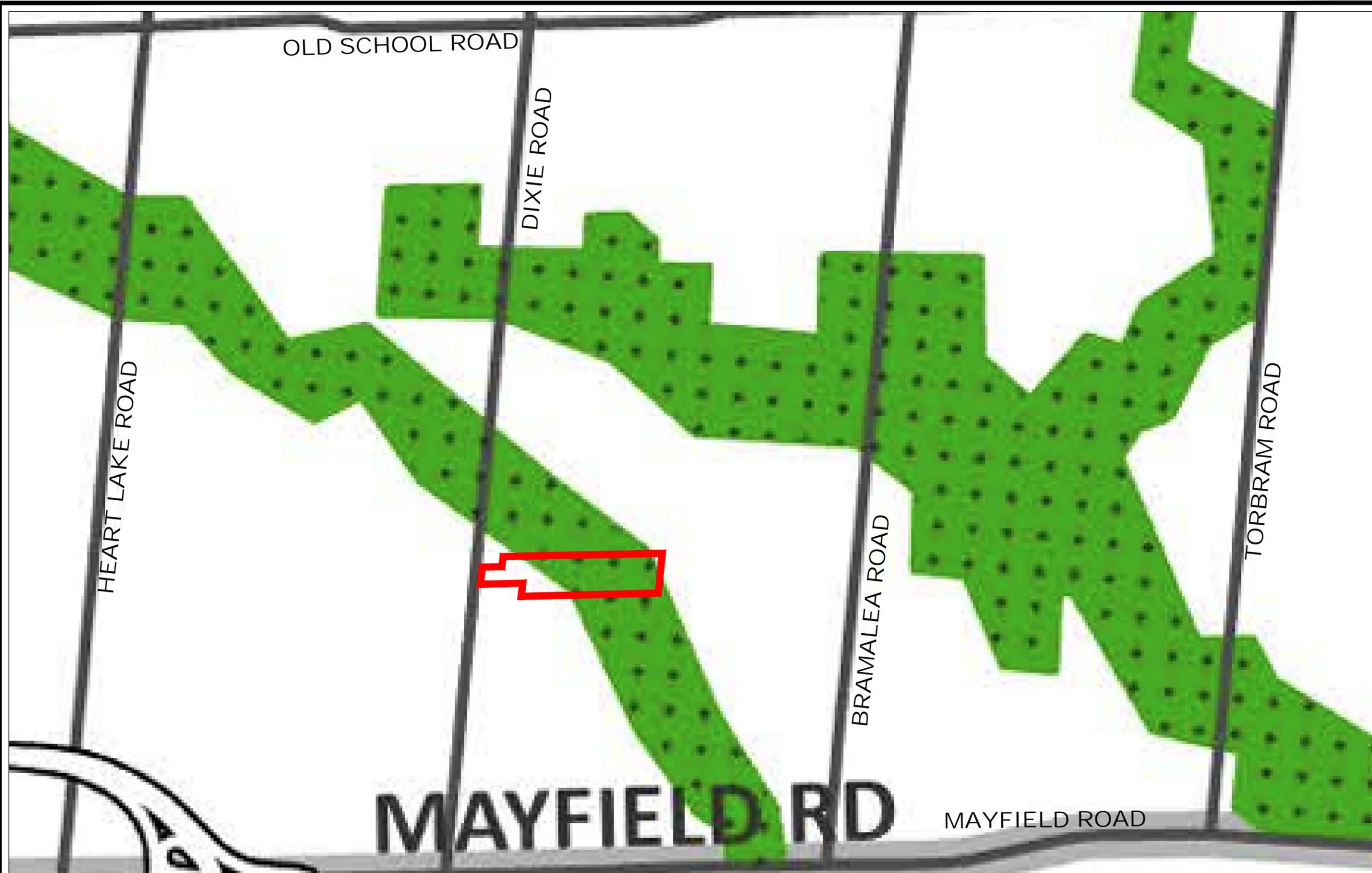
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE B3a:  
LAND USE DESIGNATIONS  
GREENBELT PLAN and  
NATURAL HERITAGE SYSTEM**

**LEGEND**

-  SUBJECT SITE
-  Greenbelt Plan Area
-  Natural Heritage System (a component of Protected Countryside)

