

armstrong

planning | project management

PLANNING RATIONALE REPORT

12489 & 12861 DIXIE ROAD, CALEDON, ON



Prepared For:
QR DIXIE ES LTH LP, QR DIXIE EN GP INC.
c/o QUADREAL PROPERTY GROUP
JULY 2025 (update from December 2024)

EXECUTIVE SUMMARY	4
1.0 INTRODUCTION.....	6
1.1 Location and Surrounding Uses.....	6
1.2 Site Description.....	7
1.3 Character of the Existing and Planned Area	8
1.4 Current Planning Status of Land and Ongoing Studies Related to Lands	8
1.4.1 Status of Employment Lands in the Town of Caledon	9
1.4.2 Requirement for a Secondary Plan	10
2.0 PROPOSED DEVELOPMENT	10
2.1 Development Proposal	10
2.2 Servicing of Proposed Development	12
2.3 Economic and Competitive Benefits to the Town of Caledon and Region of Peel.....	12
2.4 Required Planning Approvals	13
3.0 PLANNING FRAMEWORK	14
3.1 Provincial Policy Statement (2024).....	14
3.2 Greenbelt Plan (2017)	22
3.3 Peel Region Official Plan (Consolidated 2022)	23
3.4 Caledon Official Plan (Consolidated 2018)	32
3.5 Regulatory – Toronto and Region Conservation Authority	48
4.0 ZONING BY-LAW	48
5.0 SUPPORTING DOCUMENTATION AND STUDIES	49
CONCLUSION.....	54

List of Figures:

Figure 1: Site Context & Location Map
Figure 2: Site Location & Surrounding Uses
Figure 3: Key Natural Features – 12489 Dixie Road
Figure 4: Key Natural Features – 12861 Dixie Road
Figure 5: Proposed Site Plan – 12489 Dixie Road
Figure 6: Proposed Site Plan – 12861 Dixie Road
Figure 7: Greenbelt Plan - Greenbelt Area (Schedule 1)
Figure 8: Greenbelt Plan – Natural Heritage System (Schedule 4)
Figure 9: Peel Region OP – Schedule B-5
Figure 10: Peel Region OP – Schedule C-1
Figure 11: Peel Region OP – Schedule C-2
Figure 12: Peel Region OP – Schedule D-1
Figure 13: Peel Region OP – Schedule E-1
Figure 14: Peel Region OP – Schedule E-2
Figure 15: Peel Region OP – Schedule E-3
Figure 16: Peel Region OP – Schedule E-4
Figure 17: Peel Region OP – Schedule F-2
Figure 18: Peel Region OP – Schedule F-3
Figure 19: Caledon OP – Schedule A
Figure 20: Caledon OP – Schedule A1
Figure 21: Caledon OP – Schedule B
Figure 22: Caledon OP – Schedule K
Figure 23: Caledon OP – Schedule S
Figure 24: Caledon OP – Figure 1
Figure 25: Future Caledon adopted OP – Schedule B1
Figure 26: Future Caledon adopted OP – Schedule B2
Figure 27: Future Caledon adopted OP – Schedule B4
Figure 28: TRCA Regulation Area
Figure 29: Zoning Map

List of Appendices:

Appendix A – Draft Official Plan Amendment
Appendix B – Draft Zoning By-law Amendment

EXECUTIVE SUMMARY

This Planning Justification Report was prepared in support of a local Official Plan Amendment, Zoning By-law Amendment, and Site Plan Approval applications filed on behalf of QuadReal Property Group for an industrial development (warehousing, distribution, logistics) on the lands known municipally as 12489 & 12861 Dixie Road in the Town of Caledon (the 'Subject Site'). In addition, the local Official Plan Amendment proposes to redesignate 0, 12189, 12321, 12393, 12423, 12439, 12587, 12669, 12707, 12731, and 12891 Dixie Road (lands not owned by QuadReal) as per Town staff direction, in order to ensure a comprehensive redesignation of the entire east side of Dixie Road between Old School Road and Mayfield Road. The subject lands at 12489 and 12861 Dixie Road, owned by QuadReal, represent the last two large parcels of land on the Dixie Road corridor that are not designated and zoned for employment uses. Other lands immediately across on the west side of Dixie (12862 and 12668 Dixie Road) were recently OPA/ZBA approved for 143,788.58m² (1,547,693 square feet) of employment building area. In addition, the lands to the south at 12173 Dixie Road are in the final stages of Site Plan Approval for 190,850.19m² (2,054,294.35 square feet) of employment area. These recent approvals complement the existing built form on the west side of Dixie Road, north of Mayfield Road. As such, the subject lands represent a logical extension of an already existing employment hub along the Dixie Road corridor. The OPA application will encompass several properties along the east side of Dixie Road, while the ZBA application will apply site-specific standards to 12489 & 12861 Dixie Road.

Each site at 12489 and 12861 Dixie Road contains a two-storey dwelling that will be retained and designated under Part IV of the Ontario Heritage Act.

The proposed development by QuadReal is comprised of a maximum of three (3) industrial buildings on 12489 Dixie and two (2) buildings on 12861 Dixie Road, vehicle and trailer parking, drive aisles internal to the sites, stormwater management facilities, and natural heritage features. The subject sites are currently designated *Prime Agricultural Area* and *Environmental Policy Area* within the Town of Caledon Official Plan (2018 Consolidated). The adopted "Future Caledon" Official Plan designates the sites as *New Employment Area* and *Natural Features and Areas*. The *Employment Area* designation would appropriately reflect the existing area context and intended development. This draft Official Plan is not yet in effect, but reflects the Town's intention for the site. Finally, the subject properties are zoned *Agricultural (A1)* and *Environmental Policy Area (EPA 2)* within Zoning By-law 2006-50, as amended. The intended industrial development is not permitted under the current zoning. As such, a Zoning By-law amendment is required to rezone the lands to *Prestige Industrial (MP)* and implement site specific zone standards in order to facilitate the contemplated development format. The application for a Zoning By-law amendment is submitted herewith.

The applications offer a significant employment opportunity to the Town of Caledon and Region of Peel. The Region of Peel, through its new 2022 Official Plan, has identified both sites as being within the *Urban System*, the *2051 New Urban Area*, and within the *Employment Areas* designations. The proposed developments offer close to 325,000 square metres (nearly 3,500,000 square feet) of employment uses, and are projected to create 2,485 jobs across this business park, with the applicant ready to begin construction upon receiving approvals. The two sites are strategically located within proximity to the existing 400-series highway (410), and the planned GTA West corridor which provide inter- and intra-Regional connections, and represent the last two large parcels of land on the Dixie Road corridor not designated and zoned for employment uses.

In addition, water and wastewater services are proposed to be extended along Dixie Road up to Old School Road through the Regional capital works program, which has been expedited by the Region of Peel to accommodate the incoming employment uses in the area. Construction is expected to begin in 2025 and it is anticipated that the lands will be serviced before the buildings are constructed and operational. The extension of servicing will also be undertaken in tandem with the widening of Dixie Road from 2 lanes to 4 lanes, along with the urbanization of Dixie Road which will be front-ended by QuadReal and other landowners.

In summary, the proposed development represents efficient use of land, expedites planned infrastructure and public service facilities, while protecting and enhancing valuable natural heritage (environmental) resources on the sites. When accounting for the approval status of adjacent sites, expediting of water and wastewater services, road widening and urbanization, a Secondary Plan process for the remaining lands is not warranted and as such the OPA represents good planning and is recommended to be approved.

The enclosed applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval conform with the general intent of the Town's Official Plan and Zoning By-law, are consistent with the policies of the Region and Provincial direction relating to growth, and represent good planning. The proposed development will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections for the area and will enhance the economic visibility of the Region to other key employment users. As such, we recommend their approval in support of QuadReal Property Group.

1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of applications by QuadReal Property Group to amend the Town of Caledon Official Plan (2018 Office Consolidation), and Town of Caledon Zoning By-law 2006-50. Additionally in consultation with Town staff, the Official Plan Amendment encompasses 0, 12189, 12321, 12393, 12423, 12439, 12587, 12669, 12707, 12731, and 12891 Dixie Road in order to ensure a comprehensive redesignation of all the lands along this eastern stretch of Dixie Road between Mayfield Road and Old School Road. The subject properties are located along the east side of Dixie Road, approximately 1km north of Mayfield Road and south of Old School Road. The combined sites are approximately 116.40 hectares (287.65 acres) in size and generally rectangular in shape (**Figure 1**). The properties have a combined frontage of approximately 1,825 metres along Dixie Road, and a depth of approximately 662.4 metres.

The proposed development involves a unique opportunity for the Town and Region to develop underutilized lands within an employment area for the construction of three industrial buildings totaling 134,565.32m² (1,448,447.62 square feet) of employment area and 1,034 jobs on 12489 Dixie Road. Additionally, two industrial buildings totaling 188,718.37m² (2,031,346 square feet) of employment area and 1,451 jobs is being proposed for 12861 Dixie Road. The subject properties are strategically located within proximity to an existing 400-series highway (410), and the planned GTA West corridor which provide inter- and intra-Regional connections. The proposed buildings have been strategically located and massed to protect natural heritage features and provide efficient floor plates for end-users, while also being sensitive to adjacent land uses, including agricultural and recreational operations on adjacent lands. Each development will contain two access points directly onto Dixie Road, with the 12861 Dixie Road development containing an additional two access points off of Old School Road. The developments will also expedite planned infrastructure and services in the area.

On behalf of the Owner, Armstrong Planning & Project Management has prepared this Planning Justification Report, draft Official Plan Amendment and draft Zoning By-law Amendment in support of the owners request to amend the Town of Caledon Official Plan and Town of Caledon Zoning By-law 2006-50. Armstrong Planning & Project Management will be coordinating all above-noted planning applications, including Site Plan Approval, for this site. The enclosed applications are meant to amend schedules of the Official Plan to include the lands as Employment and within the settlement area, and to allow flexibility in the current zoning standards to support the proposed site plan.

In addition to providing detailed information on the enclosed applications, this report will evaluate the proposed development in relation to the current provincial and municipal policy frameworks, including the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe 2020, Region of Peel Official Plan, Town of Caledon Official Plan and other relevant policies. This report provides justification for the proposed development in accordance with the established policies regulating growth and development.

1.1 Location and Surrounding Uses

The subject sites, known municipally as 12489 & 12861 Dixie Road are legally described as follows:

PIN 143470007

Legal Description: Pt Lt 20 Con 4 EHS Chinguacousy; Pt Lt 21 Con 4 EHS Chinguacousy Pt 1 43R1769; Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345; Caledon

PIN 143470356

Legal Description: Pt Lt 21 Con 4 Ehs Chinguacousy; Parts 1 and 2, 43R21832, Save and Except Pts 1, 2, 3, 4 & 5, Plan 43R-36717; W 1/2 Lt 22, Con 4, Ehs Chinguacousy, Save and Except Pt. 1, 43R1097, Pts 1, 2 & 3, 43R14412, Pts 1 & 9, 43R-20416, S/T RO1084506; Caledon

The properties have frontage along Dixie Road and is located in the Town of Caledon, just north of the City Brampton and outside of the eastern boundary of the Mayfield West Secondary Plan Area. The sites are approximately 116.40 hectares (287.65 acres) in size, including all natural heritage features identified on the properties. Exclusive of the natural heritage features being retained and enhanced, the site at 12489 Dixie Road contains approximately 32 hectares of net developable area, while 12861 Dixie contains approximately 45.5 hectares of net developable area.

The sites are uniquely situated in proximity to major transportation routes including the existing 400-series highway (410), and the planned future GTA West extension of both the north-south Highway 410, and the east-west GTA West corridor. Additionally, the sites are located in proximity to both residential and employment uses in the City of Brampton and Town of Caledon (**Figure 2**). Surrounding land uses are as follows:

North: Old School Road; Agricultural uses;

South: Agricultural uses, Salisbury Garden Supplies, 12173 Dixie Road (active SPA application for industrial uses), Mayfield Road;

East: Agricultural uses, to the northeast is Banty's Roost Golf Course;

West: Dixie Road, 12668 and 12862 Dixie Road (active applications to permit industrial uses), to the southwest is UPS, Acklands Grainger, Agricultural uses and the future GTA West north-south extension.

1.2 Site Description

The sites are generally flat in nature, with each site currently occupied by a two-storey single-detached dwelling that are to be retained, along with several metal structures and sheds used for agricultural-related uses, all of which will be removed in order to facilitate the proposed development. All structures are near the Dixie Road frontage, with the balance of the sites remaining vacant for farm-related uses. There is a natural environmental feature that is located along the property line and encroaches into each site, along with features at the southwest corner of the property of 12489 Dixie Road and at the south portion of 12861 Dixie Road (**Figure 3-4**). All features have been surveyed and staked. The

environmental features are proposed to be buffered and protected from the future development of the lands.

