



KING

PLANNING JUSTIFICATION BRIEF

12189 DIXIE ROAD & 0 DIXIE ROAD
TOWN OF CALEDON
REGION OF PEEL



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Section 1: Executive Summary

This Planning Justification Brief has been prepared in support of a Temporary Use Zoning By-law Amendment under *Section 39* of the *Planning Act* to permit a transport depot use at 12189 & 0 Dixie Road in the Town of Caledon (Ward 2). The proposed by-law would authorize the temporary use of the Subject Lands for a period of three years to allow for the parking and storage of transport trucks and trailers, the provision of employee and accessible parking, and the adaptive reuse of the existing dwelling as an office. No new permanent buildings are proposed, and all site modifications will be minor and reversible, ensuring that the long-term redevelopment potential of the lands is preserved.

The Subject Lands have been identified by the Town of Caledon, the Region of Peel, and the Province of Ontario as part of a future employment corridor. They are designated as New Employment Area in the *Future Caledon Official Plan (March 2024)* and form part of the Region of Peel's Employment Area under the *Peel Official Plan (2022)*. The proposal provides an interim, employment-supportive use that is compatible with surrounding industrial and commercial operations and consistent with the transition of Dixie Road into a major goods-movement corridor. Agricultural policies are no longer applicable as the lands have been redesignated to employment, consistent with PPS 2024 and regional planning objectives.

Supporting technical studies, including archaeological, grading, stormwater, and traffic assessments, confirm that the proposed use will not create adverse impacts on natural heritage features, cultural resources, transportation infrastructure, or municipal servicing. The proposal can be accommodated on private well and septic systems for the limited duration of the temporary authorization and does not require premature extension of municipal services.

A public consultation strategy has been prepared, including statutory notice, signage, a public meeting, neighbourhood circulation, Indigenous engagement through submission of the Stage 1–2 Archaeological Assessment to the Haudenosaunee Development Institute, and ongoing availability of the applicant team to address community and Council inquiries.

In conclusion, the proposed Temporary Use By-law is consistent with the *Provincial Planning Statement (2024)*, conforms to the *Region of Peel Official Plan (2022)*, and conforms to both the Town of Caledon Official Plan and the *Future Caledon Official Plan (2024)*. It represents an efficient, compatible, and reversible interim use that supports employment objectives while safeguarding the long-term redevelopment vision for the lands. Approval of the application is recommended as it represents good planning and is in the public interest.



Section 2: Introduction

King Consultants Inc. are the retained planning consultants by 2572934 Ontario Ltd., c/o Gurwinder Mangat & Gagandeep Mangat (hereinto referred to as “Landowner”) to prepare and assist in pursuing the necessary planning approvals for a Temporary Use Zoning By-law Amendment. The Subject Lands are municipally known as 12189 Dixie Road & 0 Dixie Road (hereinto referred to as the Subject Lands). We acknowledge that the Subject Lands are currently operating a non-conforming use contrary to the By-law which involves a trailer and tractor parking with an existing single-family dwelling functioning as an office. The effects of the *Planning Act* application will be to permit temporary trailer and tractor parking and convert the existing Single-Family Dwelling into an office for *Transportation Depot* use for a period of 3 years. The Temporary Use By-law tenure is proposed to start from the final approval date of the application to a maximum of three years.

King Consultants Inc. was retained by the Landowner through their legal representation and involved as a result of a pre-judicial decision determined by the Town’s legal team. Given the area context and the recent approval of the *March 2024 Future Caledon Official Plan* transitioning the Subject Lands from *Agriculture* to *New Employment Areas*. Notwithstanding, the requirements of the *March 2024 Future Caledon Official Plan* requiring a Secondary Plan to be in place in order to process site-specific planning applications. The proposed Temporary Use By-law was deemed a reasonable solution to legalizing the contravening use.

Once expired, the Landowner will be applying for a more suitable and permanent use through the development application process that reflects the planned and existing prestige employment uses.

The purpose of this Planning Justification Brief is to provide the planning rationale and Justification on the merits of the planning application. Furthermore, this report and the supporting studies required by the Town will provide rationale as to why granting this Temporary Use By-law is appropriate and a reasonable solution to the existing non-conforming use of Subject Lands.



Figure 1 Aerial Image of the Subject Lands (Source: ESRI GIS Viewer)

2.1 Site Description

The Subject Lands (Figure 1.0) is located in the east side of Regional Road 4 Dixie Road and north of Regional Road 14 (Mayfield Road) in Caledon, Ontario. More specifically, it is located on the north eastside of Dixie Road and the Mayfield Road intersection.

The Subject Lands consist of two parcels legally described as:

Parcel 1 (12189 Dixie Road):

PT LT 18 CON 4 EHS CHINGUACOUSY PTS 4 TO 6, 43R3047; EXCEPT PT 13, 14, 16 TO 21, 43R20417; S/T CH21926 TOWN OF CALEDON;



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Assessment Roll Number: 212413000717910

Parcel Identification Number: 143470019.

Parcel 2 (0 Dixie Road):

PT LT 18 CON 4 EHS CHINGUACOUSY PTS 8 TO 10 43R3047; EXCEPT PT 22 TO 26 43R20417 ; S/T CH21926 CALEDON;

Assessment Roll Number: 212413000717920

Parcel Identification Number: 143470018

Section 3: Contextual Analysis and Surrounding Uses

The Subject Lands are comprised of two parcels owned under separate mortgages. Both parcels are rectangular in shape adjoined by the north and south interior lots lines respectively. Parcel 1 is supported by a lot area of 3779.87m²; a lot width of 45.69m and lot depth of 84.28m. The site is supported by a single-family dwelling (vacant) existing building with a footprint of 261.09M². The Municipal Property Assessment Corporation (MPAC) records suggest the dwelling was constructed in 1982 and classifies the lot as assessment code 301 – residential (not on water). The dwelling is currently serviced by private well and private septic servicing with the ability to connect to municipal services when they become available through the Region of Peel's current infrastructure project on Dixie Road. Furthermore, the property is subject to multiple easements (registered 43R's) along the frontage abutting Dixie Road and namely a hydro utility easement. We note at the time of writing this report, a number of construction projects are taking place to install new hydro-poles, adjust culverts and provide municipal servicing. A reference plan labeled 43R-40447 and an updated Surveyor's Real Survey Report are provided in Appendix A and Appendix B of this report.

Parcel 2 is supported by a lot area of 3776.7458m², a lot width of 44.70m and a lot depth 83.32m. The site is currently vacant and does not have official access to Dixie Road which is provided through Parcel 1. Similarly, Parcel 2 is also subject to a number of utility easements and road widening blocks along the frontage of the lot. Based on the Land Registry of Ontario and Geowarehouse records, both Parcel 1 and Parcel 2 were severed from the original township lot (currently the abutting property to the rear) in 1975 by 43R3047. A majority of the lands have been graveled although maintains similar grades with a higher point from Dixie Road to the lowest point located along the rear lot line.



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The combined site statistics of the combined Subject Lands are supported by a lot area of 0.772 Ha (1.909 Acres), supported by a frontage of 92.65m, a depth of 84.28m, a lot width (rear lot line) of 92.44m and existing driveway access on Dixie Road.

The surrounding uses are summarized as follows:

North: Immediately north of the Subject Lands, along Dixie Road, are Prestige Industrial uses primarily consisting of warehouses, distribution centers as proposed currently site is under development, warehouses and distribution centers, Landscape gardening supplies store, Rural Residential Dwellings.

South: Immediately south of the Subject Property, along Dixie Road, are Prestige Industrial uses primarily consisting of warehouses, distribution centers as proposed currently site is under development, warehouses and distribution centers.

East: Immediately east of the Subject Property, along Dixie Road, are Prestige industrial uses primarily consisting of warehouses, distribution centers as proposed currently site is under development.

West: Immediately west of the Subject Property, prestige industrial along Dixie road, proposed plan for creating 11 blocks for prestige industrial and general industrial uses.

Section 4: Planning History

The Subject Lands were jointly purchased by the Landowner in 2014 and used as a primary residence. Over time, the property became a rental with one tenant in 2022 to manage the property prior to the presence of the contravening use which appears in 2023. From our understanding, the Landowner's legal representative and the Town Legal team discussed a potential solution for the Subject Lands in a pre-judicial trial held in June of 2024. Since then, the activities contrary to the By-law on the Subject Lands were rectified and halted till the application for Temporary Use was approved. As noted in this report, King Consultants Inc. Filed a Pre-application Review Committee (PARC) Meeting Form and Checklist dated October 16th 2024 under the cover of PRE-2024-2025. A PARC meeting was scheduled and held on December 5th 2024 with Staff to review the comments relevant to the application. An update was provided to the Town's Legal Staff December 11th 2024 with a path forward to initiating and engaging with consultants in support of the submission.