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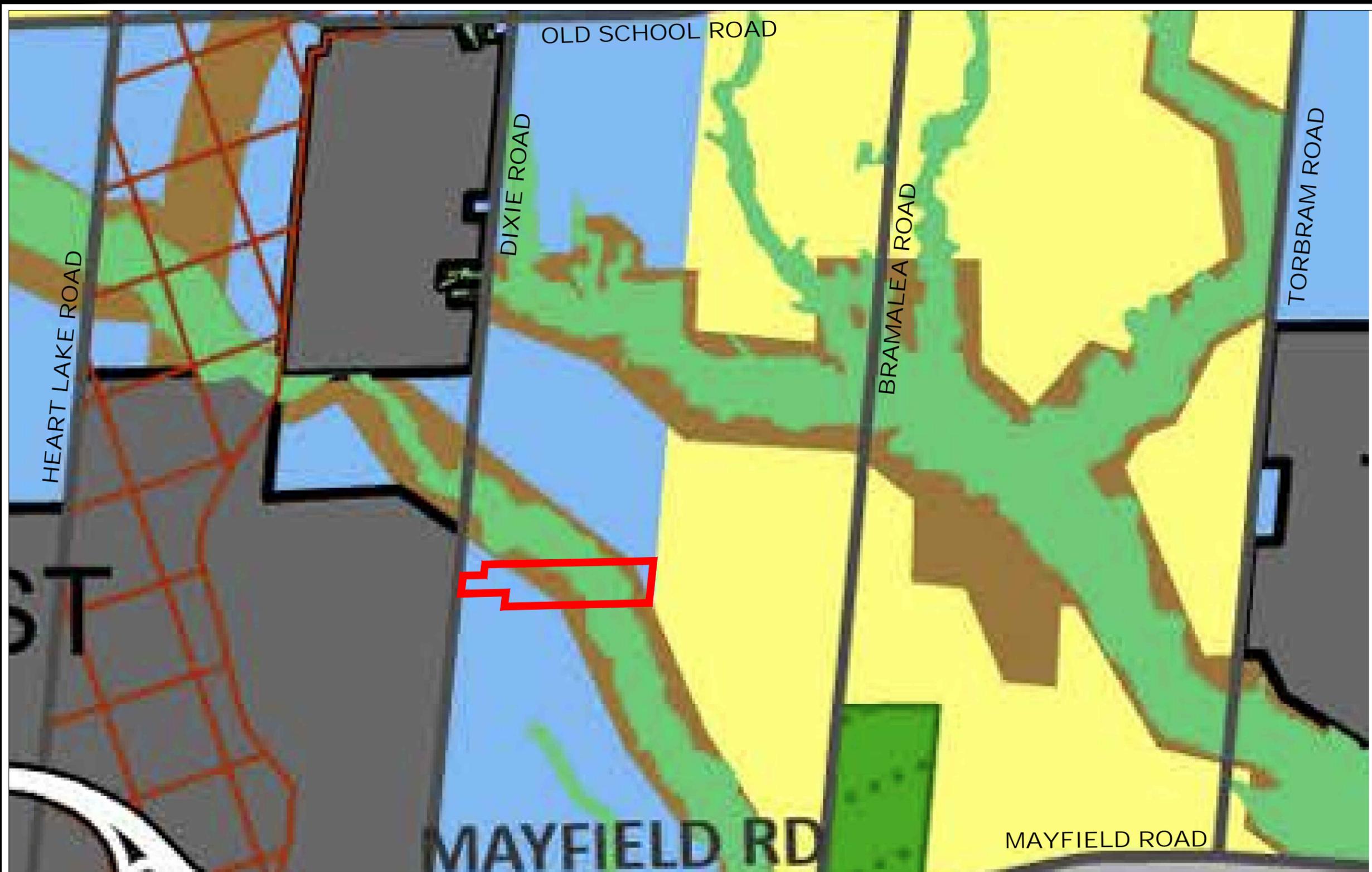
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE B4:  
LAND USE DESIGNATIONS**

**LEGEND**

-  SUBJECT SITE
-  New Community Area
-  New Employment Area
-  Prime Agricultural Area
-  Natural Features and Areas
-  Highway 413 Focused Analysis Area
-  Refer to Part A, Section 1.2