1.3 Character of the Existing and Planned Area

The sites are located on the east side of Dixie Road, approximately 1-km north of Mayfield Road, and south of Old School Road. The immediate area of Dixie Road between Mayfield Road and Old School Road, along with Mayfield Road between Highway 410 and Bramalea Road, is largely occupied by employment-related land uses including industrial warehousing and distribution, shopping centres, and car dealerships (**Figure 2**). In addition, there are several active planning applications in close proximity to permit industrial uses along Dixie Road. The proposed development applications for both 12489 and 12861 Dixie Road 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 both sites as *Employment Area*, while the Future Caledon Official Plan update also identifies the sites as *New Employment Area*. The proposals would also include an agreement with the Region of Peel for the front-ending of the urbanization of Dixie Road. In addition, it is worth noting that the Region of Peel has prioritized the extension of services along Dixie Road to Old School Road in 2025. As such, the proposed land uses on the sites are consistent with the existing and planned context of the area.

1.4 Current Planning Status of Land and Ongoing Studies Related to Lands

Through the approval and adoption of the Region of Peel Official Plan (2022), the lands are now within the urban boundary and redesignated as *Employment Area*. Although the lands are currently designated as *Prime Agricultural Area* within the current Caledon Official Plan, the draft Future Caledon Official Plan (FCOP) proposes a redesignation of lands to *New Employment Area*, in line with Regional policies. In addition, the Town of Caledon is undertaking a Growth Management and Phasing Plan (GMPP) study to determine the timeline for lands to be developed and a phased development approach based on the policies of the approved Regional Official Plan (ROP) and findings of the Settlement Area Boundary Expansion (SABE).

The GMPP has yet to be approved, however, it is known that 12489 Dixie Road will be included in Phase 1 Employment Area, while 12861 Dixie Road will be in Phase 2 Employment Area. It is understood that lands can be removed from Phase 2 and added into Phase 1 provided there is justification for doing so. The lands at 12861 Dixie Road are suitable to be moved into Phase 1 due to the existing employment context along Dixie Road between Old School and Mayfield Road; the incoming water/wastewater servicing along this stretch of Dixie Road in 2025/2026; the urbanization of Dixie Road to full urban standards in 2025/2026; the proposed upgrades to Old School Road between the planned 410 extension and Bramalea Road; the extension of the 410 and 413 highways in proximity to the site; the extension of Brampton transit in proximity of the site; the current Employment designation in the ROP and FCOP; and the comprehensive redesignation of the east side of Dixie Road as part of this application. As such, the above presents a unique set of circumstances for the lands to be moved into Phase 1 and we respectfully recommend the Town of Caledon consider and grant the request.

The redesignations will aid both the Town of Caledon and Region of Peel in offering ‘ready-land’ to be used for employment and ultimately help to meet employment targets set out by the Province.

The Town of Caledon, through its Municipal Comprehensive Review process, also initiated the Caledon Employment Strategy (CES, 2022) prepared by Watson & Associates Economists Ltd. The primary objective of the CES is to provide a long-term framework that supports and ensures the development of the Town’s employment lands in a competitive and sustainable manner. “The Caledon Employment Strategy provides a comprehensive assessment of current local and regional conditions regarding industrial, office, retail, institutional and rural employment sectors, anticipated non-residential real estate market trends, as well as market opportunities and disrupters that are anticipated to influence employment growth across the Town of Caledon over the next three decades.” The CES indicates that the Town is set to reach 125,000 jobs by 2051, representing an increase of 93,500 jobs. In order to accommodate this growth over the next 30 years, the Town will require approximately 1,530 hectares (3,780 acres) of new urban land for employment areas alone.

The proposed development represents a logical extension of an existing employment corridor located along Dixie Road. The site contains superior access to existing and planned highway networks and major roads, which are crucial elements in the development of employment lands as outlined in the CES.

1.4.1 Status of Employment Lands in the Town of Caledon

There is approximately 180 gross hectares (444 acres), 200 net hectares (494 net acres), of employment lands designated under the Mayfield West Secondary Plan. The subject properties fall just outside of the Mayfield West Secondary Plan boundary. However, the site benefits from the same opportunities as the employment lands that fall within the Mayfield West Secondary Plan area. The sites are within proximity of the existing 400-series highway and the future GTA West corridor. In addition, current water and sanitary services are present along a 1.3-km stretch of Dixie Road from Mayfield Road. It is proposed with the applications for 12489 & 12861 Dixie Road, as well as 12668 and 12862 Dixie Road (OPA/ZBA approved, active SPA applications), that these services will extend an additional 1.8-km up Dixie Road to Old School Road as part of the Region capital works program in order to service the proposed developments.

The lands at 12489 and 12861 Dixie Road represent an additional 116.4 gross hectares of employment lands (excluding natural features) to be developed in the Town of Caledon, and are required to meet the targets set by the Province for employment. It is a requirement of the PPS and ROP that municipalities ensure the availability of sufficient land for a variety of employment to accommodate the forecasted employment.

In summary, in order for the Town and Region to meet employment as well as provide a land base suitable to accommodate large employment users, it is critical to redesignate lands in proximity to existing employment uses and within the urban boundary to accommodate employment uses in the municipality.

1.4.2 Requirement for a Secondary Plan

Secondary Plans are policy tools used to identify and understand opportunities and constraints for development within a defined geographical area. They provide specific policies for areas of a municipality where more detailed direction is required for matters beyond the general policy framework of the Official Plan. For example, Secondary Plans provide input relating to road networks, land use, schools, and infrastructure.

As previously mentioned, the subject lands are not within a Secondary Plan area. As discussed, the lands benefit from the same opportunities as sites within a Secondary Plan, such as access to infrastructure and prevailing land uses. Due to the evolving area context, many Secondary Plan matters relating to infrastructure (roads, services) and land use have already been established and are currently being resolved through site specific applications, front-end agreements with the Region of Peel regarding the urbanization of Dixie Road, and the Region's decision to expedite servicing along Dixie Road to Old School Road. As such, 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 do not jeopardize or impact with the planned residential community to the east, nor do they jeopardize the development potential of these lands. Finally, matters relating to urban design, zoning, trail systems and landscaping treatments will all be addressed through the detailed design stage at Site Plan Approval.

In summation, the unique nature and composition of the employment lands, including ownership, does not in our opinion necessitate for a Secondary Plan to be prepared for these lands.

2.0 PROPOSED DEVELOPMENT

2.1 Development Proposal

The proposed development is a unique and exciting opportunity for the Town of Caledon and Region of Peel to attract and secure large scale industrial employment users. The proposed Zoning By-law Amendment and future Site Plan applications located at 12489 & 12861 Dixie Road together offer a significant employment opportunity for the Town and Region. In tandem, the developments provide close to 325,000m² (nearly 3,500,000 square feet) of employment area, and will create approximately 2,485 jobs across this employment hub. The contemplated uses are for warehousing, distribution and logistics. Additionally, this proposal provides a unique opportunity to convert underutilized agricultural land to an employment use that is strategically situated near existing and planned 400-series highways. The applicant is prepared to begin construction immediately upon receiving planning approvals.

The proposed development at 12489 Dixie Road will consist of a maximum of three industrial buildings that vary in size (42,000-49,000m²) and total approximately 134,565.32m² (1,448,447.62 square feet) of employment area (**Figure 5**). In addition, vehicle and trailer parking, drive aisles internal to the site, a stormwater management facility, and natural heritage features all form part of the proposal. The proposed development at 12861 Dixie Road will consist of a maximum of two industrial buildings that

are 87,960.42m² and 100,757.96m² in size and total 188,718.37m² (2,031,346 square feet) of employment area (**Figure 6**). In addition, vehicle and trailer parking, drive aisles internal to the site, a stormwater management facility, and natural heritage features all form part of the proposal.

There are areas of the sites that have been identified as part of the Greenbelt in local and provincial plans, along with other natural heritage features identified through site visits with relevant agencies (**Figures 3-4**). The development proposes to protect all environmental features. There is a natural environmental feature that is located along the property line and encroaches into each site, along with features at the southwest corner of the property of 12489 Dixie Road and at the south portion of 12861 Dixie Road. These features encompass part of a larger environmental feature that spans several properties and is identified as part of the Greenbelt system. All features have been surveyed and staked. The environmental features are proposed to be buffered and protected from the future development of the lands. In addition, an Environmental Policy Area zone and Official Plan designation will be maintained in these areas to further restrict development.

It should be noted that the Toronto and Region Conservation Authority (TRCA) and Town of Caledon staff have been consulted on these features, including the limits of the natural heritage features that were staked on site and agreed to by all parties (TRCA, Town Staff, and Owner/Applicant representatives). The limits are provided herewith in the Fluvial Geomorphology Report prepared by Geomorphix. Although the property is within the TRCA Regulated Area, the application does not propose any development within the environmental areas identified on site. As such, we do not anticipate that a TRCA Permit is required. However, should a permit be required, it will be submitted under separate cover at a later date.

The remainder of the sites are slated to accommodate the development of five industrial buildings, three of which will be located at 12489 Dixie Road and two located at 12861 Dixie Road, which will vary in size and amount to approximately 325,000m² (3,500,000 square feet) of building area.

The lands at 12489 Dixie Road will accommodate three buildings. The western portion of the site fronting Dixie Road will accommodate Building 1, which is approximately 42,912.18m² (461,902 square feet), followed by Building 2 which is 49,269.39m² (530,331 square feet), and finally Building 3 at the eastern most portion of the site, which is 42,383.74m² (456,214 square feet). All buildings will share two main access points from Dixie Road that run west to east through the site with several north-south drive aisle connections. In addition, a stormwater management pond is proposed on the western portion of the site near Dixie Road. An estimated total of 1606 vehicle parking spaces (including 40 accessible and 24 EV spaces), 219 trailer parking spaces, and 252 loading spaces are proposed across the site.

The lands at 12861 Dixie Road will accommodate two buildings. The northern portion of the site facing Old School Road will accommodate Building 1, which is approximately 100,757.96m² (1,084,549 square feet). Building 2 is located immediately south, which is 87,960.42m² (946,797 square feet). Both buildings will share two main access points, one from Dixie Road that runs west to east through the site, and another access from Old School Road running north-south. There are several drive aisle connections throughout the site. In addition, a stormwater management pond is proposed on the southern portion

of the site near the natural feature limits. An estimated total of 1972 vehicle parking spaces (including 44 accessible and 24 EV spaces), 541 trailer parking spaces, and 394 loading spaces are proposed across the site.

The sites were chosen given the proximity to the existing 400-series highway, and the planned GTA West corridor. Each development is proposed to have two access points along Dixie Road strategically located parallel to the natural features to ensure their protection. Additionally, 12861 Dixie Road will contain two more access points along Old School Road. The proposed internal driveway networks will remain private and will be maintained by the site owner(s).

The site plans have been strategically and thoughtfully designed in order to accommodate large scale and land-expansive employment uses that create a significant number of jobs, while protecting the natural heritage features on the lands.

2.2 Servicing of Proposed Development

In accordance with the submission requirements, a Functional Servicing and Stormwater Management Study was prepared by Stantec Consulting. The servicing study evaluated the existing and future servicing options for the site. Extension of watermain and sanitary sewer has been expedited through the Regional capital works program in 2025. The expedited process to service Dixie Road will open up a vast amount of employment lands for development, which implements the policies of the Region of Peel Official Plan, the Town of Caledon Official Plan, and the adopted Future Caledon Official Plan.

In accordance with provincial and local planning policy, servicing of sites should be undertaken in a comprehensive manner. The Region of Peel has an expedited capital works project to extend water and sanitary servicing north up Dixie Road in 2025. The project will also be coordinated with road widening, noise wall construction and a front-ending agreement with the landowners (including the applicant) for the urbanization of Dixie Road.

The timing for the services to extend up Dixie Road matches the needs of the evolving employment area. Services currently exist for a 1.3-km stretch up Dixie Road from Mayfield Road. It is proposed that the services will extend an additional +/- 1.8-km along Dixie Road to Old School Road.

2.3 Economic and Competitive Benefits to the Town of Caledon and Region of Peel

As discussed in previous sections of this report, the two development proposals at 12489 and 12861 Dixie Road will create approximately 325,000m² (3,500,000 square feet) of industrial/employment area in the Town of Caledon and Region of Peel, generating approximately 2,485 jobs. This is an exciting opportunity for both the Town and Region to ensure that both remain competitive in the economic landscape and meet the employment targets set by the Province. Additionally, this proposal provides an opportunity to convert underutilized agricultural land to an employment use with end users ready to begin construction upon obtaining approvals.

These sites were selected due to their large land mass and resulting ability to accommodate the large-scale industrial buildings proposed on the lands, the proximity to the existing and planned 400-series highway network, and lastly due to the evolving nature of this stretch of Dixie Road as an employment hub. The sites were also attractive due to a shortage of employment-ready lands within the Town and Region, as discussed below.

The Town of Caledon 2020-2030 Economic Development Strategy (EDS) specifically highlights the importance of the transportation and warehousing industry and makes clear that this is a key strength for the Town of Caledon economy. The EDS emphasizes that the Town is “lagging behind” due to the lack of serviced, suitable employment lands to match the growth the Town is experiencing, which is a cause for concern. The EDS further states that the “lack of sufficient inventory of serviced, investment-ready land is a concern”. The shortage of employment-ready lands was identified several times in the EDS, which is a major problem for the Town and Region from a competitiveness and revenue perspective.