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The PARC Comments required the following studies and plans to be completed to be deemed as a Complete Application:

- Cover letter by King Consultants Inc.;
- Completed Preliminary (PARC) Meeting Form by King Consultants Inc.;
- Planning Justification Brief by King Consultants Inc.;
- Scalable Concept Plan (not a detailed Site Plan drawing or a formal Site Plan Application) by King Consultants Inc.;
- Zoning By-law Matrix by King Consultants Inc.;
- Draft Zoning Bylaw with associated schedule by King Consultants Inc.;
- Zoning Bylaw Amendment Application Form by King Consultants Inc.;
- Zoning By-law Amendment Application Fee of \$39,900.00 provided by the Landowner
- Survey Plan (topographical) and Building Elevation Study by Genesis Land Surveying Inc.;
- Stormwater Management Report by ARIK Engineering Inc.;
- Site Grading and ESC Plan by ARIK Engineering Inc.;
- Stage 1-2 Archaeological Assessment (Ministry of Citizenship and Multiculturalism be addressed prior to zoning approval, not prior to making a complete submission of the ZBA);
- Transportation Impact Study (Traffic, Parking and TDM scoped down as per Terms of Reference by Traffic+ Engineering Ltd.); and,
- Swept Path Assessment by Traffic+ Engineering Ltd.

Section 5: The Proposal

The proposed development consists of parking for transportation tractor and trailers on the Subject Lands, accompanied by the restoration of an appropriate landscape treatment and a conversion of the existing Single-Family Dwelling into a temporary office to manage the operation. The existing access will be modified to accommodate egress of tractor trailers and the fire route as required. Upon the expiration of the temporary use, the future access through a mutually shared driveway proposed in the adjacent lands owners draft plan of subdivision (Official Plan Amendment 2021-0005 & Zoning By-law Amendment 2021-0007) and site plan application (2021-0013) which will close the existing driveway on Dixie Road. Adjustments will be made to the existing parking area to ensure the site grading and stormwater management components adheres to the recommendations of supporting studies. There are no



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environmental features or cultural heritage elements identified within the Subject Lands. Figure 2.0 illustrates the conceptual layout of the proposal as it adheres to staff comments.





5.1 Proposed Concept Site Plan And Parking Plan

The proposed Site Plan has been discussed with staff and consultants to ensure the proposed can be deemed temporary in nature, does not require extensive construction of permanent buildings or structures or the significant alteration of the land.

The updated Conceptual Site Plan illustrates the following site statistics:

- A landscape area of 2959.27M²;
- A gravel area of 3112.26M²;
- An asphalt area of 1395.36 M²;
- 18.0 Trailer Parking Stalls with a width of 4.50M and length of 18.30M;
- 5.0 Truck Parking Stalls with a width of 4.00M and length of 9.00M;
- 19.0 Parking stalls with a width of 2.75M and length of 6.00M ;
- 1.0 Type A accessible parking stall having a width of 3.40M and length of 6.00M;
- 1.0 Type B accessible parking stall having a width of 2.40M and length of 6.00M;
- One buffer strip with a width of 1.50M and length of 6.00M;
- A 9.66M wide driveway aisle for motor vehicles;
- A minimum driveway aisle of 15.80M for commercial motor vehicles; and,
- A minimum 0.00M Landscape buffer at the entrance and a maximum Landscape buffer strip of 3.00M.

The proposal does not interfere with the site functionality without making permanent alterations and maintains the changing characters of the area from Agriculture to Employment uses. Furthermore, the proposed temporary parking will allow landowners to locate their commercial vehicles and expand their employment base. Another application will be filed after the Site Plan approval of the temporary parking is established to incorporate a permanent zoning for employment uses on the Subject Lands consistent with the current Employment Area objectives.

Section 6: Summary of Findings of Supporting Studies and Materials

The following studies have been submitted to support the Temporary Use Zoning By-law Amendment Application:



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- Cover letter by King Consultants Inc.;
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- Draft Zoning Bylaw with associated schedule by King Consultants Inc.;
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- Survey Plan (topographical) and Building Elevation Study by Genesis Land Surveying Inc.;
- Stormwater Management Report by ARIK Engineering Inc.;
- Site Grading and ESC Plan by ARIK Engineering Inc.;
- Stage 1-2 Archaeological Assessment (Ministry of Citizenship and Multiculturalism be addressed prior to zoning approval, not prior to making a complete submission of the ZBA);
- Transportation Impact Study (Traffic, Parking and TDM scoped down as per Terms of Reference by Traffic+ Engineering Ltd.); and,
- Swept Path Assessment by Traffic+ Engineering Ltd.

6.1 Zoning Matrix and Draft Zoning By-law

Table 1.0 Zoning By-law Matrix

POLICY FRAMEWORK AND LOT STANDARDS			
DESCRIPTION			
PEEL REGION OP 2022	EMPLOYMENT AREA		
CALEDON OP 2024 Cons.	PRIME AGRICULTURAL AREA		
FUTURE CALEDON PLAN	NEW EMPLOYMENT AREA		
ZONING BY-LAW	BY-LAW 2006-50 - A1		
	REQUIREMENT	PROPOSED	
Permitted Uses	Agricultural-related Commercial and Industrial Agri-Tourism Accessory Apartment Accessory Bunkhouse Accessory Dwelling Detached Dwelling Farm Other Agriculture-related	Same with the additional temporary use for transportation depot use consisting of a temporary office and commercial parking area	



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	uses		
Lot Areas (Minima)	8Ha	0.772Ha (Existing)	
Lot Frontage (Minima)	120m	91.39m (Existing)	
Building Area (Maximum)	Lesser of 5% or 1ha	3.37% (Existing)	Same
Yards:			
Front Yard (Minima)	18m	36.53m	Same
Rear Yard (Minima)	10m	31.25m	Same
Interior Side Yards (Minima)	3m	52.04(N) 12.24(S)	Same
Building Heights (Maxima) Non-Residential uses	12.2m	8.6m (Existing)	Same
Landscape Area (Minimum)	10%	38.29%	Same
Driveway Setback (Minimum)	3m	15m	Same
Parking Space setback (Minimum) From any Street Line	3m	15m	Same
Table 5.2 Minimum Off-Street Parking Requirements		261.09M ² /90M ² = 2.901 Parking Spaces	
Transportation Depot Use: a) If associated office or retail net floor areas are 15% or less of the total net floor area: • Up to 7,000 m ² – 1 parking space per 90 m ² net floor area or portion thereof;		Proposed: 19.0 Parking Spaces	
5.2.6 Barrier Free Parking (By-law 2015-058):		1.0 Type A and 1.0 Type B with a 1.50m buffer strip provided for Barrier Free Parking.	
Parking and Storage of Tractor Trailers 5.2.20.1		Proposed Parking and Storage of Tractor Trailers on an Agricultural Zone whereas the By-law prohibits this type of parking and storage.	
5.3.2 Loading Space Requirements under Table 5.3.1: 300m² or less = Nil		Proposed: Nil	Same

A copy of the draft Zoning By-law is provided in the appendix of this Brief.