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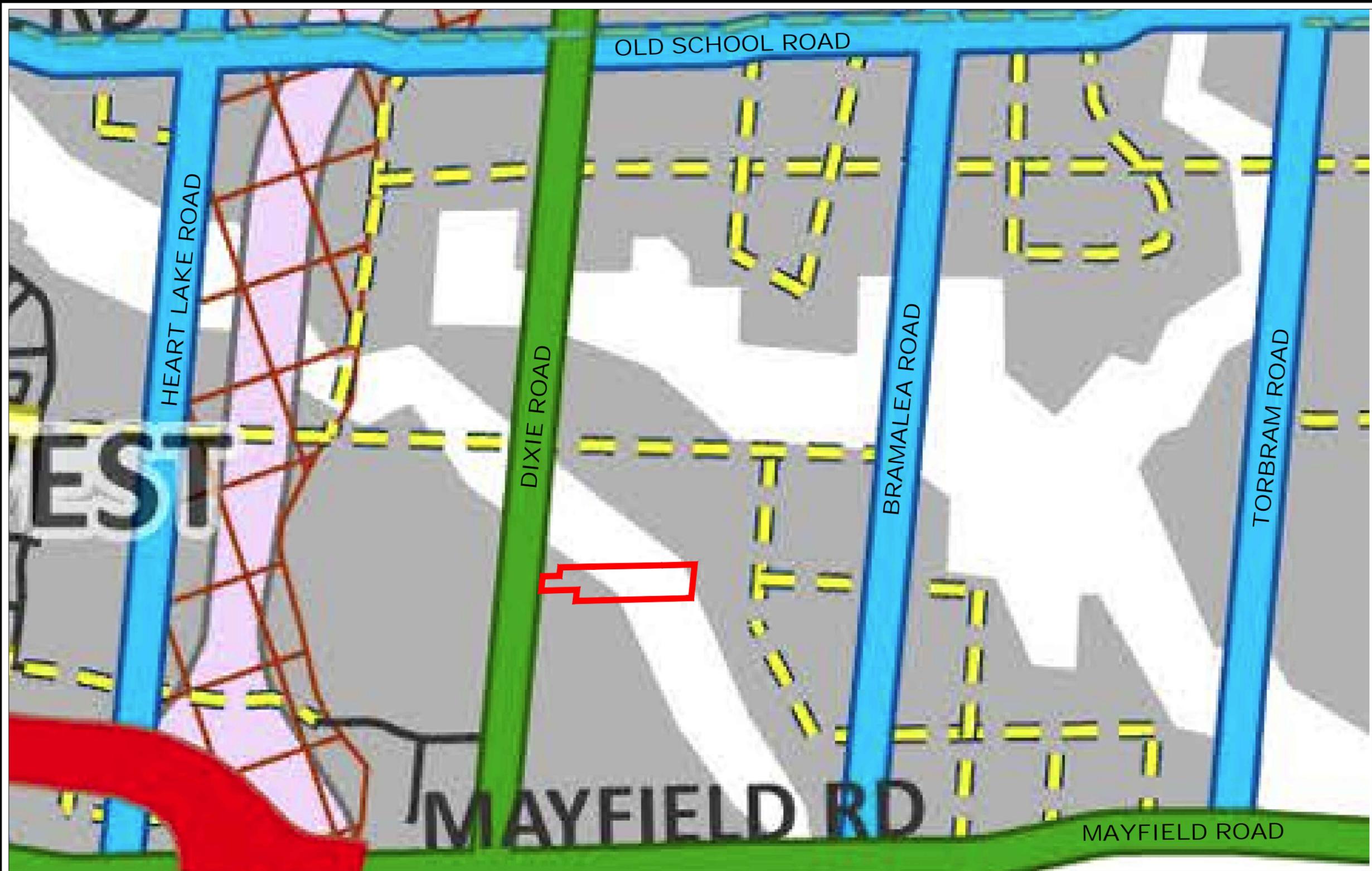
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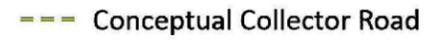
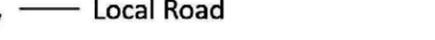
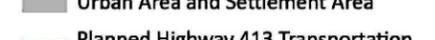



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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE C1:  
TOWN-WIDE TRANSPORTATION NETWORK**

**LEGEND**

-  SUBJECT SITE
-  Provincial Freeway
-  Regional Arterial
-  Town Arterial
-  Conceptual Collector Road
-  Local Road
-  Urban Area and Settlement Area
-  Planned Highway 413 Transportation Corridor
-  Highway 413 Focused Analysis Area