The sites are conveniently located within the ‘emerging employment corridor’ which is developing between Mayfield West, through Tullamore, and into Bolton (where lands have been designated as Provincially Significant Employment Zone). This corridor is emerging for employment and industrial uses that rely on major transportation networks with readily available and planned future freight-supportive infrastructure (such as major arterials or highways). Specifically, in relation to these sites, the location is prime for freight-reliant industry (such as warehousing and distribution). The sites are located along or in proximity to Dixie Road and Mayfield Road which are both identified as a Primary Truck Routes in the Region of Peel Goods Movement Strategic Plan (2017-2021). Additionally, the sites are located only a short distance away from the existing Highway 410/Mayfield interchange, which connects to the 400-series highway. Lastly, the future GTA West east-west corridor, and north-south Highway 410 extension is planned within proximity of the site.

Overall, the proposed development is expected to generate an annual revenue surplus for the Town of Caledon and the Region of Peel. As a large scale industrial development, it will generate significant property taxes with less reliance on municipal soft services than other types of development. The operating surplus identified will provide the Town and the Region with an opportunity to maintain and upgrade existing facilities or infrastructure without compromising current municipal finances.

This development application highlights an important opportunity for the Town and Region to make land use changes that align with provincial policy, regional and local policy, as well as align with and help to meet strategic initiatives that will ensure the Region and Town remain competitive and attract businesses in the short and long term.

2.4 Required Planning Approvals

In order to facilitate the proposed development, local Official Plan Amendment and Zoning By-law Amendment applications are required at this time. The applications are being submitted concurrently to

expedite the planning approvals needed to support development of the sites, given the readiness of the end users, as well as to make best use of staff and public resources.

The application to amend the Town of Caledon Official Plan (Caledon OP) seeks to redesignate the subject lands, as outlined in **Figure 1** and **Appendix A**, from *Prime Agricultural Area* to *Employment Area* and update the associated mapping. The newly adopted Future Caledon Official Plan identifies the properties as a *New Employment Area*. However, the Plan is not yet approved by the Province. As such, this should be recognized as a technical amendment due to the Town's recognition of the sites as an Employment Area in the new Official Plan.

Prior to submitting the OPA, through discussions with Town staff, it was determined that the OPA should encompass the adjacent smaller parcels currently not designated for Employment on the east side of Dixie Road. This process would provide the Town with an opportunity to review all lands comprehensively and allow other owners to file site-specific Zoning By-law Amendment and Site Plan Approval applications without the need to undertake an Official Plan Amendment.

A copy of the proposed Town of Caledon Official Plan Amendment is attached as **Appendix A**.

In addition, amendments to Zoning By-law 2006-50, as amended, propose to maintain the current Environmental Policy Area 2 (EPA-2) zone for the staked environmental lands and associated buffers. The stormwater management ponds will be rezoned to Open Space (OS), while the remainder of each site will be rezoned from Agricultural (A1) to Prestige Industrial (MP-XX), with site-specific standards that are required to support the proposed industrial development. A copy of the proposed Town of Caledon Site-Specific Zoning By-law Amendment is attached as **Appendix B**.

Finally, a Site Plan Application is required to facilitate the proposed development. The Site Plan Application will be submitted at a later date and include detailed design for the site in support of securing final approvals of the proposed development.

3.0 PLANNING FRAMEWORK

3.1 Provincial Policy Statement (2024)

The Provincial Policy Statement (PPS) is a consolidated document with the Growth Plan for the Greater Golden Horseshoe that guides overall development within Ontario. The planning policies of the PPS are divided into the main categories: Building Strong Competitive Communities, Wise Use and Management of Resources, Efficient Use of Infrastructure, and Protecting Public Health and Safety. The PPS outlines policies that facilitate the development of complete, strong, liveable and resilient communities that balance competing needs including facilitating economic growth, while protecting the environment, public health, and safety.

More specifically, the following policies contained within the PPS are of relevance to the proposed development:

Section 2.1.6, *ensures that complete communities are achieved through a mix of land uses, improving accessibility for all people by removing land use barriers to ensure participation in society, and improving social equity and quality of life for all people.*

Section 2.3.1 General Policies for Settlement Areas

Policy 2.3.1.1. *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.*

Policy 2.3.1.2. *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.*

Policy 2.3.1.3. *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.*

Policy 2.3.1.4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

Policy 2.3.1.5. *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.*

Policy 2.3.1.6. *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.*

The subject property is currently located within the Regional urban boundary and provides for an opportunity to provide for a continuous land use pattern along Dixie Road and allows for an opportunity of economic growth for the Town and Region. The developments will generate approximately 2,500 job on 77.5 net developable hectares of land. The development of the sites will also 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. Additionally, the development will be able to take advantage of a planned transit expansion of bus service between the City of Brampton and Town of Caledon, providing sustainable modes of transportation to the area. Lastly, with the GTA West north-south expansion of Highway 410, and east-west corridor, development of this site for employment uses is logical in order to take advantage of trucking connections to the existing and future highway system.

Section 2.3.2 New Settlement Areas and Settlement Area Boundary Expansions

Policy 2.3.2.1. *In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:*

- a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c) whether the applicable lands comprise specialty crop areas;*
- d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- e) whether the new or expanded settlement area complies with the minimum distance separation formulae;*
- f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
- g) the new or expanded settlement area provides for the phased progression of urban development.*

Policy 2.3.2.2. *Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.*

Based on current and future policy framework, the lands are currently within the urban boundary and within an *Employment Area*, as outlined in the Regional Official Plan. Additionally, the lands are also proposed to be within the *New Employment Area* designation in the new Future Caledon Official Plan, which has not yet been approved and adopted. The lands are also in proximity to existing and future 400-series highways and do not impact any sensitive land uses. As it currently stands, the Region of Peel and more specifically, the Town of Caledon is not competitive for providing market ready employment land. The proposed developments will help the municipalities to achieve a mix and range of employment uses to meet the long-term employment needs of the Region, through the creation of approximately 2,485 jobs across 77.5 net developable hectares of land. Part of the function of the municipalities is to ensure that there is sufficient infrastructure to support growth, and servicing is being expedited by the Region in 2025 and will be extended north up Dixie Road to service these sites. The proposed OPA to include the lands within the Settlement Area boundary can be viewed as a technical amendment in advance of the approval of the Future Caledon Official Plan. Lastly, an Agricultural Impact Assessment and Minimum Distance Separation Formulae has been prepared and submitted herewith in support of the proposed developments.

Policy 2.4.1.2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

Section 2.8.1 Supporting a Modern Economy

Policy 2.8.1.1 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.

The proposed development will provide for efficient development and land use patterns by maintaining the current employment character of the stretch of Dixie Road in which it is situated. The range of employment uses being offered by the development will help in the prospering of the Town's economy and financial well-being by helping to meet both short-term and long-term economic needs of the Town and Region. The site is located adjacent to other employment uses, as well as a large housing stock, offering residents employment opportunities close to home. The development is located within the urban boundary and in a current employment area, therefore allowing for the efficient use of land for industrial purposes. The property is also conveniently located near existing and planned 400-series highways, and situated in an area that can be serviced in the future and will minimize land consumption and servicing costs. Lastly, the development respects the ecological constraints on site and does not adversely impact the natural environment, and represents sustainable development.

Section 2.8.2 Employment Areas

Policy 2.8.2.1. 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.

Policy 2.8.2.2. 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.

Policy 2.8.2.3. 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;
- e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

Policy 2.8.2.4. 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.

The proposed development offers a unique and exciting opportunity to the Town and Region for employment-related uses to assist in becoming economically competitive. The proposal makes use of underutilized employment lands located near existing and proposed major highways. The sites are located along or in proximity to Dixie Road and Mayfield Road which are both identified as a Primary Truck Routes in the Region of Peel Goods Movement Strategic Plan (2017-2021). The lands were recently placed into the urban boundary and within an *Employment Area* within the 2022 Region of Peel Official Plan. The Town, through its recently adopted Future Caledon Official Plan, is also proposing the lands be redesignated to *New Employment Area*. Additionally, water and sanitary services have been expedited through the Region's capital works programs and are expected to extend along Dixie Road to Old School Road to service the developments. As such, the lands are suitable for the proposed employment-related development proposal.

Section 2.9 Energy Conservation, Air Quality and Climate Change

Policy 2.9.1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The proposed development would promote the use of active transportation, as the employment uses on the lands are located in proximity to other employment uses, as well as large residential subdivisions, which may shorten commute journeys and decrease traffic congestion. In addition, active trails are planned throughout the development of the lands at 12489 and 12861 Dixie Road. There are trails also proposed for the developments at 12862, 12668 and 12173 Dixie Road. Dixie Road will be urbanized as part of a front-ending agreement between the owners of the above-mentioned sites and the Region of Peel, which will include a multi-use trail along the west side of Dixie Road from Mayfield Road to Old School Road. It is also understood that there are plans for transit expansion between Brampton and Caledon north up Dixie Road in the near future to service these sites. These developments will help to facilitate the establishment of said transit, ultimately ensuring that this large-scale employment use is well served by transit. The proposed development is freight-intensive and is well served by both existing and future transportation network including Highway 410, Highway 407, and the GTA West corridor. The sites are also in close proximity to major rail facilities and Pearson Airport. The proposed development has also been strategically designed to mitigate the effects on existing vegetation, providing appropriate buffering and enhancement of existing features. The Town of Caledon Green Standards will also be considered at the detailed design phase of the applications.

Section 3.1 General Policies for Infrastructure and Public Service Facilities

Policy 3.1.1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

Section 3.2 Transportation Systems

Policy 3.2.1. *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.*

Policy 3.2.2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Policy 3.2.3. *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.*

Section 3.3 Transportation and Infrastructure Corridors

Policy 3.3.1. *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*

Policy 3.3.2. *Major goods movement facilities and corridors shall be protected for the long term.*

Policy 3.3.3. *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

It is recommended that servicing of this site be undertaken in a comprehensive and integrated approach. It is our understanding that the Region of Peel has expedite 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. The applicant is also in the process of entering into a front-ending agreement to urbanize Dixie Road from Mayfield Road to Old School Road, which would include a multi-purpose path along the west side of Dixie Road. Additionally, it is expected that upgrades to Old School Road will be necessary to support truck use adjacent to the site. This is currently being investigated and any necessary work will be undertaken by the applicant.

Section 3.5 Land Use Compatibility

Policy 3.5.1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

Policy 3.5.2. *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

As currently proposed, the development is separate and would avoid future residential uses to the east. The developments would take advantage of the trucking routes along Dixie Road, Mayfield Road, and the existing and planning highways in the area. As of the writing of this report, no road connections are proposed through the site to connect to the sensitive residential uses proposed to the east of the lands. It is agreed that no connections should be proposed, nor are they necessary. Potential road connections could cause impacts to the quality of life and health and safety of future residents, while also causing site security and operational concerns for future industrial end-users on site. It should be noted that potential road dedications can be resolved at the Site Plan Approval stage and therefore should not compromise any potential approval of the Official Plan Amendment or Zoning By-law Amendment applications.

Section 3.6 Sewage, Water and Stormwater

Policy 3.6.1. *Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*

As previously mentioned, 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 developments would provide for the completion of an already existing employment hub along Dixie Road between Mayfield Road and Old School Road. The developments would provide efficient use of the services in relatively short-order while also generating jobs and tax revenue, contributing to a net-benefit for the Town and Region. A decision to reject or delay approval for employment uses on the subject lands would be counter to optimizing municipal services. Stormwater management has been designed in an efficient manner on the sites, as per the attached Stormwater Management Report.

Section 3.9 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 3.9.1. *Healthy, active, and inclusive communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities,*

parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The developments provide for trails within the natural heritage corridors of the sites, along with the proposals located at 12862, 12668 and 12173 Dixie Road. In addition, a multi-use path is proposed on the west side of Dixie Road as part of the front-ending urbanization between Mayfield Road and Old School Road. The proposal of these pathways provides an alternative mode of transportation to current and future residents of the immediate area.

Section 4.1 Natural Heritage

Policy 4.1.1. *Natural features and areas shall be protected for the long term.*

Policy 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.*

As previously mentioned, there is a natural environmental feature that is located along the property line and encroaches into each site, along with features at the southwest corner of the property of 12489 Dixie Road and at the south portion of 12861 Dixie Road. The features have been staked and surveyed, and it is proposed through this development, that the features be protected and enhanced. As such, the development contains no negative impacts to the features on site.

Section 4.3 Agriculture

Policy 4.3.2. *As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.*

Although the site is zoned and designated in the Town Official Plan as Agricultural, the lands are in a period of transition from rural Agricultural to Employment. The Region has recently completed its Official Plan Review and has put the lands into the urban boundary, as well as including them in the *Employment Area*. Similarly, the new Future Caledon Official Plan proposes to redesignate the lands for Employment uses. As such, although there may be a loss of agricultural land supply, the proposed development complies with the current Regional policy framework, as well as the future local policy framework.