6.2 Survey Plan (Topographical) and Building Elevation

A Survey Plan with topographical details and spot elevations is prepared by Genesis Land Surveying Inc. dated January 24, 2025, in support of the application. The topographical details



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provided by the Surveyor determined that the first-floor elevation is ± 262.45 . The corresponding Survey Report notes the following:

Two distinct properties were surveyed as part of this survey investigation. The two properties surveyed include:

P.I.N. 14347-0018 (LT): This property is described as part of LOT 18, Concession 4, East of Hurontario Street in the Geographic Township of Chinguacousy, in the Town of Caledon, Regional Municipality of Peel, being further described as PARTS 8, 9 & 10 on PLAN 43R-3047, EXCEPT PARTS 22, 23, 24, 25 & 26 on PLAN 43R-20417; and,

P.I.N. 14347-0019 (LT): This property is described as part of LOT 18, Concession 4, East of Hurontario Street in the Geographic Township of Chinguacousy, in the Town of Caledon, Regional Municipality of Peel, being further described as PARTS 4, 5 & 6 on PLAN 43R-3047, EXCEPT PARTS 13, 14, 16, 17, 18, 19, 20 & 21 on PLAN 43R-20417

The surveying exercise found that the boundary lines found in reference plans were shorter than the depth of the properties described by PLAN 43R-3047 and PLAN 43R-20417. The comparison between the surveyed dimensions of the Subject Lands and dimensions are shown on the Plan of Survey. We note two Registered Easements were found transversing the front yard of the Subject Lands with following registration to Title:

SUBJECT TO an easement in favour of The Hydro-Electric Power Commission of Ontario over the PART 9 on PLAN 43R-3047, as described by Instrument No. CH21926

SUBJECT TO an easement in favour of The Hydro-Electric Power Commission of Ontario over the lands described by Schedule A described by Instrument No. CH21926

The Conceptual Site Plan illustrates the easements in question. The site design ensures that transportation depot use does not encroach or encumber the Registered Easements. Generous areas are provided to incorporate landscaping and snow storage without interfering with the function of easements.



6.2 Stormwater Management Report

A Stormwater Management Report is prepared by ARIK Engineering Ltd. dated March 5, 2025 is prepared to address staff's concerns and support the implementation of the application. Stormwater management in Caledon is governed by a robust framework of municipal and provincial standards. The Town's **Development Standards Manual** and **Engineering Design Criteria** mandate that all developments address stormwater quantity, quality, and erosion control. New infrastructure and alterations must comply with the:

- Town of Caledon Intensity–Duration–Frequency (IDF) curves for rainfall data;
- Rational Method and Modified Rational Method for peak flow and volume estimation;
- Minimum standards for detention storage, treatment train approaches, erosion and sediment control, and Low Impact Development (LID) measures

6.2.1 Stormwater Management Objectives

The SWM strategy for 12189–0 Dixie Road is designed to achieve the following:

- Ensure that **post-development runoff rates and volumes** for all storm events up to 100-year do not exceed pre-development conditions;
- Incorporate **infiltration-based stormwater control** for the gravel trailer parking area, promoting groundwater recharge and limiting surface runoff;
- Maintain compliance with LID best practices and quality treatment standards;
- Implement erosion and sediment control measures during and after construction;
- Provide long-term maintenance and monitoring of stormwater infrastructure.

6.2.2 Two-Area Analysis

The site is divided into **Area 1** (the area inclusive of office conversion and structure) and **Area 2** (proposed for gravel trailer parking and infiltration system). Each area is analyzed for both pre- and post-development conditions.

6.2.3 Pre- and Post-Development Runoff Volumes: Summary Table

The following table presents a direct comparison of modeled pre- and post-development runoff volumes for Area 1 and Area 2, based on calculations provided in the SWM Brief and conforming references:



Table 2.0: Pre-and Post-Development Runoff Volumes

Drainage Area Condition		Runoff Volume (m ³)
Area 1	Pre-Development	49.5
Area 1	Post-Development	61.2
Area 2	Pre-Development	28.7
Area 2	Post-Development	35.4

Area 1 shows a moderate increase in runoff volume following the conversion of the dwelling to office use, primarily due to reclassification of surfaces (e.g., entrance improvements, regulated parking). **Area 2** undergoes a higher shift in runoff behavior due to the addition of the gravel trailer parking, which, while more pervious than typical asphalt, is still modeled with a runoff coefficient closer to that of impervious surfaces because of compaction and expected vehicular traffic. The net result is a projected increase in total runoff volume under post-development conditions. The SWM design must capture and mitigate this increase, as detailed in the next section.

6.2.4 Infiltration System Design for Gravel Trailer Parking

The stormwater management design for Area 2 employs a **subsurface infiltration system** to reduce, detain, and treat increased runoff from the parking area. Key design components include:

- **Surface:** A granular (gravel) layer that promotes infiltration while providing a durable parking surface for trailers;
- **Subsurface Storage:** An engineered infiltration trench (or gallery) consisting of clean, angular aggregate / stone with high void space (typically ~40%), sized for the regulatory 100-year storm event;
- **Geotextile Fabric:** Encasing the sides and bottom of the trench to prevent sediment intrusion and preserve porosity over time;
- **Overflow Mechanisms:** Outlets or overflow swales to maintain positive drainage during extreme events, directing excess water to safe discharge locations without adversely impacting adjacent properties or watercourses;
- **Pretreatment:** Upstream oil and grit separators and vegetated filter strips to remove coarse solids and hydrocarbons prior to infiltration, supporting minimum 80% TSS removal.



This system directly aligns with **Low Impact Development (LID)** best practices, which emphasize treating and infiltrating runoff at the source to mimic natural hydrology, reduce pollution loads, and support aquatic ecosystem health.

6.2.5 Sizing and Hydraulic Assessment

The infiltration trench is designed to accommodate the incremental post-development runoff volume (the difference between pre- and post-development for Area 2, here approximately 6.7 m³ for the design event), but sized conservatively to manage up to the 100-year storm event as required by municipal guidelines.

- **Depth and Storage:** The trench is generally specified to provide up to 0.3 meters of surface storage, with a total storage volume exceeding the modeled increase in runoff.
- **Hydraulic Conductivity:** Soils are assumed to exhibit adequate infiltration capacity, as verified by percolation or borehole testing, to facilitate rapid drawdown and minimize risk of surface ponding.

6.2.6 Pre- and Post-Development Runoff Volumes for Area 1 and Area 2

Table 3.0: Pre-and Post-Development Runoff Volumes

Drainage Area	Pre-Development Runoff Volume (m ³)	Post-Development Runoff Volume (m ³)
Area 1	49.5	61.2
Area 2	28.7	35.4

The table provides a clear comparative assessment, highlighting the incremental increase in surface runoff resulting from the proposed changes. The post-development scenario for **Area 2** (gravel parking) especially underlines the impervious behavior that gravel can present under compaction—a key technical justification for the infiltration system. The SWM measures proposed ensure that both areas do not exacerbate downstream flooding or pollution risks, with stormwater retained, treated, and infiltrated on-site to the greatest extent feasible.

In summary, the proposed development at 12189 – 0 Dixie Road in Caledon has been designed to maintain the existing drainage patterns while effectively managing post-development stormwater runoff. The stormwater management analysis demonstrates that the increase in runoff volume for Area 1 is negligible and does not warrant additional storage



infrastructure. For Area 2, the proposed gravel parking area, underlain with 300 mm of 50 mm clear stone, provides a total storage volume of 373.85 m³—exceeding both the required effective storage of 144.11 m³ and the gross post-development runoff volume of 306.93 m³. The infiltration system has been engineered in accordance with MECP guidelines, ensuring adequate drawdown and percolation rates. Overall, the stormwater management strategy supports the proposed land use and confirms that the development will not adversely impact the surrounding hydrological condition.

6.3 Site Grading and Erosion Sediment Control Plan

Although it is not required for this Zoning By-law Amendment, a Site Grading and Erosion Sediment Control Plan is prepared by ARIK Engineering Ltd dated March 5th, 2025, is in support of the application. The Site Grading and Erosion and Sediment Control (ESC) Plan for 12189 – 0 Dixie Road in Caledon has been developed to preserve the existing drainage patterns while supporting the proposed development. The grading design ensures smooth elevation transitions across the site, with slopes ranging from 1% to 5% to promote controlled surface runoff and prevent localized ponding. Swales and subdrains are strategically placed to direct runoff away from built structures and toward infiltration areas, maintaining hydrological integrity and minimizing off-site impacts. Elevations around the existing dwelling and proposed office conversion are carefully managed to ensure compliance with municipal grading standards and functional drainage.

The ESC measures are comprehensive and consistent with the Town of Caledon's requirements. Sediment control fencing, temporary seeding of topsoil piles, and stabilization of disturbed areas within seven days are all specified to mitigate erosion during construction. Permanent sod is required within seven days of construction completion to ensure long-term stabilization. Monitoring wells are included to evaluate infiltration system performance, and monthly ESC reports prepared by a professional engineer are mandated to ensure ongoing compliance. The plan also outlines compaction standards for fill and granular materials to ensure structural stability and minimize settlement risks. Overall, the grading and ESC strategy is technically sound, environmentally responsible, and aligned with municipal planning and engineering expectations.