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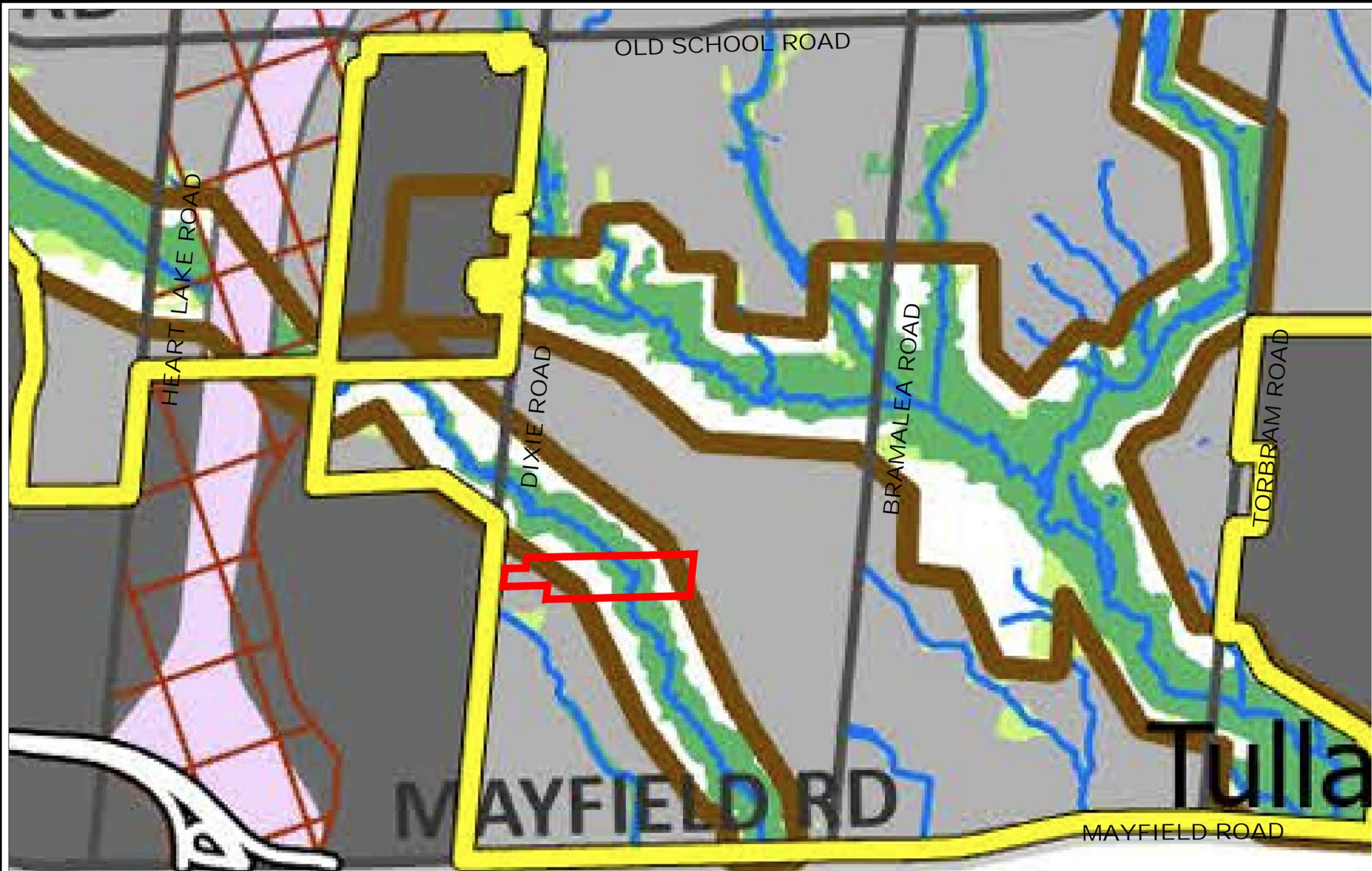
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE D1:  
NATURAL ENVIRONMENT SYSTEM**