Section 4.6 Cultural Heritage and Archaeology

Policy 4.6.1. *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*

Policy 4.6.2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

The proposed development intends to retain one heritage home at 12489 Dixie Road and one heritage home at 12861 Dixie Road, in-situ. Several uses are being contemplated for the adaptive re-use of each home and will be included in the draft OPA and draft ZBA text. In addition, recommendations made in the Archeological Assessments will be considered.

To summarize, the subject lands are located within the urban boundary and in close proximity to the already built-up areas of Brampton and Mayfield West. The proposed development complies with Regional policy framework and future local policy framework, and represents a logical continuation of employment uses along Dixie Road. Development of the subject sites will make efficient use of land, and resources, including existing and planned infrastructure, while having regard for climate change and natural heritage features on site. Additionally, the sites are in a prime location for goods movement and is freight-supportive as the site fronts two major arterials, are in proximity to existing employment areas, and the sites have access to the existing Highway 410 and 400-series highway, as well as the planned GTA West corridor expansions (both east-west and north-south). Finally, the development helps to contribute to the employment stock and economic viability of the Region and Town and is therefore consistent with the PPS.

3.2 Greenbelt Plan (2017)

The Greenbelt Plan is a provincial document that was introduced in 2005 that identifies where urbanization should occur and helps to protect important resources such as the natural heritage system and agricultural land.

The proposed developments do not change the limit of the Key Natural Heritage Features within the Greenbelt Area as per the boundaries staked and agreed to by Municipal and Conservation Authority staff on site. The overall development plan for each site has been thoughtfully designed and advanced through consultation with the ecologist (Stantec), hydrogeologist (Stantec) and geomorphologist (Geo Morphix Ltd.) in order to accommodate the natural heritage features and appropriate vegetation protection zones. The principle of land use has been established with the approval of the Region of Peel Official Plan and is mirrored in the adopted Future Caledon Official Plan. The proposed OPA reflects the stated intent of the lands, while preserving the environmentally sensitive areas found in and around the sites.

Under Schedule 1 of the Greenbelt, a portion of the properties to the north, south, west and the southwest corner are identified as “Protected Countryside”, with the remainder identified as “Greenbelt Area” and “Natural Heritage System” (**Figures 7 and 8**).

On August 24, 2023, a site visit was conducted with Toronto and Region Conservation Authority Staff (planning, ecology, engineering), Town of Caledon Staff (planning and engineering), and Stantec Consulting (ecologist). During this site visit, the limits of wetlands, woodlands and top of bank were confirmed on both sites by all parties. The summary of the site visit is included in the Comprehensive Environmental Impact Study and Management Plan attached herewith.

As noted above, Key Natural Heritage Features were identified on the sites (3.2.5) and include habitat of endangered species and threatened species, fish habitat, and wetlands. Policies in the Greenbelt Plan protect the Key Natural Heritage Features and their associated Vegetation Protection Zone (buffer) from development. In accordance with the policies of 3.2.5, in most cases, appropriate buffers have been

applied to the Key Natural Heritage Features in consultation with our ecologist, hydrogeologist, and geomorphologist, which ultimately protect the Greenbelt Area from development.

As mentioned, the properties are within the TRCA Regulated Area, however, no development is proposed within the environmental protection areas identified on the lands. We do not anticipate a TRCA Permit is required at this time. Should one be required, an application will be submitted at a later date.

A Fluvial Geomorphological Assessment and Erosion Hazard Delineation was completed, by Geomorphix Inc., for the wetland in the Greenbelt Area to ensure that development is appropriately set back from the environmental feature in order to manage risk to life and property from erosion and flooding. An additional 30 metre buffer has been applied from the meander belt width on the wetland on the southeast corner of the property due to Redside Dace habitat protection. In addition, the meander belt width and toe of slope has been identified for the feature on the property line shared between the properties. Although not initially specified, this will be well within the additional 10-metre setback requirement by TRCA. The wetland features and associated buffering will be protected long term as Environmental Protection Area and as Greenbelt Area. In accordance with recommendations from Stantec and Geomorphix, appropriate buffering from these features have been established.

Through the proposed applications for Official Plan Amendment and Rezoning, the Greenbelt Area will continue to be protected through its designation. In addition, through this specific application, the features staked on site (as well as associated buffering) will become Environmentally Protection Area in the Local Official Plan Amendment and maintain Environmental Policy Area in the rezoning (EPA-2), and development will not be permitted within this area.

Although the subject sites are now part of the urban area, there will still be interface with non-urban operations, such as agricultural uses. Given this, the lands have been assessed in accordance with 3.1.3.3 and 3.1.3.4, and an agricultural impact assessment inclusive of the minimum distance separation ('MDS') formulae has been completed. The MDS I, completed by Colville Consulting Inc., concludes that the sites are within an urban area and in proximity to other employment uses. The long-term use of the land is intended to be for non-agricultural purposes and meets the MDS formulae.

The proposed development has respect and regard for the Key Natural Heritage Features and overall Greenbelt Area on site. In addition, the developments meet the policies related to the completion of an agricultural impact assessment and MDS formulae. In conclusion, policies within the Greenbelt Plan are met through this application.

3.3 Peel Region Official Plan (Consolidated 2022)

The Region of Peel Official Plan (ROP) was adopted by Council on April 28, 2022, and subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The ROP outlines strategies for growth and development in order to provide Regional Council with a

long-term policy framework for decision making due to the high level of population and employment growth that the Region is currently experiencing.

The ROP currently identifies the sites as being within the *Urban System* and the *2051 New Urban Area*, with a portion of the site where the features are located designated as *Rural System* (Schedule E-1) (**Figure 13**). The lands are also within the *Urban System* and *Urban Boundary* (Schedule E-2), and within the *Employment Areas* designations (Schedule E-4) (**Figure 16**). No Regional Official Plan Amendment is required to facilitate the applications.

In addition, a portion of each site where features are located are identified as follows: *Greenbelt Area* and *Natural Heritage System* on Schedule B-5, *Greenlands System* (Schedule C-1), *Core Areas of the Greenlands System* (Schedule C-2), and *Prime Agricultural Area* (Schedule D-1). Finally, the *Designated Greenfield Area* (Schedule E-3), and *Major Road* (Dixie Road, 36m ROW; Mayfield Road, 50m ROW) (Schedules F-2 and F-3) mapping also applies to the subject sites (**Figures 9-18**).

Chapter 2 of the ROP outlines the policies regarding the natural environment. This Chapter explores the natural heritage systems that are present in the Region of Peel, and what can be done to maintain, protect, restore, and enhance them. There are a number of natural heritage resources that are identified within the Region of Peel. However, there are features specific to the subject sites that also form part of the Greenbelt. Specifically, the features on the lands are designated *Greenbelt Area* and *Natural Heritage System* on Schedule B-5, *Greenlands System* (Schedule C-1), *Core Areas of the Greenlands System* (Schedule C-2), *Prime Agricultural Area* (Schedule D-1), and *Rural System* (Schedule E-1).

The designations, as identified above, are generally in line with the natural heritage features identified on the lands, which contain wetlands and woodlands that form part of the Greenlands System. In addition with ROP policies, the features are also subject to the policies within the Greenbelt Plan to ensure their protection and enhancement. As discussed previously, these features have been staked on site and are being appropriately protected and buffered.

The Greenbelt Plan is discussed in detail in section 3.2 of this report including strategies for long term protection of natural heritage features and associated buffers, and mitigation of agricultural impact including meeting the required minimum distance separation formulae.

Chapter 3 provides direction for identified resources, including promotion and preservation of the natural and cultural heritage within the Region, while also allowing for growth. In accordance with the policies contained in **Section 3.6** (Cultural Heritage) of the ROP, the Region “supports the identification, conservation and interpretation of cultural heritage resources, including but not limited to the built heritage resources, structures, archaeological resources, and cultural heritage landscapes, according to the criteria and guidelines established by the Province. In addition, the Region intends to “collect, preserve, manage and research archives, artworks, and objects of cultural significance.”

Heritage: (12489 Dixie Road) - The subject site is listed on the Town of Caledon's heritage registrar, as such a Cultural Heritage Impact Statement (CHIS) was completed for the property given the proposed change in land use development proposal. Stantec was retained to complete the CHIS and concluded that while the structures on the site do not contain a high degree of architectural value, the property has historical ties to the Spiers family and the residence is "a representative example of a mid-19th century Neoclassical cottage". Through the development of the site, it is proposed that the residence be retained 'in situ', as it is located within the natural heritage area where no development is contemplated. A variety of mitigation measures are proposed within the report that should be considered prior to construction and also post-construction, which include site activity monitoring, appropriate buffering and screening, and installation of interpretive materials near the residence depicting its history.

Heritage: (12861 Dixie Road) - The subject site is listed on the Town of Caledon's heritage registrar, as such a Cultural Heritage Impact Statement (CHIS) was completed for the property given the proposed change in land use development proposal. Stantec was retained to complete the CHIS and concluded that the residence with the red brick exterior has architectural value through its high degree of craftsmanship. The residence is identified as an Edwardian Classical style farmhouse. In addition, the barn is identified as a heritage attribute to this property. Through the development of the site, it is proposed that the residence be retained 'in situ', with the site plan being thoughtfully designed to incorporate it. It is recommended that the barn, if unable to be moved and retained, be documented and salvaged. A variety of other mitigation measures are proposed within the report that should be considered prior to construction and also post-construction, which include site activity monitoring, appropriate buffering and screening, and installation of interpretive materials near the residence depicting its history.

Archaeology: (12489 Dixie Road) - A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc., and the studies indicated that the site retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Test Pit Survey and 5 m Visual Survey was conducted over the area within the planned development. The Stage 2 identified one Euro-Canadian Archaeological Site. A total of 93 artifacts were recovered, which indicates a site occupation/disposition from 1838 until 1884. The artifacts consist mainly of kitchen class, architectural class, and personal and organic class. "The placement of the core of the site, on the back or side of the residence is consistent with the Brunswick Pattern of refuse disposal, and the site may represent an accumulation of occupation debris, or, potentially related to the construction or maintenance of the extant homestead, or a former one." Due to the findings of the Stage 2 assessment, it was determined a Stage 3 was required. The Stage 3 "resulted in the excavation of a total of 26 archaeological units which resulted in the recovery of 2,056 artifacts." The Stage 3 findings concluded that the site contains no further Cultural Heritage Value or Interest, and no further archaeological investigation is required.

Archaeology: (12861 Dixie Road) - A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc., and the studies indicated that the site retained archaeological potential. As such, a

draft Stage 2 Archaeological Assessment was conducted consisting of test pits at 5m intervals on 5m transects. The Stage 2 identified one Euro-Canadian Little Scatter Site where 18 artifacts were found, and a Euro-Canadian Hillside Site where 177 artifacts were recovered. Using the artifacts, the site occupation/disposition would date from 1833 until 1980. The artifacts consist mainly of kitchen class, architectural class, and personal and organic class. The report recommends a further Stage 2 assessment once agricultural practices permit in 2024.

Chapter 4 outlines the population and employment forecasts which aid in determining regional servicing and establishing the land requirements to accommodate growth to the year 2051. The table below (identified as 'Table 3' in the ROP) outlines the Population, Household and Employment Forecasts for the Region of Peel.

Table 3 – Population, Household and Employment Forecasts for Peel

Municipality	2041			2051		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	2,050,000	650,000	960,000	2,280,000	730,000	1,070,000

Source: Region of Peel Official Plan (2022 Consolidation)

This chart shows that for the Town of Caledon, it is expected that in 2041, there will be 80,000 jobs and in 2051, there will be 125,000 jobs. Through its recent Official Plan update, the Region identified the subject sites as suitable for employment uses. The Town just recently adopted its new Future Caledon Official Plan, which is intended to redesignate the site for employment uses as well. The proposed development, coupled with recent and ongoing policy changes at the regional and local levels, will assist in meeting the employment targets set out in the ROP.

Chapter 5 acknowledges that the Region is part of a larger economic region of the Greater Toronto Area and Hamilton and the Greater Golden Horseshoe. This chapter outlines the key role that the Region has to play within this larger region. The Region is to manage growth and provide complete and healthy communities for people who live and work in Peel, and offer a range and mix of housing, employment and recreational and cultural activities. The sites are within the urban boundary and therefore form part of the *Urban System*.

The development meets the requirements of section 5.4 Growth Management by promoting compact forms of urban development in proximity to existing and planned infrastructure. The subject sites are underutilized, and this represents intensification of an area that is suitable for employment given the proximity to existing employment uses, as well as existing and planned transportation infrastructure that is required for warehouse and truck-dependent employment uses. More specifically, these developments achieve policies 5.4.3 and 5.4.4, which directs the Region to meet population and employment growth forecasts, and provide the amount of greenfield land necessary in order to do so.

The sites are located in proximity to the built-up boundary of the City of Brampton and Mayfield West Area which contain both employment and residential uses.