6.4 Stage 1-2 Archaeological Assessment and Ministry Confirmation Letter

A Stage 1-2 Archaeological Assessment is prepared by Thomas G. Arnold & Associates dated May 28th, 2025, is in support of the application. The Stage 1 and 2 Archaeological Assessment for 12189 Dixie Road in Caledon was conducted in accordance with the 2011 Standards and Guidelines for Consulting Archaeologists. The Stage 1 review identified archaeological potential on approximately 0.17 ha of the 0.8 ha property, based on proximity to known archaeological sites, historic transportation routes, and natural water sources. The remaining 0.63 ha was deemed to have no cultural heritage value due to prior disturbance from building footprints and extensive landscaping. A Stage 2 shovel test pit survey was completed on the undisturbed portion of the site, including narrow strips along the eastern and western boundaries. No artifacts or cultural features were recovered, and the area was subsequently determined to have no remaining archaeological potential. The report concludes that no further archaeological assessment is required for the proposed development.

An expedited letter request has been submitted to the Ministry for review and approval.

6.5 Traffic Impact Study and Swept Path Assessment

A Traffic Impact Brief and Swept Path Assessment was prepared by Traffic+ Engineering Ltd. (July 2025) in support of the proposed Temporary Use Zoning By-law Amendment for 12189 & 0 Dixie Road. The purpose of the study was to evaluate the operational capacity of the surrounding road network, assess site access and circulation, and confirm that the proposed truck yard use can be accommodated without adverse transportation impacts.

Key Findings of the Study

- The subject site will utilize the existing full-movement driveway access to Dixie Road. No new access points are required.
- The trip generation analysis drew on a comparable truck yard facility at 12434 Dixie Road, reviewed and accepted by both the Town of Caledon and the Region of Peel. The analysis concluded that the subject site will generate negligible new traffic, with estimated AM and PM peak hour trips falling within the operational capacity of Dixie Road.
- Future traffic projections to the 2030 horizon year, applying a conservative 5% annual growth rate, confirm that the intersection of Dixie Road and the site access will operate at LOS A–C during the AM peak and LOS A–D during the PM peak, with volume-to-capacity ratios well below thresholds of concern.



- Swept path assessments using AutoTURN software confirmed that typical passenger vehicles, dump trucks, and WB-20 articulated trucks can maneuver safely into, within, and out of the site without operational conflict.
- Parking supply exceeds zoning requirements, with 20 spaces provided against a minimum of 3 required under the Zoning By-law. This surplus ensures adequate accommodation of employees, visitors, and truck drivers' personal vehicles.
- The existing access driveway provides adequate sight distances in both directions along Dixie Road, meeting or exceeding TAC design standards.

Section 7: Policy Justification and Analysis

This Planning Justification Brief has been prepared with additional documentation and studies to support the landowner's request for temporary use permissions from the Town of Caledon. This report provides a planning analysis and justification supporting the proposed Temporary Use Zoning By-law Amendment following sound planning principles and efficient use of the Lands. Furthermore, this report will give an overview of the Subject Property's existing standards, an outline of the proposed request, the economic impact of the proposal, and an evaluation of the proposal in the context of the *Matters of Provincial Interest, Section 2 and Section 39* in the *Planning Act, Provincial Planning Statement (2024)*, Region of Peel Official Plan 2022, *Town of Caledon Official Plan 2024*, *Town of Caledon Future Official Plan (March 2024)* and the *Town of Caledon Zoning By-law*, as amended.

7.1: Provincial Policies

7.1.1 The *Planning Act*

The *Planning Act* establishes the legal structure and outlines the authorities and responsibilities of municipalities and planning bodies. It aims to provide fair, accessible, timely, and efficient planning processes through legislative mechanisms. Furthermore, the Act promotes sustainable economic development in a healthy environment within a provincial policy framework and land use planning system. Integrating matters of provincial interest into provincial and municipal planning decisions is upheld by aligning decision-making processes and coordination among various interests.

The *Act* further provides the basis for various planning tools based on municipal discretion for preparing Official plans and Zoning By-laws to delegate matters of provincial interest, such as



economic development policy direction through provincial plans (i.e. Growth Plan) and providing employment opportunities.

Section 2 discusses the provincial interest and holds significant importance in determining Ontario's overall direction of land use planning decisions. Its contents are as follows:

2 “area of employment” means an area of land designated in an official plan for clusters of business and economic uses, those being uses that meet the following criteria:

- 1. The uses consist of business and economic uses, other than uses referred to in paragraph 2, including any of the following:*
 - i. Manufacturing uses.*
 - ii. Uses related to research and development in connection with manufacturing anything.*
 - iii. Warehousing uses, including uses related to the movement of goods.*
 - iv. Retail uses and office uses that are associated the uses mentioned in subparagraphs i to iii.*
 - v. Facilites that are ancillary to the uses mentioned in subparagraphs i to iv.*
 - vi. Any other prescribed business and economic uses.*
- 2. The uses are not any of the following:*
 - i. Institutional uses.*
 - ii. Commerical uses, including retail and office uses not referred to in subparagraph 1 iv (“zone d’emploi”)*

Area of employment

(1.1) An area of land designated in an official plan for clusters of business and economic uses is an area of employment for the purposes of this act even if the area of land includes one or more parcels of land that are subject to official plan policies authorizing the continuation of a use that excluded from being a business and economic use under paragraph 2 of the definition of “area of employment” in subsection (1), provided that the use was lawfully established on



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the parcel of land before the day subsection 1 (1) of schedule 6 to the helping homebuyers, protecting tenants act, 2023 came into force. 2023, c.10, sched. 6, s. 1(2).

Same

(1.2) For greater certainty, the official plan policies referred to in subsection (1.1) shall not authorize a use that is excluded from being a business and economic use under paragraph 2 of definition of “area of employment” in subsection (1) of schedule 6 to the helping homebuyers, protecting tenants act, 2023 came into force. 2023, c. 10, Sched. 6, s. 1(2).

Purposes

1.1 The purposes of this Act are,

- (a) to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this act;*
- (b) to provide for a land use planning system led by provincial policy;*
- (c) to integrate matters of provincial interest in provincial and municipal planning decisions;*
- (d) to provide for planning processes that are fair by making them open, accessible, timely and efficient;*
- (e) to encourage co-operation and co-ordination among various interests;*
- (f) to recognize the decision-making authority and accountability of municipal councils in the planning. 1994, c. 23, s. 4.*

Zoning by-laws

34(1) Zoning by-laws may be passed by the councils of local municipalities:

Restricting use of the land

- 1. For prohibiting the use of land. For or expect for such purposes as may be set out in the by-law within the municipality or within any defined area or areas or abutting on any defined highway or part of a highway.*

Temporary use provisions

39 (1) The council of a local municipality may, in a by-law passed under section 34, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law. R.S.O. 1990, c. P.13, s. 39(1).

(1.1), (1.2) Repealed: 2002, c. 17, Sched. B, s. 11(1).



Area and time in effect

39 (2) A by-law authorizing a temporary use under subsection (1) shall define the area to which it applies and specify the period of time for which the authorization shall be in effect, which shall not exceed three years from the day of the passing of the by-law. 2002, c. 17, Sched. B, s. 11(2).

Extension

39 (3) Despite subsection (2), the council may by-law grant further periods of not more than three years each during which the temporary use is authorized. R.S.O. 1990, c. P.13, s. 39(3).

Non-application of cl. 34 (9) (a)

39 (4) Upon the expiry of the period or periods of the time mentioned in subsections (2) and (3), clause 34 (9) (a) does not apply so as to permit the continued use of the land, buildings or structures for the purpose temporarily authorized. R.S.O. 1990, c. P.13, s. 39(4)

In accordance with *Section 39* of the *Planning Act*, Temporary Use provisions must be considered regarding the proposed development. This Section provides policy directions for proposals that are temporary in nature and for a duration and proposes no permanent use of land, buildings, or structures for any purpose that would otherwise be prohibited under by-laws passed under *Section 34*.

7.1.2 Zoning By-Law Amendment (Temporary Use)

The proposed application for a Zoning By-law Amendment seeks to permit the temporary use of the Subject Property for Truck/Trailer parking, car parking and accessible car parking through an existing entrance on Dixie Road. Consistent with *Section 39* of the *Planning Act*, the use does not propose any permanent or temporary structures and will only create reversible surface level changes for the parking area. Furthermore, the proposed Zoning By-law Amendment will be established for 3 years as per the *Act*.