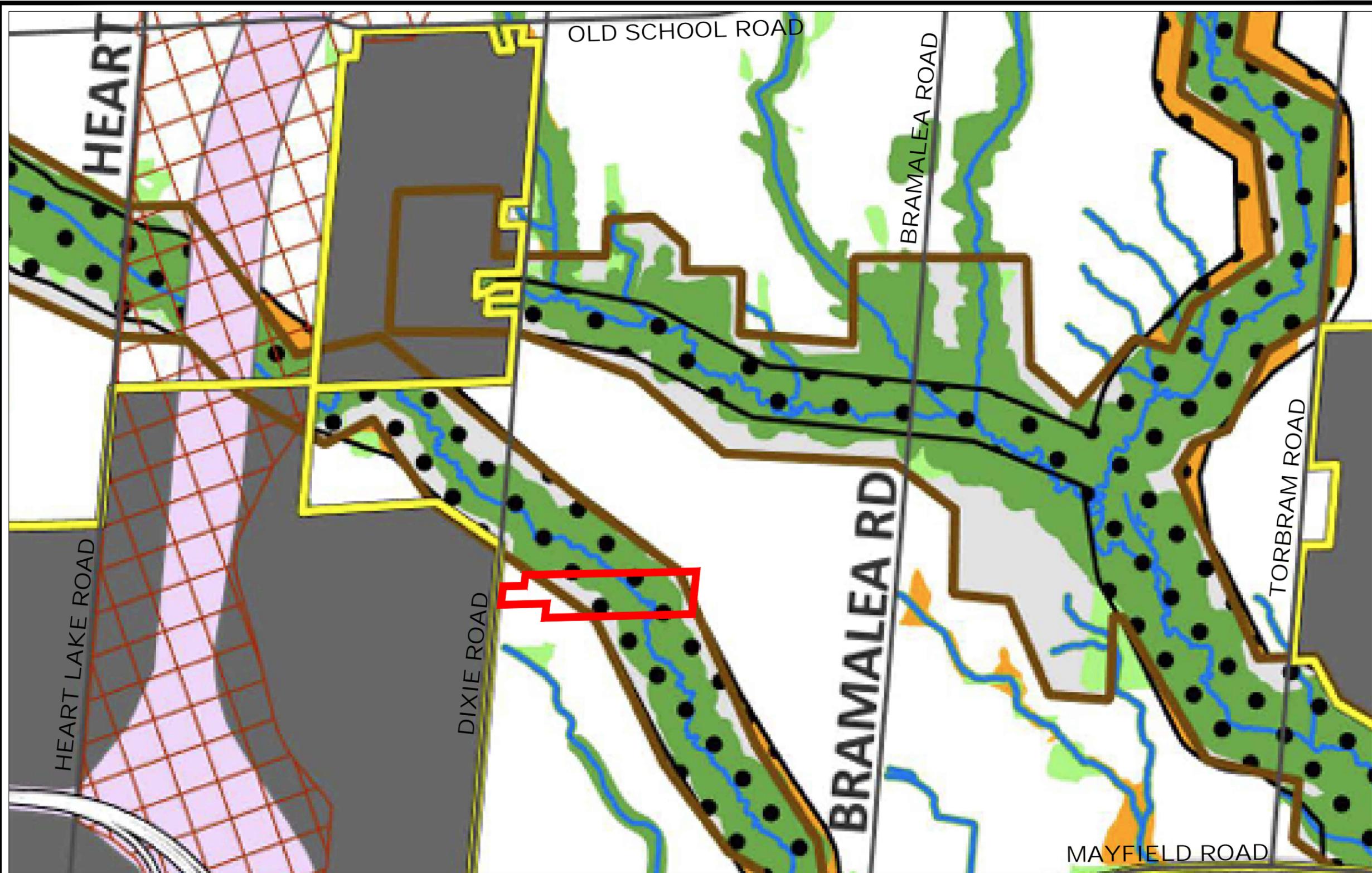
LEGEND	
	SUBJECT SITE
	Greenbelt Plan
	Natural Features and Areas
	Supporting Features and Areas
	Permanent and Intermittent Streams
	See Schedules D2a and D2b - New Urban Area Preliminary Natural Environment System
	Refer to Part A, Section 1.2
	Urban Area
	Planned Highway 413 Transportation Corridor
	Highway 413 Focused Analysis Area

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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE D2a:  
NEW URBAN AREA  
PRELIMINARY NATURAL  
ENVIRONMENT SYSTEM**

**LEGEND**

-  SUBJECT SITE
-  Natural Features and Areas with 30m Buffer
-  Supporting Features and Areas
-  Permanent and Intermittent Streams
-  Potential Linkage
-  Potential Enhancement Area
-  Greenbelt Plan Boundary
-  New Urban Area and Schedule Boundary
-  Refer to Part A, Section 1.2
-  Planned Highway 413 Transportation Corridor
-  Highway 413 Focused Analysis Area