Per Section 5.5 of the ROP, which discusses the Regional Urban Boundary, the subject lands are located within the urban boundary. The boundary is meant to provide the appropriate amount of land to accommodate urban growth to 2051. This section directs local municipalities to plan for growth in *Strategic Growth Areas* and *Designated Greenfield Areas* through growth management and phasing strategies. These strategies ensure appropriate mix of uses and employment types, the timing and availability of regional and local services, fiscal impacts of development, staged build-out and logical extensions to development, priority areas for development, and sustainable rate of employment growth related to population growth.

The subject sites are located within the *Urban System* and within a *Designated Greenfield Area*. The proposed development provides for a logical extension of existing employment uses along this Dixie Road corridor given the proximity to existing and future employment uses, existing and future highway networks, and existing residential housing stock in Brampton. The proposed developments also provide an opportunity for a front-ending agreement to urbanize Dixie Road, and expedite the Region's extension of existing services located in Dixie Road in order to service the lands. The developments also provide significant fiscal benefits to the Region and Town in terms of creating jobs and economic prosperity, tax revenue, development charges, and little-to-no reliance on municipal soft services. In addition, it increases the stock of employment lands within the Town, which is required at this time.

Section 5.6 of the ROP establishes policies for properties within the *Urban System*, specifically to achieve compact built forms, a mix of uses, and efficient use of land and infrastructure. This section also requires the preservation and protection of lands near highways, rail corridors and major truck terminals for employment and infrastructure uses. The ROP calls for a plan to finance regional facilities and services, requiring development in the *Urban System* to proceed based on the growth management and phasing policies of the ROP, and the planned provision of necessary services. This section also states that local municipalities should 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. The proposed developments provide for the intensified and compact use of underutilized land. The developments provide an opportunity to utilize existing and future road and highway networks for employment uses and major goods movement. Additionally, the developments allow for the expedited extension of existing water and sanitary services located in Dixie Road through the Region capital works program.

Section 5.6.20 outlines the policies for the *Designated Greenfield Area*. It is understood that some of the employment growth experienced in the Region will take place in these areas, which include the 2051 *New Urban Area* lands. The 2051 *New Urban Area* lands, as discussed in Section 5.6.20.14, will accommodate approximately 38,000 jobs within designated *Employment Areas*, in which the subject lands are situated.

Policies relating to the *Designated Greenfield Area* include phasing development to ensure efficient use of infrastructure and fiscal responsibility, protecting natural and cultural heritage, and ensuring development is served by a well-connected transportation structure and transit. In addition, where a secondary plan is not in place, local municipalities are required to develop staging and sequencing plans that provide for orderly, fiscally responsible and efficient progression of development in coordination with the Region's Capital Plan, Water and Wastewater Master Plan, and Transportation Master Plans.

Similarly, the policies guiding the *2051 New Urban Area* in Section 5.6 call for development to be staged and sequenced to ensure the efficient delivery of infrastructure and protection of the financial and economic well-being of the Region. The policies also require protection of natural and cultural heritage resources, development of complete communities, ensure new development is well served by transportation networks and transit, and also the clear identification of Employment Areas within the *2051 New Urban Area*.

The proposed development meets the policies outlined in Section 5.6 of the ROP. The developments provide for the logical extension of an existing employment area along this corridor of Dixie Road. In doing so, the developments offer the opportunity of a front-ending agreement with the Region for the urbanization of Dixie Road, and the expedited extension of existing water and sanitary services north up Dixie Road through the Region capital works program in 2025. These projects will work in tandem with road widening along Dixie and noise wall construction. The development offers fiscal advantages to the Region and Town in the form of front-ending urbanization, extension of services, offering more employment-ready lands and future job growth leading to economic prosperity, tax revenue, development charges revenue, and low reliance on municipal soft services. In addition, the immediate area is well serviced by major roads and existing and planned highway networks. There is also future planned transit service along Dixie Road which will service the developments. Finally, the developments propose to protect all natural heritage features on site by restricting development in those areas, along with retaining the existing residences on each site that may possess cultural heritage value. In light of these advantages, it is not necessary for a secondary plan to be in effect in order to develop these lands, as previously mentioned.

Section 5.6 Employment Areas directs the region to provide sufficient lands in employment areas (which are areas with clusters of business and economic activities – as identified by local official plans), to support a vibrant and sustainable economy. As discussed in section 1.4 of this report, there is a lack of 'development ready' employment land specifically in the Town of Caledon. These development applications provide a unique opportunity for the Region and Town to provide employment land that is desirable and suitable for warehouse and distribution development, given its size and prime location. Policy 5.8.27 of the ROP states that the Town of Caledon is encouraged to achieve a minimum employment density of 26 jobs per hectare within *Employment Areas*.

Furthermore, Policies 5.6.20.14.(14-17) provide details of secondary planning requirements to be undertaken by municipalities. The subject sites meet all requirements as set out in these policies without the need of a secondary plan.

Policy 5.6.20.14.14 *Require that the local municipalities delineate or provide criteria for the delineation of secondary plan areas for the 2051 New Urban Area, as shown on Schedule E-1, based on criteria, including, but not limited to, the following:*

- a) provide a logical progression of growth and be integrated as extensions of existing communities based on identifiable boundaries having regard for physical and natural features and barriers;*
- b) consider watershed boundaries and the natural heritage system;*
- c) include the protection and enhancement of a natural heritage system and water resource system informed by subwatershed study recommendations and the integration of water and stormwater management objectives and requirements;*
- d) provide coordinated and efficient water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan and capital budgeting processes;*
- e) provides for a Caledon-wide multimodal transportation system that includes coordinated and efficient sustainable transportation and transit infrastructure and services, as per applicable mobility plans;*
- f) identify community/ neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed- use formats served by transit;*
- g) identify logical boundaries that build on or include areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*
- h) provide appropriate transitions to allow agriculture and agricultural activities related uses to continue for as long as practical; and*
- i) maximize the feasibility of implementing alternative and renewable energy systems including district energy systems.*

Policy 5.6.20.14.15 *Permit approval of secondary plans by local municipalities within the 2051 New Urban Area to proceed only in accordance with staging and sequencing plans to the satisfaction of the Region.*

Policy 5.6.20.14.16 *Require that local municipal secondary plan areas be prioritized, advanced, sequenced and approved and on the basis of a staging and sequencing plan, to the satisfaction of the Region, and in accordance with planning-related criteria including, but not limited to, the following:*

- a) the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;*
- b) provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;*
- c) coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;*
- d) make appropriate considerations for watershed boundaries and the protection, restoration and enhancement of a natural heritage system;*
- e) ensure protection of a natural heritage system and water resource system informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;*
- f) ensure the efficient provision of a Caledon-wide multimodal transportation system that*

includes sustainable transportation and transit infrastructure and services, including the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;

g) identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;

h) identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;

i) provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical; and

j) feasibility assessments of implementing alternative and renewable energy systems including district energy systems.

Policy 5.6.20.14.17 *Require that the local municipalities' secondary plans be undertaken on the basis of the following studies and technical analysis completed to the satisfaction of the local municipality:*

a) An agricultural impact assessment for each secondary plan area abutting or adjacent to agricultural areas in the Agricultural System prior to adopting an official plan amendment to implement the secondary plan in accordance with terms of reference prepared to the satisfaction of the Region, in consultation with relevant agencies. The agricultural impact assessment shall provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations where the settlement area boundary abuts or is adjacent to agricultural operations located outside of the Designated Greenfield Area and provide recommendations to avoid, minimize and/or mitigate adverse impacts...

iii) identify through mapping any required Provincial minimum distance separation (MDS) / setback (the Setback Area) that extends into the secondary plan area....

d) A Community Energy and Emissions Reduction Plan for each secondary plan area...

e) A Climate Change Adaptation Plan for each secondary plan area...

The development proposals and studies submitted herewith satisfy all the criteria as outlined above. The developments provide a logical extension of an already existing employment hub along the east and west sides of Dixie Road between Mayfield Road and Old School Road. The environmental studies submitted herewith consider watershed boundaries and natural heritage features, and stormwater management. A staging and sequencing plan, agricultural impact assessment, minimum distance separation formulae, community energy and emissions reduction plan, and climate change adaptation plan have also been submitted with the applications. The sites will be serviced with water and sanitary given the fact that the Region of Peel has expedited the extension of these services along Dixie Road up to Old School Road as part of its capital works program. Construction is expected in 2025. The sites will have access to a wide-range of multi-modal transportation services, including a transit extension from Brampton up Dixie Road, existing and planned highway networks, goods movement corridors such as Mayfield Road and Dixie Road, and trails internal to the sites as well as along the west side of Dixie Road as part of a front-end urbanization project. Finally, the site will not impact any adjacent agricultural uses and will consider the Caledon Green Standards at the detailed design stage. As such, it is unclear what a

secondary planning process or a detailed subwatershed study would offer at this time, given that the sites already meet the criteria as set out by the Region.

In addition, Policy 5.6.20.14.12 describes the needs for connected transportation systems.

Policy 5.6.20.14.12 *Require the local municipalities to permit approval of secondary plans in the 2051 New Urban Area only after the structure of a connected transportation system is planned to the Region's satisfaction, including:*

a) the conceptual alignment of a transit system that includes an East-West higher order transit corridor; and

b) the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of policies in this plan regarding the GTA West Transportation Corridor and support for alternatives to a highway.

The provision of east-west collector road networks through the sites will provide for site security, safety and quality of life concerns for future residents to the east. Road networks connecting industrial sites to sensitive uses, such as residential and potential outdoor amenity spaces in the future communities to the east, is in direct contradiction of Section 3.5 of the PPS, as discussed previously in the report. The future residential areas to the east have multiple ways to ingress their sites to several arterial roads. In addition, a north-south road along the division of the employment and industrial designations allows for an additional access to Old School Road, which provides a broader east-west connection to future residents. It should be noted that potential road dedications can be resolved at the Site Plan Approval stage and therefore should not compromise any potential approval of the Official Plan Amendment or Zoning By-law Amendment applications.

Section 5.10 outlines policies related to the transportation system in Peel, which includes freeways, major roads, local roads, high occupancy vehicle lanes (HOV), public transit, airports, rail lines, intermodal terminals and sidewalks, bikeways and trails. This section is intended to provide policies that create a transportation system that serves the needs of people who live, work, and travel through, the Region of Peel.

The Region of Peel is well connected by all modes of transportation, as the Region is home to Lester B. Pearson International Airport, is connected to the 400-series highway networks, has well established and interconnected transit regionally in both the City of Brampton and City of Mississauga, and has established an active transportation network. Of particular relevance to this development application is the existing and planned highway network (GTA West corridor) discussed throughout this report. In addition, the sites front onto Dixie Road, a *Major Road* with a planned right-of-way width of 36 metres (see **Figure 17** and **Figure 18**). Given all of the above, the lands are in a prime location to support efficient movement of goods (5.10.38). Additionally, through these applications, there will be a significant demand for bus transit that is to be extended to service these sites. Providing this level of employment (2,485 jobs across both sites) will ensure that extension of the bus service is feasible.

Chapter 6 Regional Services outlines the policies related to the services provided by the Region including Public Works. Due to the lands being within an *Employment Area* and in the urban boundary, it was prudent to expedite the extension of the existing water and sanitary services in Dixie Road through the

Region capital works programs. This would provide expedited services to this corridor of Dixie Road, thus freeing up a significant amount of employment-ready lands for development.

In conclusion, the proposal represents a unique opportunity for the Region to meet its employment objectives. The proposed development is consistent with the goals and policies outlined in the ROP. No Regional Official Plan Amendment is required.

3.4 Caledon Official Plan (Consolidated 2018)

The Town of Caledon Official Plan (Caledon OP) applies to all urban and rural lands within the Town of Caledon. The Caledon OP sets out direction and policy on where and how to grow through to the year 2031. The Town recently completed its Municipal Comprehensive Review (MCR) and Council adopted the Future Caledon Official Plan in March 2024. However, given the fact that the Future Caledon OP has yet to receive approval from the Province, the Caledon OP (2018) remains in force at this time. Although the Caledon OP (2018) is in force, its policies are not reflective of the current Regional and Provincial objectives. As such, the applicant is seeking an Official Plan Amendment.

The Caledon OP currently designates the sites as *Prime Agricultural, Environmental Policy Area*, and *Greenbelt Plan Area* on Schedule A “Land Use Plan” (**Figure 19**). Additionally, parts of the site (natural heritage features) are identified as *Greenbelt Plan Area* and *Greenbelt Protected Countryside* on Schedule A-1 (**Figure 20**); fronting a *Medium Capacity Arterial* road (Dixie Road) on Schedule J; fronting a *36-metre ROW* (Dixie Road) on Schedule K (**Figure 22**); natural heritage features on the sites identified as *Greenbelt Plan Area*, *Greenbelt Plan Protected Country Side* and *Greenbelt Plan Natural Heritage System* on Schedule S (**Figure 23**); and *Agricultural and Rural Area* and *Greenbelt Plan Area* on Figure 1 of the Town of Caledon Official Plan (**Figure 24**).