Analysis

The proposed Temporary Use Zoning By-law directly aligns with the *Planning Act*. It provides for the interim legalization of an existing non-conforming use while the area transitions into its planned long-term role as a part of the *New Employment Area*. This represents an orderly, sustainable approach that avoids prolonged enforcement actions or abandonment of lands. A Site Plan application will be made to concurrently implement the use and address further concerns through the detailed design stage. The proposal satisfies matters of Provincial interest by supporting employment opportunities on strategically located lands, promotes efficient and adaptive development on a major goods movement corridor and maintains the future ability of the lands to develop into prestige industrial employment in accordance with the



Town and Region's growth vision. Therefore, the proposal conforms and is enabled under *Section 34*, *Section 39* and advance matters of Provincial interest.

7.2 Provincial Planning Statement, 2024

The *Provincial Planning Statement (2024)* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. *Section 3* of the *Planning Act* requires that land use planning decisions be consistent with the PPS, ensuring that matters of provincial interest, as identified in *Section 2* of the *Planning Act*, are addressed.

The Subject Property is located within a defined settlement area and urban area boundary in the Town of Caledon. The vitality and regeneration of settlement areas is crucial and critical to the long-term economic prosperity of communities. As such, it is the interest of municipalities with the guidance of the PPS to use land and resources wisely, to promote efficient development patterns, protect resources, ensure effective use of infrastructure and public expenditures in lieu of development pressures. *2.3 Settlement Areas* provides the following policy directions:

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.*



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3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

2.8.1 Supporting a Modern Economy

1. *Planning authorities shall promote economic development and competitiveness by:*
 - a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
 - b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
 - c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
 - d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
 - e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*



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2. *Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.*
3. *In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.*

2.8.2 Employment Areas

1. *Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.*
2. *Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.*
3. *Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:*
 - a) *planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;*
 - b) *prohibiting residential uses, commercial uses, public service facilities and other institutional uses;*
 - c) *prohibiting retail and office uses that are not associated with the primary employment use;*
 - d) *prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and*
 - e) *including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.*



4. Planning authorities shall assess, and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.

c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and

d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

3.2 Transportation Systems

- 1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3. As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

4.3.4 Removal of Land from Prime Agricultural Areas

- 1. Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 2.3.2.*

4.3.5 Non-Agricultural Uses in Prime Agricultural Areas

- 1. Planning authorities may only permit non-agricultural uses in prime agricultural areas for:*
 - b) limited non-residential uses, provided that all of the following are demonstrated:*
 - 1. the land does not comprise a specialty crop area;*
 - 2. the proposed use complies with the minimum distance separation formulae;*



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3. there is an identified need within the planning horizon identified in the official plan as provided for in policy 2.1.3 for additional land to accommodate the proposed use; and

4. alternative locations have been evaluated, and

i. there are no reasonable alternative locations which avoid prime agricultural areas; and

ii. there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.

2. Impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance.

Analysis

The PPS (2024) requires growth to be directed to settlement areas and emphasizes the protection of employment areas and freight-supportive development. The Subject Lands are within the Urban Boundary of Caledon, along Dixie Road and Mayfield Road, which is a key goods-movement corridor. The proposed temporary Transport Depot directly implements PPS direction by supporting employment activity and logistic functions in a strategic location in the interim. While the lands are still zoned *A1 - Agricultural Zone*, the Town of Caledon has already redesignated the site to *New Employment Area* under the *Future Official Plan (March 2024)*. This redesignation aligns with the *Region of Peel Official Plan 2022*, which identifies the lands as part of the Region's Employment Area structure. In effect, PPS agricultural protection policies no longer apply because the Town and Region have jointly transitioned the lands to employment designation. The PPS expressly supports this outcome, directing municipalities to protect and plan employment areas near goods-movement corridors. Therefore, the proposal is consistent and conforms to the policies and direction of the PPS (2024).

7.3 Region of Peel Official Plan 2022

As of July 1st, 2024, the Town was given planning responsibilities for the interpretation and implementation of the *Region of Peel Official Plan 2022* as it applies to Caledon. The Official Plan of the Region of Peel offers guidance on managing growth in the area through various objectives. It lays out a comprehensive framework for planning initiatives, such as safeguarding the environment, managing growth, intensifying development in suitable areas, and establishing a foundation for delivering regional services streamlined and efficiently. The



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plan provides policies that guide the development of employment and urban system within the Region of Peel's boundaries. *Schedule E-1 Regional Structure* and *Schedule E-4 Employment Areas* illustrates the 2051 New Urban Area and new Employment Areas in South Caledon where the lands are located. The following policies apply:

5.3 Growth Management Policies

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 planned infrastructure investments.

5.6 Urban System

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.

5.6.20.14.6 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.

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

5.8 Employment Areas

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.



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

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

5.8.22 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.

5.8.23 Direct the local municipalities to include policies in their official plans that support the intensification of existing Employment Areas with compatible employment uses.

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

5.8.29 Direct the local municipalities to include policies in their official plans that:

- a) prohibit the conversion of lands within Employment Areas to non-employment uses such as Major Retail, residential, and other sensitive land uses not ancillary to the primary employment use; and*
- b) provide an appropriate interface between Employment Areas and adjacent non employment areas to maintain land use compatibility.*

5.10.38 Goods Movement

5.10.38.1 To facilitate the development and maintenance of a safe and efficient goods movement network within Peel and between Peel and adjacent municipalities that supports the Regional economy while minimizing adverse impacts.

5.10.38.2 To optimize the use of existing goods movement infrastructure and capacity.

Policies

5.10.38.3 Work with other orders of government, agencies and ministries, the private sector and local municipalities to develop, maintain and implement a comprehensive, integrated and effective goods movement system that encourages the safe and efficient movement of goods by road, rail or air within and through the Region.

5.10.38.13 Promote the harmonization of the goods movement policies of all orders of government.



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5.10.38.14 Encourage, where possible, activities generating substantial goods movement traffic to strategically locate near highways, major roads, rail yards, Toronto Pearson International Airport and inter-modal facilities.

5.10.38.15 Work with the Province to facilitate the efficient movement of goods, link major goods movement facilities and corridors and by making goods movement the first priority of highway investments.

Analysis

The *Region of Peel Official Plan 2022* identifies the Subject Lands as part of the Urban System and Employment Area. The long-term function is to support warehousing, logistics, and industrial employment near Dixie Road and Mayfield Road, a planned goods-movement hub. The proposal is consistent with the objectives of the Plan while remaining limited and in a reversible manner. A future zoning by-law amendment will be proposed to be consistent with these policies and redevelop the site to continue supporting the goods-movements hub. Therefore, the proposal is consistent with the Urban System, supports the Employment Area objectives, and is consistent with the Region's planned growth structure.

7.4 Town of Caledon Official Plan

The Town of Caledon's current Official Plan on March 2024 Consolidation includes appeals and decisions made at the Council. This Plan aims to establish goals, objectives, and policies that guide the use of lands and determine where development should occur. The current Official Plan is proposed to be transitioned and replaced in phase to implement the new *Future Caledon Official Plan*. The following policies may apply, albeit transitioned and replaced with the new Official Plan; a separate section is provided in this Brief that speaks to the new policies:

Notwithstanding the schedules within the current Official Plan, the new Future Plan has replaced and transitioned the *Prime Agricultural* designations from the Subject Lands to New Employment Areas. The Plan continues to provide direction and policies relevant to the temporary use and employment areas.

The Town of Caledon Official Plan 2024 Section 6.13 Temporary Uses By-Laws provides the following policies, where deemed appropriate, provides temporary provisions in a Zoning By-Laws to recognize short term use of land, buildings or structures. The following policies apply:



6.2.13 Temporary Use By-laws

6.2.13.1 Notwithstanding the other policies contained in the Plan, Council may pass a Temporary Use By-law to permit a specific use on a site for renewable periods up to three (3) years in accordance with the provisions of the Planning Act. Temporary Use By-laws are not to be used in a way that will prevent the use of land for its intended purpose. Temporary Use By-laws provide a way to zone lands where it is known that a specific use is appropriate in the short-term.