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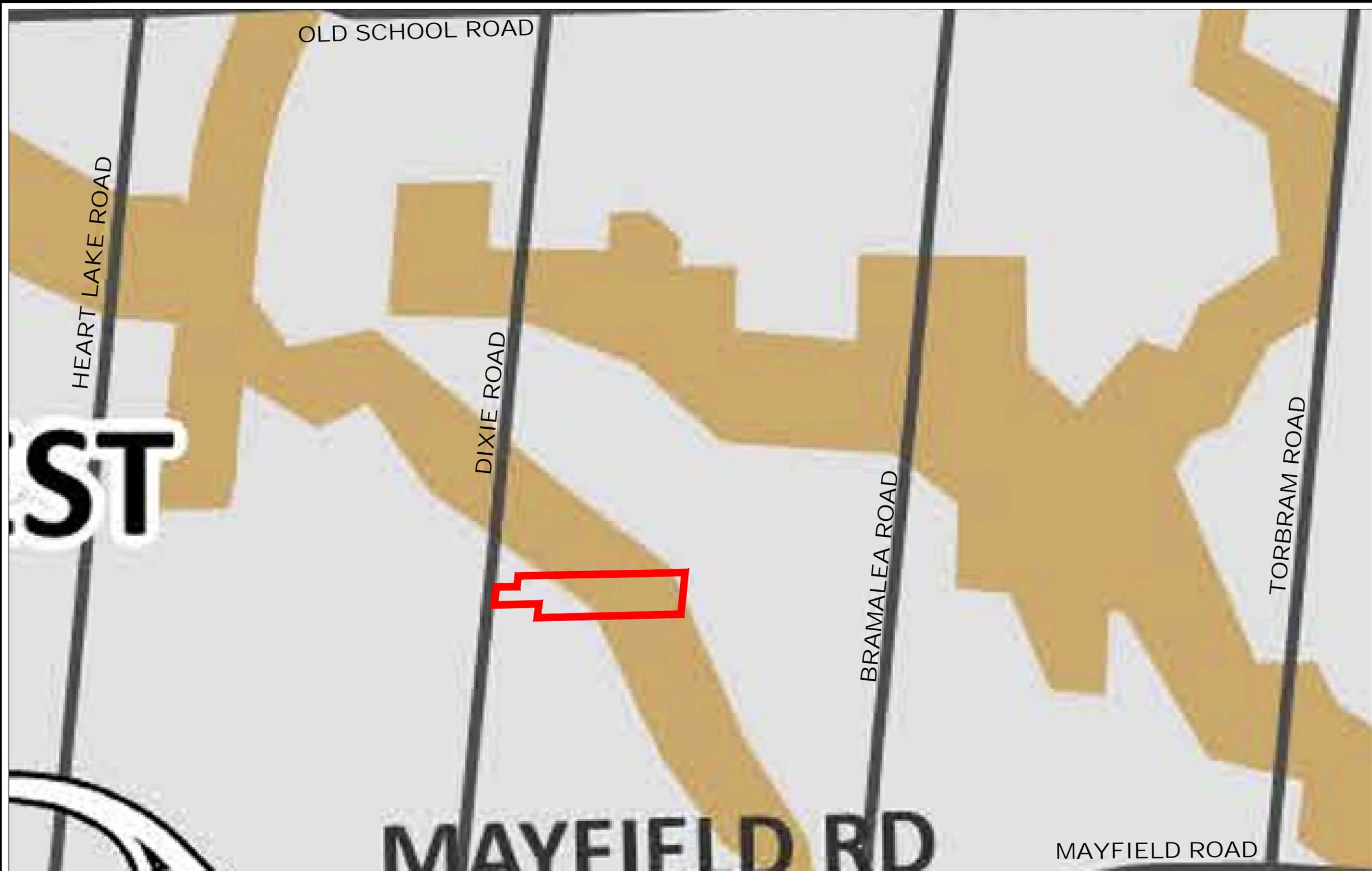
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE E1:  
RURAL SYSTEM**

LEGEND	
	SUBJECT SITE
	Prime Agricultural Area
	Urban System (See Schedule F1)