Section 2.0 Strategic Direction of the Town OP acknowledges that the Town is located on the periphery of the Greater Toronto Area and faces both internal and external pressures to transition from a rural to an urban area. Through this section, the Town has established goals which provide the basis for the policies of the Town OP. The following are relevant to this proposal:

2.2.3 Goals

- *To establish a growth pattern for the Town, including rates and location of population and employment growth that maximized the overall quality of life for Caledon’s residents.*
- *To protect and steward ecosystems in the Town.*
- *To conserve and promote cultural heritage resources in recognition of the non-replaceable nature of cultural heritage, as well as the contribution it makes to the character, civic pride, tourism potential, economic benefits and historical appreciation of the community.*
- *To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.*

- *To provide residents with a quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities.*
- *To preserve, expand and diversify the Town's employment base.*
- *To strengthen the local economy and tax base.*
- *To plan and support a transport system that provides for both inter and intra-Town traffic movements, balances demand with capacity, protects and stewards ecosystems, and protects heritage sites and sensitive human environments.*
- *To allow development in a manner that provides the best opportunity to optimize municipal service provision.*

The proposed developments assist the Town in Caledon achieving the goals set out by Section 2.2.3 noted above. The location of the sites represent orderly development that will support the optimization and extension of servicing (water and sanitary) and transportation (inter and intra-municipal bussing) infrastructure. The sites are conveniently located in proximity to employment uses and a significant housing stock; providing residents with the opportunity to work close to home and live close to work, reducing commute times. The development has been strategically designed to be sensitive to the natural heritage features on the sites, and through the proposed zoning will protect the natural areas from development pressure. Cultural heritage resources will be re-integrated into the future developments, where feasible, in order to celebrate the cultural heritage of the sites. Lastly, the developments will generate a significant tax base for the municipality.

Section 4.0 Town Structure and Growth Management outlines the hierarchy of settlements in order to implement the Town's growth management strategy, by defining the role and function of various settlements and allocating growth accordingly. The subject sites are designated *Prime Agricultural Area* and *Greenbelt Plan Area* under Schedule A of the Caledon OP (**Figures 19-24**). Lands designated *Greenbelt Area* will continue to be designated as so, in accordance with the limits staked on site and associated buffers. Through the proposed official plan amendment, the remainder of the sites will be designated *General Industrial* within the "Settlement Area" under Schedule A. This also means that the lands would ultimately become part of the "Settlement Area" under Schedule F, Schedule J, Schedule K, Schedule L, Schedule O, Schedule S, Appendix I, Appendix II and Appendix III; and "Designated Greenfield Area" under Figure 1.

Redesignation of the lands from agricultural to employment uses has been discussed throughout this report, and to reiterate, the MDS I, completed by Colville Consulting Inc. concludes that the site is within an urban area in proximity to other employment uses, and meets the MDS formulae. The sites are therefore suitable for employment uses long term.

The proposed amendment will include the subject lands as part of the *Designated Greenfield Area*. The Town OP acknowledges the Growth Plan density target of 50 residents and jobs combined per hectare (4.2.2.1), however notes that in Caledon, employment densities are typically much lower. As such Policy

4.2.2.3.1 directs development within the *Designated Greenfield Area* to achieve a minimum density of 42 residents and jobs per hectare, in line with previous Regional requirements (prior to 2022). Without the benefit of a new adopted and (yet to be) approved Town Official Plan, these numbers can not be verified as of the writing of this report. In any case, these densities are not intended to be met on a site-by-site basis, rather across the entire *Designated Greenfield Area*, and as identified within the Town OP, certain sites will achieve more (or less) than others, with the intent of meeting the targets on a Town-wise basis. The proposed development provides approximately 32 jobs per net hectare.

Section 4.2.3 outlines policies for settlement expansions. An official plan amendment and a municipal comprehensive review are required to expand the boundary of any settlement area. This application is proposing a settlement boundary expansion to be comprised of employment lands that are currently designated within the urban boundary of the ROP, however, are not within the *Settlement Area* in the Town Official Plan. A local official plan amendment is being requested, while the Future Caledon Official Plan is awaiting approval. It is anticipated that the subject lands will be included in the boundary as part of the new Official Plan, however, the official plan amendment provides an expedited process for motivated end-users to build on employment-ready lands. The policies related to the settlement boundary have been met and the new Town Official Plan will be consistent with the findings of the Regional MCR that concluded in 2022.

Section 4.2.4 Population and Employment Forecasts and Allocations outlines the anticipated population and employment forecasts in the Town of Caledon. In accordance with the policies of this section, forecasts will be updated as the result of a Provincial review. This process is has been completed through the adopted Future Caledon Official Plan which has yet to receive approval, however, the current forecasts (2018) are as follows:

Year	Population	Employment
2021	87,000	40,000
2031	108,000	46,000

Source: Town of Caledon Official Plan (2018 Consolidation), Table 4.1

Section 5.5 Employment Areas highlights the importance of employment areas playing a key role in diversifying the Town’s employment and assessment base. Development of employment areas will be focused in the Rural Service Centres of Mayfield West and Bolton, and the Industrial/Commercial Centre of Tullamore. It is the policy of the Town OP to designate an adequate supply of employment land within the Rural Service Centres and Industrial/Commercial Centres to achieve employment forecasts noted in Table 4.1 above (5.5.3.2). It is the municipalities responsibility to monitor, in collaboration with the Region of Peel, the supply of employment lands on an annual basis.

Through the Town of Caledon 2020-2030 Economic Development Strategy (‘EDS’) the Town acknowledges the importance of the transportation and warehousing industry and makes clear that this

is a key strength for the Town's economy. The EDS further states that the "lack of sufficient inventory of serviced, investment-ready land is a concern". A shortage of employment-ready lands has been identified in the EDS, which is a major problem for the Town and Region. The proposed development offers a unique opportunity for the Town to redesignate lands for employment uses ahead of the Future Caledon Official Plan approval, with end users ready to begin building on the site.

The subject sites are proposed to be designated *General Industrial*, and will be developed in accordance with the policies of 5.5.5 of the Town OP. Additionally, the development has been developed in accordance with the General Design Policies (5.5.7) and has been thoughtfully designed to ensure quality treatment of features, forms, massing, scale, site layout, orientation, landscaping, and ingress and egress to and from the sites. Where possible, enhanced elevations and landscaping has been provided. Please refer to the Urban Design Brief prepared by Ware Malcomb, and the Landscaping plans prepared by MHBC Ltd.

Section 5.7 Environmental Policy Area (EPA) outlines the policies related to Environmental Protection Areas. The site includes environmentally protected areas to the north and the southwest portions of the site that will be protected through EPA and/or Greenbelt designations, and zoning.

Section 5.9 Transportation outlines policies related to the transportation system in the Town of Caledon, and specifically highlights the need for facilitating the movement of both goods and people. This section also acknowledges that the Town does not own or operate a public transit system, and therefore relies on collaboration with the Region of Peel to expand and create a public transit network.

The proposed developments will be serviced by a future extension of the Brampton Transit system north, up Dixie, to service the sites. It is anticipated that given the significant number of jobs the developments will create, there will be a demand for transit to these sites, ensuring extension of the bus service is feasible.

The sites front onto Dixie Road, which has a planned right-of way width of 36 metres, and Old School Road, which has a planned right-of-way width of 26 metres (**Figure 22**). The Applicant proposes to fully upgrade Dixie Road to full urban standards, including much needed street lights and sidewalks. The sites are uniquely located in proximity to the existing and planned highway network (GTA West corridor) as discussed previously. Given all of the above, the sites are in a prime location to support efficient movement of goods and people.

Section 5.10 Settlements outlines the policies related to settlements within the Town. Development of settlements will take place in an orderly manner that makes use of services and discourages scattered or fragmented land development. Including these lands within the settlement boundary represents a logical expansion of the existing built-up employment area to the south. The sites are within the urban boundary in the ROP and anticipated to be included in the urban boundary of the new Town Official Plan. The sites represent the next logical expansion for employment lands given its visibility on Dixie

Road, the existing employment uses along Dixie Road, and proximity to a critical transportation network that is required for freight-heavy users.

Comprehensive servicing of developments is encouraged (5.10.3.8, 5.10.3.9) in consultation with the Region of Peel to ensure that water and sewer services are planned, developed and utilized in an efficient manner. As noted previously, the Region has planned upgrades to water and sanitary services along Dixie Road, which is anticipated to be constructed in 2025.

Policy 5.10.3.25 states that expansions to settlements require amendment to the Town OP and be reviewed based on the following italicized points:

a) Protection of environmental and cultural resources;

The proposed developments have regard for, protect, and provide adequate buffering to the natural heritage features on site. Where possible, the proposed developments will integrate the cultural heritage resources.

b) The potential impact of the expansion on the function and character of the community;

c) The expansion as a logical and contiguous addition to the existing settlement;

The expansion will have a negligible impact on the character of the community, in fact, it contributes by providing additional employment land. The expansion represents a logical extension of the employment corridor along Dixie Road. The lands were recently placed into the urban boundary by the ROP, and the newly adopted Town Official Plan also contemplates the lands within the urban area in order to meet provincial growth targets.

d) The adequacy of municipal services and related municipal financial costs;

Municipal water and sanitary services have been oversized on Dixie Road, and are intended to be expedited and extended by the Region through capital works projects in 2025.

e) The need and demand for development;

There is a lack of available 'ready' (zoned and designated) employment land within the Town of Caledon. The Town of Caledon 2020-2030 Economic Development Strategy has identified that a "lack of sufficient inventory of serviced, investment-ready land is a concern". Through recent regional policy changes, and an expedited local Official Plan redesignation, the lands will be employment-ready to meet provincial targets.

f) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and considers lands with lower priority in the Prime Agricultural Area;

The lands have been put in the urban boundary and designated for employment uses within the ROP. The new Future Caledon Official Plan proposes the same.

g) The preparation and conclusions of watershed and sub-watershed studies;

The proposal will conduct a review of all background reports and mapping relating to the function of water courses on site, including the scoped subwatershed study completed by the Region of Peel. The review will include an assessment of related policies within the ROP to determine compliance.

h) Compliance with minimum distance separation formulae;

MDS I setbacks are not required for proposed land use changes (e.g., consents, rezonings, redesignations, etc.) within approved settlement areas, as it is generally understood that the long-term use of the land is intended to be for non-agricultural purposes. Please refer to the MDS formulae provided by Colville Consulting Inc.

i) The provisions of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan; and,

Not applicable.

j) The objectives and policies of Region of Peel Official Plan; and, the Principles, Strategic Direction, Goals, Objectives and Policies of this Plan.

The objectives and policies of the Region OP and the principles, strategic direction goals, objectives and policies of this Town OP are met.

The proposed Town Official Plan amendment would redesignate the lands *General Industrial*, and preserve the *Greenbelt Area* designations. The redesignation represents a logical boundary expansion that has regard for the policies of the Town OP and therefore, we recommend its approval.

Future Caledon Official Plan

As mentioned, the Town of Caledon recently adopted its new Official Plan. The Town released the Future Caledon Official Plan (FCOP) in draft format, dated August 2023. It was adopted by Council in March 2024 and is awaiting approval from the Province. The Future Caledon Official Plan provides a framework to guide development until 2051 and does so in line with the Region of Peel Official Plan (2022).

The subject sites are designated *New Employment Area*, *Natural Features & Areas* and *Prime Agricultural Area* on Schedule B4 of the new Future Caledon Official Plan. In addition, the lands are within the *Urban Area*, with natural features identified as *Natural Features and Areas* and *Agricultural Area and Rural Lands* (Schedule B1). The lands are identified as being within the *Regional Urban Boundary* (natural heritage features excluded) and in the *New Urban Area 2051* (Schedule B2), with the features on site proposed to be designated as *Protected Countryside of the Greenbelt Plan* (**Figures 25-27**).

A portion of each site where features are located are identified as follows: *Greenbelt Plan Boundary* and *Protected Countryside* on Schedule A1; *Natural Heritage System* and *Protected Countryside of the Greenbelt* (Schedule B3a); Dixie Road identified as *Regional Arterial* and Old School Road identified as *Town Arterial* (Schedule C1); Dixie Road identified as *36m Regional Arterial* and Old School Road with a

ROW of 36m (Schedule C2) *Natural Features and Areas, Permanent and Intermittent Streams, Urban Area Preliminary Natural Environment System*, and *Urban Area* (Schedule D1); *Natural Features and Areas with 30m buffer, Supporting Features and Areas, Permanent and Intermittent Streams, Potential Linkage*, and *New Urban Area and Schedule Boundary* (Schedule D2a); *Significant Woodland, Permanent and Intermittent Stream and Urban Area* (Schedule D3); *New Employment Area* (Schedule D8); features identified as *Prime Agricultural Area* (Schedule E1); *New Employment Area* (Schedule F1); *Urban System* (Schedule C3); Dixie Road is identified as *Proposed Local Transit* (Schedule C4); *Key Natural Heritage Features and Key Hydrologic Features*; small parts of natural features identified as *Potential Locations of Hazardous Forest Types for Wildland Fire* (Schedule D10); *New Urban Area* and natural features identified as *Prime Agricultural Area with Natural Features and Areas, Supporting Features and Areas*, and *Prime Agricultural Area* (Schedule D11); *New Employment Area, Natural Features and Areas with 30m buffer, Potential Linkage* (Schedule F2a); *Secondary Plan Boundary E3* (Schedule F3); and *Former Chinguacousy Township and Urban Area* (Schedule H1).