6.2.13.2 Prior to the passing of a Temporary Use By-law, Council shall be satisfied that the proposed temporary use meets the following conditions:

- a) That it is compatible with neighbouring land use activities;*
- b) That adequate parking can be provided;*
- c) That an adverse impact on traffic will not be created;*
- d) That the construction of a permanent building or structure is not encouraged;*
- e) That the use cannot become permanent and difficult to terminate; and,*
- f) That adverse environmental impacts will be avoided, minimized or mitigated.*

Analysis

The Towns' Official Plan recognizes the strategic importance of Employment Areas and the need to conform to the new policy direction regarding Employment Areas in Official Plans from the *Planning Act* and PPS 2024. These newer policies and their implementation are to be guided in the *Future Caledon Official Plan* to conform. Although the lands are still zoned A1 – Agricultural Zone under the current zoning by-law, the Official Plan recognizes their long-term employment role. The proposed transportation depot is clearly an interim activity by requiring no new permanent buildings, reuses the existing dwelling as a temporary office, provides reversible site alterations, and ensures compatibility with the surrounding and planned industrial development. The elements of the proposal satisfies 6.2.13 which will allow for interim use until full employment development can occur. The application conforms to parts of the Towns' Official Plan that may still apply by enabling an interim, employment supportive-use without prejudicing the prestige employment vision.

7.5 Future Caledon Official Plan

The *Future Caledon Official Plan 2024* has been adopted by Council on March 26, 2024 with the Ministry of Municipal Affairs and Housing receiving the decision and circulating the *Plan* on the Environmental Registry of Ontario portal. A Growth Management and Phasing Plan report and Addendum Report were issued to make an amendment to the *Future Caledon Official Plan* on March 4, 2025. The effect of the amendment now dictates certain areas of the new urban boundary and system to develop within certain time frames of Phase 1 (2026-2036) and Phase 2 (2036-2051) for Community Areas and Employment Areas. The Subject Lands are illustrated to be within the Phase 1 Employment Area.

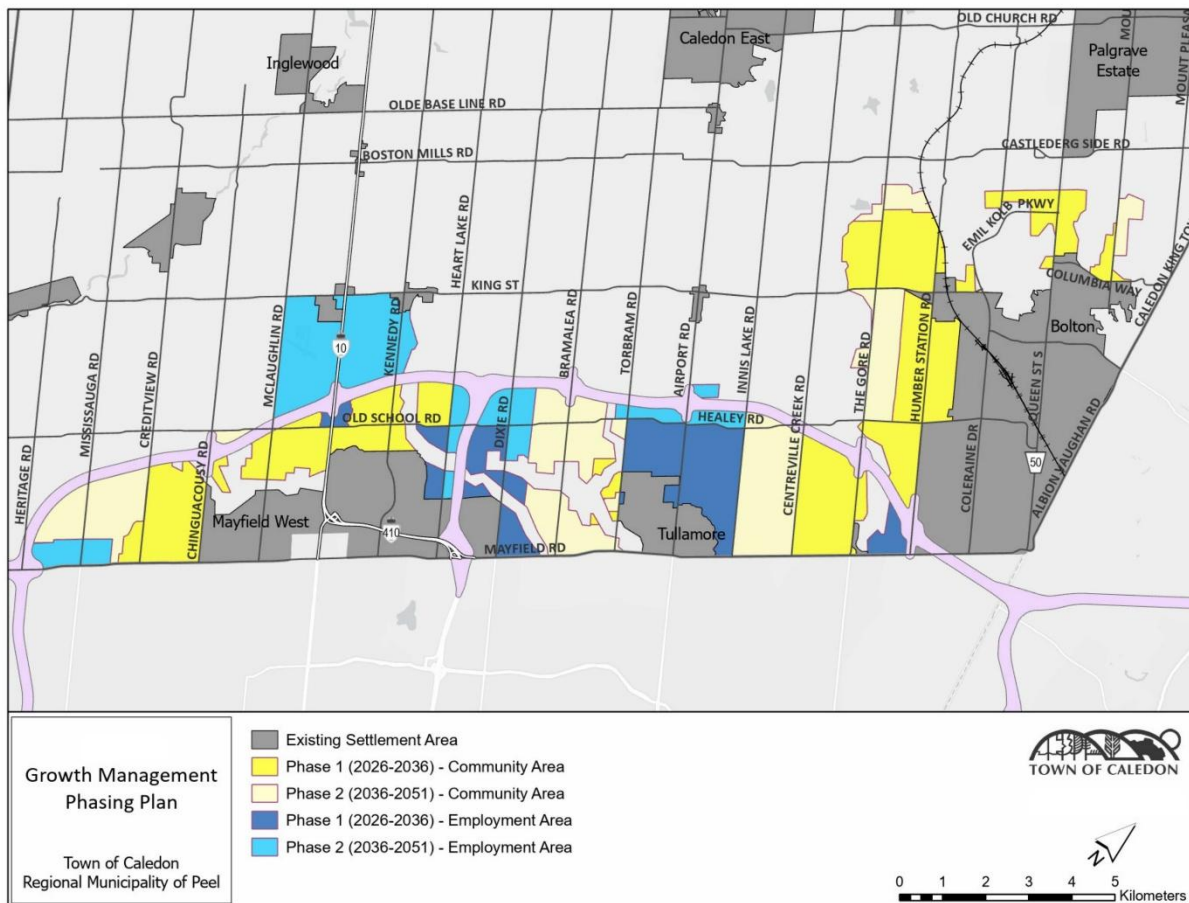


Figure 3.0 Growth Management Phasing Plan and Phases (Source: Town of Caledon)

The following policies apply:



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8.1 objectives

The planning objectives for economic opportunities are as follows:

- a) facilitate a sustainable, environmentally sound and diverse local economy;*
- b) attract and retain a talented labour force;*
- c) generate opportunities and provide support to residents, entrepreneurs, and investors;*
- d) welcome services and technologies responsive to the impacts of and solutions to climate change;*
- e) promote tourism, cultural and recreational opportunities;*
- f) streamline and improve processes and processing timelines to support development;*
- g) support the agricultural system and the local food economy through a range of activities and amenities including investment in agricultural services, value-added food processing, local distribution, consumption, and disposal;*
- h) promote economic development opportunities to support a low carbon energy transition; and,*
- i) encourage innovation to reduce the carbon footprint of employment areas and ensure resilience to extreme weather.*

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; and,*
- b) facilitate an efficient goods movement network connecting employment areas.*

11.6 Trucking and Goods Movement

Goods movement is an important aspect of the overall transportation system. Safe and efficient movement of goods and services within and through the Town is essential for sustained economic growth and in attracting and retaining a wide range of industries and businesses. The movement of trucks in the Town is regulated by means of a Bylaw, which restricts heavy truck movement to certain parts of the arterial road network and also regulates vehicle weights relative to the carrying capacity of roads and bridges.

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.

11.6.2 The Town will complete a Goods Movement and Logistics Land Use Strategy to inform a coordinated approach to planning for goods movement in strategic locations.

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 through truck traffic onto Regional arterial roadways, where road pavement structure is deemed structurally adequate;*
- b) will permit truck use of and collector roadways only as connectors to service Regional arterial routes, pending structural suitability;*
- c) will prohibit truck traffic on all local roadways, except in cases of local delivery and only in the absence of alternative acceptable routing;*



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g) will prohibit through-truck movement on collector and local roads within and adjacent to residential neighbourhoods;

h) will encourage activities generating substantial truck traffic to locate near arterials and Provincial highways; and,

12.3.9 Employment Areas

- a) Employment areas will be developed either on full regional piped services, individual private services or a combination of both. The servicing requirements of employment areas are set out in each land use designation.*
- b) An overall servicing plan will be required, approved by the Town and the Region, to address drainage and servicing issues and that addresses impacts both upstream and downstream. The final design details will be determined prior to site plan approval under Section 41 of the Planning Act, supported by a detailed drainage study and engineering service report to the satisfaction of the Town, the Region and/or the Toronto Region and Conservation Authority, done in accordance with an approved watershed plan or subwatershed study, where available. An agreement will be in place to the satisfaction of the Town, the Region and Conservation Authorities to provide for any off-site works to service the development.*

23.1 Employment Areas

23.1.1 *The Town supports the intensification of existing employment areas with uses that are compatible with existing uses, and will:*

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

23.5.4 Open Storage Uses, Contractors Yards and Truck and Trailer Parking

- a) The policies of this section apply to open storage uses, contractors yards and truck parking yards that are the principal use of a lot. In cases such as these, the use of the entire property for such uses is permitted provided year-round screening is provided on all lot lines through the use of landscaping, berms and/or solid fencing.*



- b) Maximum heights for open storage should be included within the implementing Zoning By-law.*

23.6 New Employment Area

The Town Structure established in Chapter 3 of this Plan establishes a framework for where and how Caledon will grow to the year 2051. It is within the Urban System where the majority of new population and employment will be accommodated. This section establishes the planning designations for the New Employment Areas that will be applied through the preparation and approval of secondary plans that are prepared in accordance with Part B of this Plan.