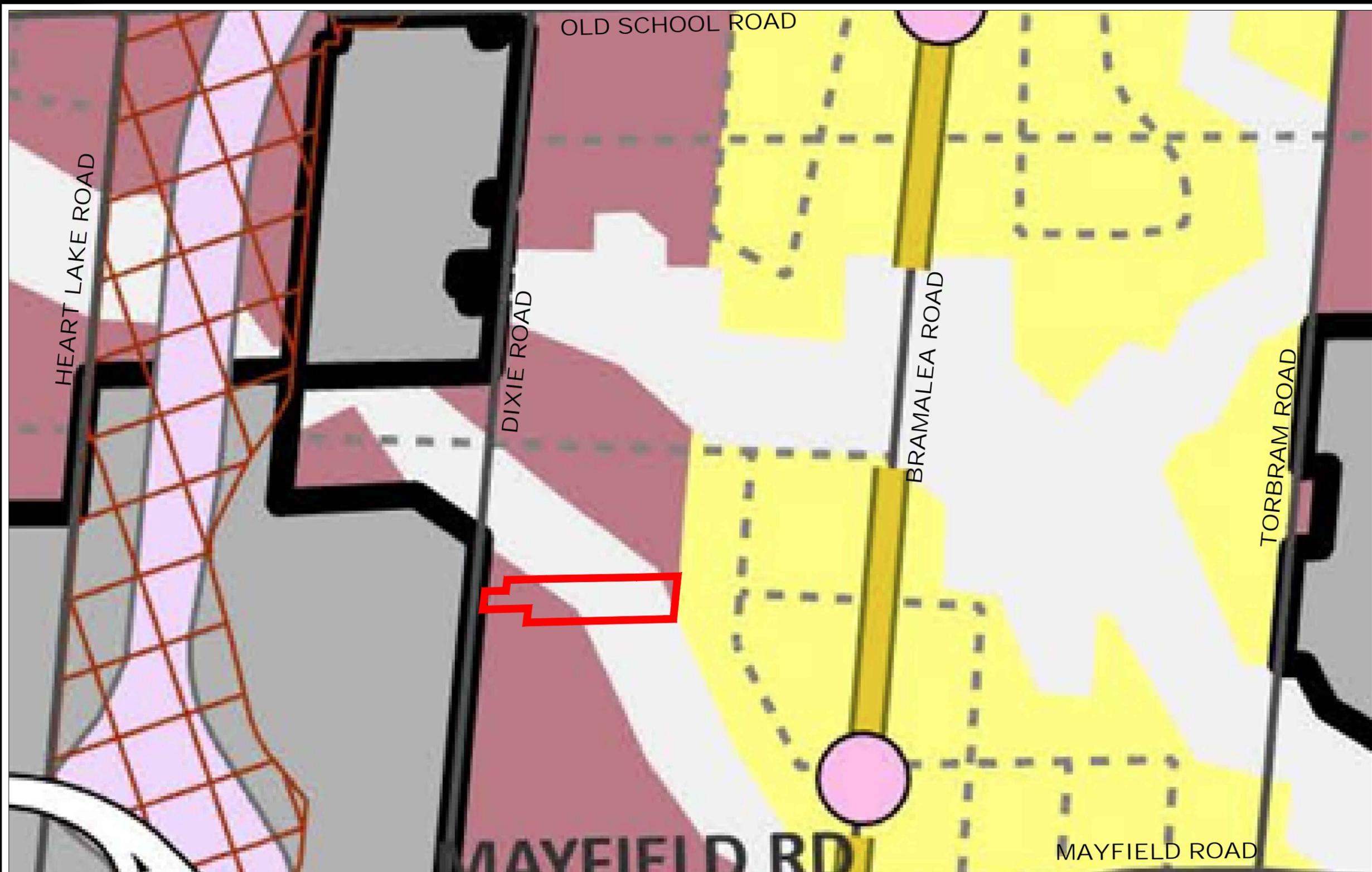
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**TOWN OF CALEDON OFFICIAL PLAN  
SCHEDULE F1:  
URBAN SYSTEM**

LEGEND	
SUBJECT SITE	Conceptual Collector Road
Neighbourhood Centre	Existing Urban Area
Urban Corridor	New Community Area
Refer to Part A, Section 1.2	New Employment Area
Rural System (See Schedule E1)	
Planned Highway 413 Transportation Corridor	
Highway 413 Focused Analysis Area	