Chapter 4 of the FCOP establishes growth forecasts for the Town until 2051, as the population and employment is expected to significantly increase in accordance with Regional and Provincial policy. The targets are shown in the table below, as per the FCOP. Growth is intended to be accommodated within Urban Areas where full municipal services are available or planned. These areas shall represent complete communities that are well designed, transit-supportive, offer a variety of transportation options, diverse mix of land uses, and have a compact built-form. In addition, these communities shall be planned in a fiscally responsible manner, offer a mix of housing types and a diverse range of jobs.

	2021	2041	2051
Population	81,000	200,000	300,000
Households	24,000	65,000	90,000
Employment	32,000	80,000	125,000

Note: Population figures include a census undercount of 3.3 percent. 2021 values are provided for reference and are not a forecast.

Section 4.4 states that development will occur in accordance with a Growth Management and Phasing Plan, which identifies a logical extension and sequencing of growth, including plans for staging extensions or improvement of roads and services to support fully serviced and functional communities and employment areas.

The proposed developments meet the criteria of Chapter 4 of the FCOP. The lands are located within the identified Urban Area, where water and sanitary services currently exist on Dixie Road and are proposed to be extended to Old School Road through the Regional capital works program in 2025 to service the subject sites. The proposed buildings have been thoughtfully designed to 'fit' with the current and future character of the already existing employment hub along Dixie Road. The lands will be supported by a transit route extension from Brampton, future multi-use trails, and existing and future highways,

and trucking corridors. The developments represent a logical extension of an already existing employment area along Dixie Road, where employment uses exist to the south and applications for future employment uses are currently under review for 12173 Dixie Road, 12862 Dixie Road, and 12668 Dixie Road at the Site Plan Approval stage. The subject lands are the last remaining large parcels in this Dixie Road employment corridor to be approved for employment uses. Finally, the extension of municipal services will be completed in tandem with the widening of Dixie Road from 2 lanes to 4 lanes, as well as the urbanization of Dixie Road which will be front-ended and completed by the applicant and other large landowners.

Chapter 5 of the FCOP recognizes the importance of climate change and establishes policies for planning for climate change in order to reduce greenhouse gas emissions and enhancing carbon storage. The FCOP sets targets for emissions reductions to 2051. These targets can be met through built-form and land use patterns, meeting objectives within the Caledon Green Standards, transit-supportive areas, variety of transportation options, alternative energy systems, and infrastructure planning.

The enclosed development application includes a Climate Change Adaptation Study, an Energy and Emissions Reduction Study, a Functional Servicing and Stormwater Management Report, a Feature Based Water Balance Assessment, a Hydrogeological Assessment, and a Comprehensive Environmental Impact Study and Management Plan. The recommendations outlined in these reports will be considered in the design of the development. In addition, a Green Development Standards checklist will also be provided at the detailed design phase.

Chapter 6 outlines the importance of archaeological resources and cultural heritage resources in the Town of Caledon. This section calls for the conservation of these resources where necessary. Built heritage resources can be retained for its original use or an adaptive reuse approved by the Town.

As mentioned previously in Section 3.3 of this Report, a Cultural Heritage Impact Statement has been submitted. The CHIS has identified a 2-storey dwelling on 12489 Dixie Road and a 2-storey dwelling on 12861 Dixie Road. Both dwellings have been recommended to be retained in-situ. As such, it is proposed that these dwellings be retained and a variety of uses be implemented through the Zoning By-law Amendment for their potential adaptive reuse. Additionally, Stage 1, 2, and 3 Archaeological Assessments were completed for 12489 Dixie Road, and Stage 1 and 2 Assessments completed for 12861 Dixie Road. The applicant will comply with the findings of the reports and conduct further investigations if necessary.

Chapter 8 explores the potential benefits and economic opportunities from the growth forecast for the Region. The intent of the policies in this section of the FCOP is to enable the strategic development of employment lands within the Town “to maximize long-term job growth and economic prosperity, and support the retention and expansion of businesses, and revitalization of main streets.”

Policy 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.*

Policy 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.*

Policy 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.*

Policy 8.3.1 *Major facilities and sensitive land uses will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

Policy 8.3.2 *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.*

Policy 8.3.3 *To ensure the long-term operational and economic viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment, the planning and development of any proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial land use compatibility guidelines, standards, and procedures:*

- a) There is an identified need for the proposed use;*
- b) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c) Adverse effects to the proposed sensitive land use are minimized and mitigated;*
- and,*
- d) Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated.*

The proposed developments offer a unique opportunity to the Town to create thousands of new jobs along an already existing employment corridor. The majority of the sites across and adjacent to the lands are built and/or approved for development. The sites are strategically located near existing and planned highway networks, and along existing goods movement corridors of Dixie Road and Mayfield Road. The developments are also sensitive to the planned residential to the east. The proposal plans to avoid the sensitive uses to the east by keeping the operations of the industrial uses separate from the planned residential uses through private driveways and limited public access. There are currently no roads proposed to connect to the sensitive residential uses to the east, which meet policies 8.2.5, 8.3.1 and 8.3.3 of the FCOP.

Chapter 11 explores the Town's transportation policies. The lands front onto Dixie Road, identified as a Regional Arterial with a 30 to 50m road allowance width that can accommodate 2 to 6 lanes. The lands at 12861 Dixie Road also have frontage along Old School Road, identified as a Town Arterial with a 30-36m road allowance width that can accommodate 2 to 4 lanes, as per section 11.3.7 of the TCOP.

The policies outlined in Section 11.4 of the FCOP speak to the need for active transportation, while Section 11.5 explores the need for public transit routes in the Town in order to reduce capacity strain on the transportation system and offer individual, societal, environmental and economic benefits to all who use them. The subject sites are proposed to have paths internal to the lands post-development. In addition, the applicant is in the process of executing a front-ending agreement with the Region of Peel for the urbanization of Dixie Road. The urbanization would include sidewalks, streetlights, and a multi-use path on the west side of Dixie Road to make it more pedestrian-friendly. Finally, the proposed developments will benefit from a public transit extension along Dixie Road from the City of Brampton.

The policies identified in Section 11.6 of the FCOP explore trucking and goods movement throughout the Town and the importance of these for economic and employment growth.

Policy 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;*
- c) will prohibit truck traffic on all local roadways, except in cases of local delivery and only in the absence of alternative acceptable routing;*
- 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,*

Policy 11.6.4 The Highway 413 Transportation Corridor, as shown on 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 subject lands are well serviced by existing goods movement corridors such as Dixie Road and Mayfield Road. The sites are also in close proximity to existing highway networks and the planned Highway 410 extension and 413 corridor. Additionally, the site does not propose or anticipate any road access or connections within existing or future residential areas, with all truck traffic generated on site directed to arterial roadways. In the case of 12861 Dixie Road, a geotechnical investigation will be undertaken for Old School Road to determine what improvements may be necessary to accommodate the future truck traffic.

Chapter 12 of the FCOP explores the municipal infrastructure policies for the Town:

Policy 12.3.2 A comprehensive water and sewer servicing study may be required in any individual settlement, prior to the release of lands for development, to ensure adequate and appropriate water and sewer services are available.

Policy 12.3.3 Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

Policy 12.3.4 The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.

Policy 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.

As previously mentioned, water and wastewater services are proposed to be extended along Dixie Road to Old School road through an expedited Region capital works program. The extension will bring services in front of the proposed sites and the developments represent an efficient use of the services. In addition, the enclosed application contains a Functional Servicing and Stormwater Management Report, along with various other supporting studies that show the feasibility of the development. Utilizing these services is good planning and adheres to all levels of policies to efficiently utilize infrastructure.

Chapter 13 of the FCOP explores the policies of the natural environment systems in the Town. The policies outline the importance of wetlands, woodlands, valleylands, floodplains and associated buffers, linkages and enhancement areas. Additionally, the policies call for these natural features to be protected, maintained, restored and enhanced where possible.

The subject lands contain natural heritage features on the west portion of 12861 Dixie Road, on the southwest corner of 12489 Dixie Road, and a large feature that runs along the property line and within the two sites. On August 24, 2023, a site visit was conducted with Toronto and Region Conservation Authority Staff (planning, ecology, engineering), Town of Caledon Staff (planning and engineering), and Stantec Consulting (ecologist). During this site visit, the limits of wetlands, woodlands and top of bank were confirmed on both sites by all parties. The summary of the site visit is included in the Comprehensive Environmental Impact Study and Management Plan attached herewith.

The proposed developments do not change the limit of the Key Natural Heritage Features within the Greenbelt Area as per the boundaries staked and agreed to by Municipal and Conservation Authority staff on site. The overall development plan for each site has been thoughtfully designed and advanced through consultation with the ecologist (Stantec), hydrogeologist (Stantec) and geomorphologist (Geo Morphix Ltd.) in order to accommodate the natural heritage features and appropriate vegetation protection zones. The principle of land use has been established with the approval of the Region of Peel Official Plan and is mirrored in the adopted Future Caledon Official Plan. The proposed OPA reflects the stated intent of the lands, while preserving the environmentally sensitive areas found in and around the sites.

Chapter 21 of the FCOP explores how lands within the Urban System will be planned to 2051, which includes Secondary Plans. The policies of this Chapter will be explored with those of Section 24.3 of the FCOP, which also relate to secondary planning.

Policy 21.3 Secondary Plans

Secondary plans provide detailed development policies to guide growth and change in a defined area of the Town. They implement the Town Structure, objectives, policies and land use designations of this Plan for the local context, and address matters including, but not limited to:

- *the Natural Environment System;*
- *climate change adaptation and mitigation;*
- *cultural heritage resources;*
- *targets for population, housing and jobs;*
- *the desired form and type of physical development;*
- *parks, open space, schools and community facilities;*
- *multimodal transportation;*
- *stormwater management;*
- *phasing and the delivery of infrastructure; and,*
- *implementation.*

Policy 21.3.3 *The proposed secondary plan boundaries on Figure F3, Secondary Planning Areas, considered the subwatershed boundaries and surface water drainage catchment areas relevant to the supporting local subwatershed studies, or equivalent studies, that will be required, as well as known land ownership groups and logical boundaries such as major roads. As noted on Figure F3, secondary plan areas identified with the same letter label (e.g., B1 and B2) generally fall within the same surface water drainage catchment area of the applicable subwatershed. The proposed secondary plan areas are intended to support the planning of complete communities.*

a) Proposed secondary plan areas shown on Figure F3 may be combined to create a larger secondary plan area, particularly within the same general surface water drainage catchment area (e.g., E4 and E5).

b) A smaller or alternate secondary plan area may be considered where it does not preclude comprehensive secondary planning of the surrounding remnant areas.

Policy 21.3.4 *Prior to commencing the preparation of a secondary plan, terms of reference for the secondary planning process will be prepared, to the satisfaction of the Town's Chief Planner, that set out:*

a) the need for the secondary plan;

b) the intended scope of the secondary plan, including:

i) rationale for the proposed secondary plan area if not in accordance with Figure F3, Secondary Planning Areas; and,

ii) the components to be addressed from Figure F2a or F2b, Preliminary Community Structure Plan;

c) the process and timeline of secondary plan preparation;

d) the supporting studies required by the Region of Peel Official Plan and this Plan;

e) the opportunities for public participation and involvement;

f) the role(s) and responsibilities within the proponent team and/or Town staff; and,

g) if multiple landowners are involved, requirements related to landowner group and cost-sharing agreements, including demonstration that a formal landowner group is in place with full participation of the owner(s) of the majority of the lands in the secondary plan area.

In a Town-initiated secondary planning process, the terms of reference for the secondary plan will also be provided to Council. No supporting studies, public consultations, or any other work related to the preparation of a secondary plan, should be initiated before the terms of reference for the secondary planning process are approved.

Policy 21.3.7 *Approval of secondary plans can proceed only in accordance with staging and sequencing plans, to the satisfaction of the Region of Peel. No secondary plans will be approved in the 2051 New Urban Area until after the structure of a connected transportation system is planned to the satisfaction of the Region, including:*

a) the conceptual alignment of a transit system that includes an east-west higher order transit corridor; and,

b) the conceptual alignment of transportation corridors to support travel including

goods movement capacity in recognition of policies in the Region of Peel Official Plan regarding the Planned Highway 413 Transportation Corridor and support for alternatives to a highway.