The New Employment Area designation identifies lands that will be developed for employment uses in the future. Development will not be permitted on these lands until a secondary plan is approved. Through the approval of a secondary plan, land use designations will be applied to replace the New Employment Area designation.

23.6.1 Objective

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 Preparation

- 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 existed at the time that this Plan was adopted;*
 - ii) minor expansions to uses existing at the time this Plan was adopted; and,*
 - iii) new agricultural uses, subject to Minimum Distance Separation II policies, as identified by the Province.*

23.6.3 Planning Designations

- b) Notwithstanding the requirement for full municipal sewage and water services, lands designated as a New Employment Area may be permitted to develop for interim dry employment uses that do not require extension of municipal services or any significant new infrastructure, subject to approval of a temporary use bylaw in conformity with Part G, Policy 25.1.11, Temporary Use By-laws. Development proposals for such employment uses will also demonstrate that:*



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- i) the long-term development and servicing of the lands for more intensive planned permanent employment uses will not be precluded;*
- ii) the land use will not prevent the comprehensive development of the area and will not require the construction of new permanent buildings or structures;*
- iii) the compatibility of the land use with existing and future surrounding land uses;*
- iv) access to the lands is appropriate for the proposed land use;*
- v) the temporary use will not adversely impact traffic or transportation facilities in the area and provides adequate on-site parking facilities;*
- vi) the owner will execute an agreement recognizing the temporary nature of the approvals;*
- vii) landscaping, screening and quality urban design are implemented on site;*
- viii) servicing options have been evaluated and the evaluation has confirmed that extension of full municipal services is not required or immediately available to service the proposed development;*
- ix) the preferred servicing option is acceptable to the Region and Town, and will be financially feasible and sustainable for both;*
- x) when full municipal services are extended and made available, the development, at no cost to the Region or Town, will connect to the municipal water and wastewater servicing system on terms acceptable to the Region and Town;*
- xi) the objectives, targets, criteria, and recommendations of the Region of Peel Scoped Subwatershed Study (Wood et al., 2022) including identification of a natural heritage system and stormwater management requirements have been addressed; and,*
- xii) environmental and agricultural impact assessments, and other land use compatibility evaluations have been completed and will be addressed in accordance with the policies of the Region of Peel Official Plan and this Plan.*



25.1.11 Temporary Use By-laws

- a) The Town may, in a zoning by-law, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the zoning by-law for renewable periods up to three years. A temporary use by-law will only be enacted where it has been deemed that the use is appropriate in the short-term and would not hinder the eventual planned use of the land.*
- b) In considering the enactment of a temporary use by-law, Council will be satisfied that the proposed temporary use:*
 - i) is in general conformity with the intent and policies of this Plan;*
 - ii) is compatible with adjacent lands uses;*
 - iii) is temporary in nature, appropriate for a limited time span and can be terminated when the authorizing by-law expires;*
 - iv) avoids, mitigates or minimizes adverse effects or negative impacts on the Natural Environmental System;*
 - v) has sufficient services such as water, sewage disposal and roads; and,*
 - vi) does not adversely impact traffic or transportation facilities in the area and provides adequate on-site parking facilities.*
- c) No new buildings or expansions to buildings, except for temporary or moveable structures, should be permitted on land subject to a temporary use by-law.*

Analysis

The Subject Lands are now designated New Employment Area and Phase 1 (2026-2036) Employment Area under the Future Caledon Official Plan (2024). Although the Plan stipulates a Secondary Plan approval before full development applications can be made to the Town. However, Policy 23.6.2 explicitly provides flexibility for supportive and dry industrial interim uses provided the criteria of the proposal meets the intent of the Plan. The proposal does not require permanent construction, can utilize the current and planned services without adverse impact, and modify the existing entrance. An agreement will be executed at the Site Plan Application stage to recognize the temporary nature of the approvals, implement appropriate landscaping and screening and does not require additional assessment for environmental and agricultural compatibility. The proposal directly implements this policy by requesting interim short-term employment use, ensure ongoing employment generation rather than vacancy,



maintain the lands' ability to transition seamlessly to prestige employment at the end of the 3-year term without adversely impacting the surrounding employment function. Furthermore, the proposal aligns with PPS 2024 and the Regions' Official Plan policies, which empathizes protecting Employment Areas and strategically using goods-movement corridors for logistics. Therefore, the application conforms with the Future Caledon Official Plan by providing permitted interim employment use, ensuring long-term employment area vision is preserved.

7.6 Town of Caledon Zoning By-law 2006-50, as Amended

The Subject Lands are designated as *Agriculture - A1 Zone* under the Town's *By-law 2006-50*, as amended. This zoning permits a variety of agricultural uses and details specific lot performance standards in regard to area, setbacks and accessory provisions.

The proposed Temporary use Zoning By-law amendment involves temporary use permissions for 18.0 trailer parking spaces, 5.0 tractor parking spaces, and a conversion of the existing dwelling into a temporary office for a period of 3 years. The conceptual site plan and the zoning matrix within this report illustrates the proposed lot performance standards. With the exception of the existing lot area (deficient -7.228 Ha) and lot frontage (deficient -28.61m), the remaining A1 Zone lot performance standards are to remain the same. King Consultants have assessed the By-law amendment against the prescribed criteria within the *Planning Act* (Section 34 & Section 39) and the *Future Caledon Official Plan Policy 25.1.11* to test and demonstrate consistency of the proposal. The following demonstrates how the proposed meets these requirements:

i) is in general conformity with the intent and policies of this Plan

The proposal is in general conformity with the Town of Caledon Official Plan (2024 Consolidation) and the Future Caledon Official Plan (2024). The lands have been redesignated as *New Employment Area*, consistent with the *Region of Peel Official Plan* (2022) and PPS (2024) direction to protect and promote employment areas along goods-movements corridors. The transportation depot is an employment supportive use that reinforces the long-term for prestige industrial/logistics development. By authorizing the use on a temporary basis, the proposal does not prejudice the implementation of Secondary Plans or future employment developments.

ii) is compatible with adjacent lands uses

The Subject Lands are surrounded on all sides by industrial, logistics, and commercial operations that are existing and under construction at the time of writing this report. The proposed temporary transportation depot is compatible with this context, as truck/trailer storage and ancillary office functions are consistent with surrounding land use character. No



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sensitive land uses and environmental features are located adjacent to the site, and therefore, the risk of land use conflicts is negligible. Landscaping, fencing and site management in the Site Plan stage will further ensure compatibility with nearby uses.

iii) is temporary in nature, appropriate for a limited time span and can be terminated when the authorizing by-law expires

The application seeks authorization for a period of three years only, in accordance with *Section 39 of the Planning Act*. No new permanent buildings or building expansions are proposed. The only modifications are surface treatments (gravel/asphalt), fencing and landscaping, which are reversible. The existing dwelling will be adaptively reused as an office but may be reconverted or removed at the end of the By-law's term. Upon expiry, the use will cease unless extended by Council, ensuring full reversibility.

iv) avoids, mitigates or minimizes adverse effects or negative impacts on the Natural Environmental System

The Subject Lands are identified to be located outside of any environmental and natural heritage constraints. The Subject Lands are not regulated by any conservation authorities. A Stage 1-2 Assessment and an ESC/Grading Plan accompanied by a Stormwater Management Brief demonstrate that no environmental or cultural heritage resources will be impacted. Site modifications are minor and designed to mitigate erosion, manage runoff, and avoid adverse effects on the natural environment. The absence of new permanent structures further minimizes impacts.

v) has sufficient services such as water, sewage disposal and roads

The use will be serviced by the existing municipal water and private septic systems on site in the interim, sufficient to accommodate the limited office component. The Region has issued letters at the time of writing this report to extend new municipal sanitary services up to the property lines along Dixie Road. The transportation depot function does not demand additional water or wastewater servicing capacity. Road access is provided directly from Dixie Road (major arterial road identified for goods-movement) with modifications for efficient maneuverability and truck turning. Future access will be provided through the adjacent development (SPA 2021-0013) through mutual access arrange as illustrated in that development's site plan along the southerly lot line whereas direct access to Dixie Road will be closed. As such, the proposal is adequately serviced for the interim term for authorization and does not necessitate premature extension of municipal servicing infrastructure.

vi) does not adversely impact traffic or transportation facilities in the area and provides adequate on-site parking facilities.