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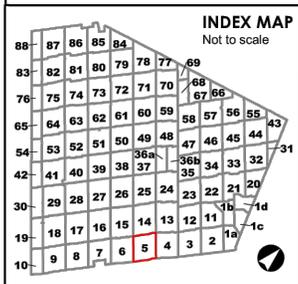
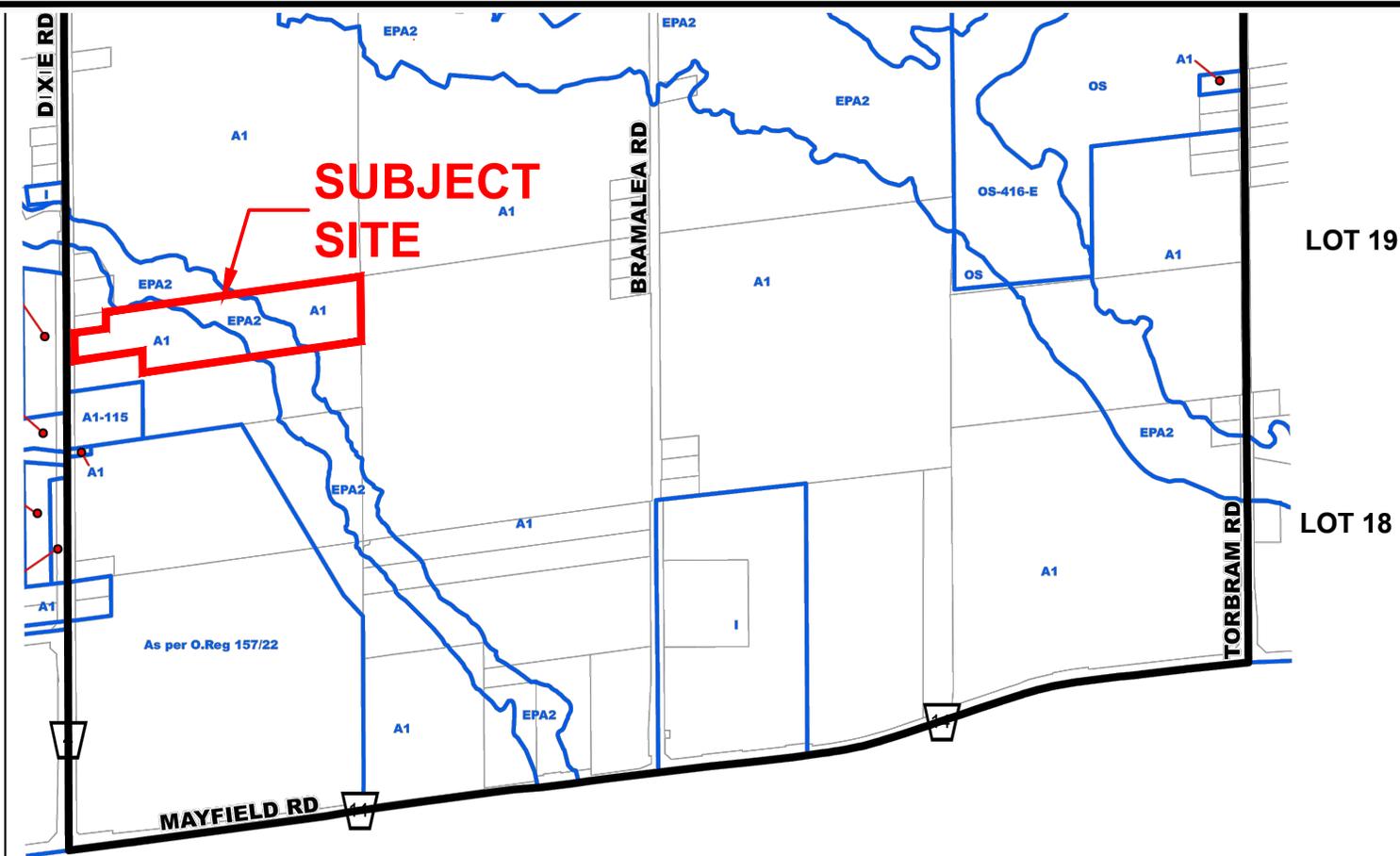
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# TAB #5



**A2 ZONE SYMBOL**  
**A2-### ZONE SYMBOL**  
 Note: Number of suffixes represent Exceptions which can be looked up in the Exceptions section of the By-law.

**ZONE BOUNDARY**

**STRUCTURAL ENVELOPE MAP**

**NIAGARA ESCARPMENT DEVELOPMENT CONTROL AREA**  
 Lands lying within the Development Control area pursuant to the Niagara Planning and Development Act are subject to permit requirements under Ontario Regulations 685/50, as amended.

**OAK RIDGES MORAINÉ CONSERVATION PLAN AREA BOUNDARY**

**WELLHEAD PROTECTION AREA BOUNDARY**  
 WP-2 WP-5 WP-10 WP-25  
 Zone Maps amended to indicate the 2, 5, 10, and 25 year Wellhead Protection Areas.

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**BY-LAW 2006-50**  
**ZONE MAP 5**  
**SCHEDULE "A"**

0 140 280 560 1m

TOWN OF CALEDON

Date: 3 April 2006 Revised: June 22, 2022

File: S:\POLICY SECTION\GIS\zoning\_bylaw2015\_mxd

**5**

**EXTRACT FROM ZONE MAP 5**  
**SCHEDULE "A"**  
**TOWN OF CALEDON ZONING BY-LAW 2006-20**

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