A Traffic Impact and Swept Path analysis has been prepared, confirming safe and efficient access to Dixie Road and internal circulation for trucks and trailers. Adequate on-site parking is proposed for both employees and transport vehicles, consistent with Town standards. The site design ensures that all vehicle maneuvering occurs on-site, avoiding disruption to Dixie Road. The proposal will not adversely impact the function of surrounding transportation facilities.

b) No new buildings or expansions to buildings, except for temporary or moveable structures, should be permitted on land subject to a temporary use by-law.

Consistent with the Official Plan direction, no new permanent buildings or expansions are proposed. The ESC/Grading Plan confirms no retaining walls or permanent structural solutions are required for the parking areas. The adaptive reuse of the existing dwelling for office purposes and the installation of minor, reversible structure (e.g. fencing, lighting, surfacing) are temporary in nature and will not constrain future redevelopment of the lands.

The proposed Temporary Use By-law satisfies all six evaluation criteria of the Town's Official Plan. It represents an employment-supportive, compatible, and fully reversible interim use that can be appropriately authorized for a limited time without prejudicing the long-term vision of the lands as part of Caledon's New Employment Areas.

Section 8: Public Engagement and Indigenous Consultation

In accordance with the *Planning Act, R.S.O. 1990*, as amended, and the *Smart Growth for Our Communities Act, 2015 (Bill 73)*, the applicant proposes the following public consultation strategy for the Temporary Use By-law application at 12189 & 0 Dixie Road (Ward 2, Town of Caledon):

Prescribed Public Consultation Measures

As required by the *Planning Act* and applicable Ontario Regulations:

- Public Notice Signage will be posted on the subject lands in accordance with Town of Caledon standards, advising of the Temporary Use By-law application.
- Notice of Complete Application will be provided to Council, and the submitted application materials will be made available for public review through the Town of Caledon's "Current Development Applications" webpage and in-person at Town Hall (6311 Old Church Road, Caledon).



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- **Statutory Public Meeting:** A statutory public meeting will be scheduled and held under *Section 34(12)(a)(ii)* of the *Planning Act*, providing an opportunity for members of the public to review and comment on the application.

Enhanced Consultation Measures

In addition to prescribed requirements, the applicant will undertake proactive engagement as follows:

- **Neighbourhood Engagement:** Applicant representatives will distribute an information letter within a 240 m radius of the subject property, outlining the nature of the proposed Temporary Use By-law, its three-year timeframe, and the opportunity to participate in the statutory public meeting.
- **Ward Councillor Notification:** The application will be directly circulated to the local Ward 2 Councillor and Regional Councillor for Ward 2, with an offer to provide a technical briefing and respond to any inquiries.
- **Availability of Applicant Team:** The applicant and/or their consultants will remain available by telephone, e-mail, or in-person (as required) to respond to questions, clarify submitted information, and address issues raised during circulation and public review.

Indigenous Engagement

The applicant has also engaged with Indigenous communities in accordance with PPS 2024 and municipal best practices. A copy of the completed Stage 1–2 Archaeological Assessment has been provided to the Haudenosaunee Development Institute (HDI) for review and inclusion in their records. This proactive step ensures transparency, acknowledges the potential for Indigenous interests in the area, and supports reconciliation objectives.

Ongoing Dialogue

The applicant will maintain regular discussions with Town of Caledon Planning Staff throughout the processing of the Temporary Use By-law. Should Town Staff or Ward Councillors determine that additional consultation initiatives are warranted (e.g., a community information meeting), the applicant will consider participating in such initiatives, provided they are undertaken in an efficient and timely manner.

Section 9: Summary and Conclusion

It is our professional planning opinion, the proposed Temporary Use By-law permitting a transportation depot at 12189 & 0 Dixie Road is consistent with the overarching policy framework and represents sound land use planning. The lands have been formally identified



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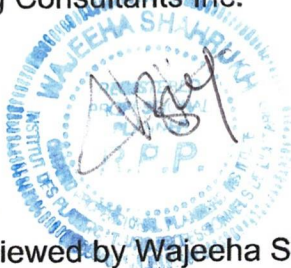
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by the Town of Caledon, the Region of Peel, and the Province as part of a future employment corridor, and the proposed use provides an interim employment-supportive function that does not compromise the long-term vision for prestige industrial development. The temporary authorization is limited in duration, involves only minor and reversible site modifications, and preserves the site's full redevelopment potential. The use is compatible with the surrounding employment context, adequately serviced by existing infrastructure, and does not pose undue traffic, environmental, or compatibility impacts. Importantly, agricultural protection policies no longer apply as the lands have been redesignated to New Employment Area, consistent with the Region's 2022 Official Plan and the PPS 2024 direction to safeguard and promote employment areas. The application is accompanied by technical studies that confirm there are no adverse impacts to cultural heritage or natural systems, and public and Indigenous engagement has been integrated into the consultation strategy in a transparent and proactive manner. Taken together, these factors demonstrate that the proposal is both appropriate and in the public interest, and it is therefore recommended that Council approve the Temporary Use By-law to permit a transportation depot for a period of three years.

Should you require any additional information or concerns, please do not hesitate to contact us.

Yours truly,
King Consultants Inc.



Reviewed by Wajeeha Shahrukh M.C.I.P., R.P.P., O.A.C.A.

Gursewak Singh MSc. PI, Provisional Member M.C.I.P, R.P.P.
Director, Planner



APPENDIX A

Zoning By-law Amendment (Temporary Use)

THE CORPORATION OF THE TOWN OF CALEDON BY-LAW NO. [inserted by Town]

Being a By-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to PT LT 18 CON 4 EHS CHINGUACOUSY PTS 4 TO 6, 43R3047; EXCEPT PT 13, 14, 16 TO 21, 43R20417; S/T CH21926 TOWN OF CALEDON; and PT LT 18 CON 4 EHS CHINGUACOUSY PTS 8 TO 10 43R3047; EXCEPT PT 22 TO 26 43R20417 ; S/T CH21926 CALEDON;
Town of Caledon, Regional Municipality of Peel,
Municipally known as 12189 Dixie Road and 0 Dixie Road.

WHEREAS Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS Section 39 of the Planning Act, R.S.O. 1990, c.P.13, as amended, permits the councils of local municipalities, in a by-law passed under Section 34, to authorize the temporary use of land, buildings or structures otherwise prohibited by the by-law; and

AND WHEREAS Council of The Corporation of the Town of Caledon consider it desirable to pass a zoning by-law to permit a temporary use of PT LT 18 CON 4 EHS CHINGUACOUSY PTS 4 TO 6, 43R3047; EXCEPT PT 13, 14, 16 TO 21, 43R20417; S/T CH21926 TOWN OF CALEDON; and PT LT 18 CON 4 EHS CHINGUACOUSY PTS 8 TO 10 43R3047; EXCEPT PT 22 TO 26 43R20417 ; S/T CH21926 CALEDON; Town of Caledon, Regional Municipality of Peel, for transportation depot purposes for a period of three (3) years.

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

1. The following is added to Table 13.4:

Zone Designation	Temporary Uses Permitted	Expiry	Special Provisions
A1-TXX (Agricultural – Temporary XX)	Transportation Depot, including: - Parking and open storage of transport trucks and trailers - Use of existing detached dwelling as office	[Insert expiry date – three years from passing]	No new permanent buildings permitted. Existing detached dwelling may be used for office purposes only.

2. Amendment to Schedule “A” – Zone Map 5 of By-law 2006-50, as amended is further amended for PT LT 18



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CON 4 EHS CHINGUACOUSY PTS 4 TO 6, 43R3047; EXCEPT PT 13, 14, 16 TO 21, 43R20417; S/T CH21926 TOWN OF CALEDON; and PT LT 18 CON 4 EHS CHINGUACOUSY PTS 8 TO 10 43R3047; EXCEPT PT 22 TO 26 43R20417 ; S/T CH21926 CALEDON; Town of Caledon, Regional Municipality of Peel, from Agricultural (A1) to Agricultural – Temporary XX (A1 - TXX) for a period of three (3) years in accordance with Schedule “A” attached hereto.

Read three times and finally passed in open Council this [XX] day of [Month], [Year].

Mayor

Clerk



Zoning By-law Amendment (Temporary Use)

Schedule "A" – BY-LAW NO. [By-law Number Inserted by Town]