Policy 24.3 Secondary Plans

Policy 24.3.1 *An official plan amendment to implement a new secondary plan will be prepared in accordance with the policies and requirements of this Plan, including the direction provided in Chapter 21, Planning the Urban System, Chapter 24, Official Plan Amendments, and Chapter 27, Development Application Requirements.*

Policy 24.3.2 *Further to Policy 24.3.1, each secondary plan will be based on the following supporting studies and technical analysis prepared to the satisfaction of the Town in accordance with applicable terms of reference:*

- a) a local subwatershed study, or equivalent study...*
- b) an agricultural impact assessment...*
- c) a mobility plan/transportation study...*
- d) a community energy and emissions reduction plan...*
- e) a climate change adaptation plan...*
- f) a phasing plan...*
- g) a housing assessment, if the proposed secondary plan is within a New Community Area;*
- h) a healthy development assessment...*
- i) a cultural heritage impact assessment, if applicable;*
- j) a fiscal impact study;*
- k) a parks plan for the secondary plan area;*
- l) an aggregate resource impact assessment (ARIA), if the proposed secondary plan is within any High Potential Mineral Aggregate Resource Areas (HPMARA) or on adjacent lands to HPMARA as defined by the Province...*
- m) for the Campbell's Cross Transition Area overlay designation identified on Schedule F1, Urban System, recommendations for transition from employment uses to the Campbell's Cross settlement area, which is primarily residential.*

The development proposals and studies submitted herewith satisfy all the criteria as outlined above without the need for secondary planning. The environmental studies submitted herewith, including the CEISMP, Hydrogeological Assessment and Feature Based Water Balance Assessment consider the natural heritage systems and watersheds. The Functional Servicing and Stormwater Management Report considers servicing availability and stormwater management practices. The study areas identified in these reports also consider a slightly larger area of land outside of the property boundaries. Additionally, a staging and sequencing plan, cultural heritage impact statement, urban transportation considerations report, fiscal impact study, agricultural impact assessment, minimum distance separation formulae, community energy and emissions reduction plan, climate change adaptation plan, and several other technical studies have also been submitted with the applications and satisfy the criteria of Sections 21.3 and 24.3 of the FCOP.

The developments provide a logical extension of an already existing employment hub along Dixie Road. The sites will be serviced with water and sanitary, as the Region of Peel has expedited the extension of these services along Dixie Road up to Old School Road as part of its capital works program. Construction for services extension is expected in 2025. The sites will have access to a wide-range of multi-modal transportation services, including a transit extension from Brampton up Dixie Road, existing and planned highway networks, goods movement corridors such as Mayfield Road and Dixie Road, and trails internal to the sites as well as along the west side of Dixie Road as part of a front-end urbanization project. Finally, the site is within the Regional urban boundary and will not impact any adjacent agricultural uses. The Caledon Green Standards will also be considered at the detailed design stage.

As previously mentioned, the lands benefit from the same opportunities as sites within a Secondary Plan, such as access to infrastructure and prevailing land uses. Many Secondary Plan matters as described above relating to infrastructure (roads, services), land use, natural and cultural heritage, agriculture, and phasing have already been established and are currently being resolved through site specific applications, studies, front-end agreements with the Region of Peel regarding the urbanization of Dixie Road, and the Region's decision to expedite servicing along Dixie Road to Old School Road. As such, 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. In summation, the unique nature and composition of the employment lands along this corridor of Dixie Road, including the extensive land holdings of the applicant, does not in our opinion necessitate for a Secondary Plan to be prepared for these lands.

Chapter 23 of the FCOP explores the policies of Employment Areas.

Policy 23.1.4 *Buffering, landscaping and strategic site design will be required to ensure visual and physical separation between employment uses and adjacent non-employment areas to maintain land use compatibility.*

Policy 23.1.8 *Employment areas will be developed in accordance with the Town's Growth Management and Phasing Plan, the provision of Regional services such as water, wastewater, and transportation, and based on availability of servicing capacity and budget allocation.*

Policy 23.6.3 Planning Designations

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

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

Policy 23.7 Prestige Employment Area Designation

Policy 23.7.2 Permitted Uses

a) The following uses may be permitted within the Prestige Employment Area designation:

- i) manufacturing, processing and warehousing with no accessory outside storage of goods or materials;*
- ii) business offices in stand-alone office buildings or as an accessory use to other*

permitted uses;

iii) hotels which may include restaurants and banquet halls;

iv) trade and convention centres which may include restaurants and banquet halls;

v) commercial trade schools;

vi) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and day cares within the ground floor of a multi-storey office building; and,

vii) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the industrial building.

b) Outdoor storage, goods movement and logistics will not be permitted.

Policy 23.7.3 Discretionary Uses

a) The following discretionary uses may be permitted within the Prestige Employment Area designation:

i) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building;

ii) banquet halls that are not associated with a hotel or trade and convention centre;

Policy 23.8 General Employment Area Designation

Policy 23.8.2 Permitted Uses

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

i) manufacturing, processing and warehousing with accessory outdoor storage;

ii) equipment and motor vehicle repair garages;

iii) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the employment area and do not accommodate sensitive uses; and,

iv) business offices as an accessory use to other permitted uses.

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

Policy 23.8.3 Discretionary Uses

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

i) container storage;

ii) salvage and recycling operations;

iii) stand-alone gas stations serving the public;

iv) concrete batching plants and asphalt plants;

v) 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; and,

vi) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses which will exceed 25 percent of the gross floor area of the industrial building.

The proposed developments intends to operate separately from future residential uses to the east in order to maintain land use compatibility. No access points are proposed at this time and the sites will operate exclusively on private road networks internal to the lands and via the access points on Dixie Road and Old School Road. The lands will be serviced with water and wastewater through the extension of those services through the Regional capital works program starting in 2025. The current OPA to the Town of Caledon Official Plan (2018) proposes a 'General Industrial' land use designation. The permitted uses would represent a combination of the uses in the Prestige Employment and General Employment designations of the FCOP.

While the Plan and policies are not yet approved, the proposed designations are consistent with the new 2022 ROP, which places the lands in the urban area and designates them for employment uses. It is anticipated that the new Future Caledon Official Plan will come into effect in 2025 with the lands remaining in the urban and employment areas. The proposed amendment to the current Official Plan will expedite this process in order to provide motivated end-users with employment-ready lands for construction and occupancy, creating massive benefits to the Town and Region.

3.5 Regulatory – Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority ('TRCA') has a mandate to ensure the conservation, restoration and responsible management of water, land and natural habitats through programs that balance human, environmental and economic needs. Key services and programs developed and delivered by TRCA include flood and erosion risk management, stormwater and watershed management, greenspace management and regulation of planning and development (review and permit approvals) on lands within its jurisdiction. The sites have features within the TRCA Regulated Area, including the land within the Greenbelt Area (**Figure 28**). These features were staked in agreement with the Town and TRCA Staff during a site visit on August 24, 2023.

Although the properties fall within the TRCA Regulated Area, the application does not propose any development within the environmental areas identified on sites. As such, we do not anticipate that a TRCA Permit is required. However, should a permit be required, it will be submitted under separate cover at a later date.

4.0 ZONING BY-LAW

The sites at 12489 and 12861 Dixie Road are currently zoned A1 (*Agricultural*) and EPA-2 (*Environmental Policy Area 2*) as per Map 5 of the Town of Caledon Zoning By-law 2006-50 (**Figure 29**).

For the purposes of this section, the Zoning By-law Amendment includes the lands owned by Quadreal and no other landowners. Future landowners, should the Official Plan Amendment be approved, will be required to submit their own applications.

The proposed developments at 12489 and 12861 Dixie Road require a zoning by-law amendment to rezone the lands to Prestige Industrial (MP) to allow for employment (industrial uses), with site-specific standards on each site that are required to support the proposed industrial developments. Lands to be used for stormwater management purposes will be zoned Open Space (OS) and MP-XX. In addition, it is proposed that the natural heritage features staked on site as well as their buffers be zoned Environmental Policy Area (EPA-2), which is the existing zone identified for those areas. No lands within the greenbelt area are proposed to be zoned for uses outside of those permitted by the Greenbelt Plan. For the intent and purpose of the site-specific zoning by-law, the standards in each identified table apply to the entirety of each lot (12489 & 12861 Dixie Road), as the lots exist on the date of passing the by-law.

The proposed industrial developments have been designed to reflect the needs of industrial users, contribute to meeting density requirements set out by the province, Region, and Town, and to protect certain natural heritage features on site. In order to achieve these requirements, the enclosed zoning by-law amendment requests modified performance standards that provide relief from the current zoning standards outlined by the Town of Caledon's Zoning By-law 2006-50, as amended. The proposed amendment meets the intent of the Regional and Local Official Plans (both approved and adopted) and the Zoning by-law and will facilitate efficient development on an underutilized site.

The draft zoning by-law amendment is consistent with the recently approved by-laws for 12173 Dixie Road (MZO issued March 4, 2022), along with 12862 and 12668 Dixie Road (Council approved November 26, 2024).

A draft zoning by-law amendment is attached as **Appendix B** and supports the proposed change in zoning from A1 and EPA-2 to MP-XX, OS, and EPA-2.

5.0 SUPPORTING DOCUMENTATION AND STUDIES

In support of this planning report and application the following reports were relied upon when reaching our conclusion.

Agricultural Impact Assessment (MDS I), Colville Consulting Inc.

The AIA concludes that the change in land use from agricultural to industrial and employment uses will have a minimal impact due to the location of the site within the urban boundary and existing and future transportation infrastructure. Potential impacts associated with the development of the subject lands are primarily limited to the loss of prime agricultural land, cultivatable land, and livestock infrastructure. Recommendations have been provided within the AIA that will ensure potential impacts on and adjacent to the subject lands will be avoided or mitigated to the extent possible. The immediate area surrounding the subject lands is generally comprised of non-farm land uses and lands that are intended for non-agricultural related uses in the long-term.

Arborist Report, Stantec Consulting Ltd.

The Arborist Report inventoried four hundred and thirteen (413) trees on site. A total of 201 trees are proposed to be protected and retained, with 213 trees slated for removal. The trees to be retained will include Tree Protection Zones and the trees within the natural heritage feature area identified on site will not be impacted. Please see Arborist Report and Tree Protection Plan.

Archaeological Assessment (Stage 1, 2 & 3), Irvin Heritage Inc.

12489 Dixie Road - A Stage 1 Archaeological Assessment indicated that the site retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Test Pit Survey and 5 m Visual Survey was conducted over the area within the planned development. The Stage 2 identified one Euro-Canadian Archaeological Site. A total of 93 artifacts were recovered, which indicates a site occupation/disposition from 1838 until 1884. The artifacts consist mainly of kitchen class, architectural class, and personal and organic class. "The placement of the core of the site, on the back or side of the residence is consistent with the Brunswick Pattern of refuse disposal, and the site may represent an accumulation of occupation debris, or, potentially related to the construction or maintenance of the extant homestead, or a former one." Due to the findings of the Stage 2 assessment, it was determined a Stage 3 was required. The Stage 3 "resulted in the excavation of a total of 26 archaeological units which resulted in the recovery of 2,056 artifacts." The Stage 3 findings concluded that the site contains no further Cultural Heritage Value or Interest, and no further archaeological investigation is required.

12861 Dixie Road - A Stage 1 Archaeological Assessment was completed by Irvin Heritage Inc., and the studies indicated that the site retained archaeological potential. As such, a draft Stage 2 Archaeological Assessment was conducted consisting of test pits at 5m intervals on 5m transects. The Stage 2 identified one Euro-Canadian Little Scatter Site where 18 artifacts were found, and a Euro-Canadian Hillside Site where 177 artifacts were recovered. Using the artifacts, the site occupation/disposition would date from 1833 until 1980. The artifacts consist mainly of kitchen class, architectural class, and personal and organic class. The report recommends a further Stage 2 assessment once agricultural practices permit in 2024.

Climate Change Adaptation Study, WSP

The Climate Change Adaptation Study makes several recommendations, including maintaining 10 metre setbacks from watercourses; 30m setbacks from natural heritage features; prohibiting development in EPA area on site; minimizing light spillage in natural features; considering Green Standards; increasing tree canopy coverage around amenity areas; maintaining buffers around stormwater management ponds; proper design of trails in the sites; incorporating LID measures; high quality landscaping and urban design, amongst others all to be considered at the SPA stage of the projects.

Comprehensive Environmental Impact Study and Management Plan, Stantec Consulting Ltd.

An EIS was initially prepared based on fieldwork conducted in spring and summer 2023. Field surveys focused on the buildings, wildlife, vegetation communities, wetland and aquatic features where developments are proposed or where potential impacts to features on Adjacent Lands are anticipated.

The study found significant valleylands in two areas on the lands and also identified Redside Dace species on site. Field surveys were completed for vegetation communities, headwater drainage features, as well as wildlife and species at risk (SAR) habitat including bat community surveys, breeding bird surveys, and floral inventories. The EIS assessed impacts from the proposed development including permanent and temporary (grading limit) footprints. Environmental protection and mitigation measures are recommended to support the project. With the implementation of recommended environmental protection (setbacks), environmental mitigation (including construction timing windows and erosion and sediment control measures), edge management / ecological restoration (re-vegetation / restoration of temporary disturbance areas) and habitat compensation measures, the development proposal meets the natural heritage policy objectives outlined in the PPS, Growth Plan and upper and lower tier Official Plans.

The EIS was later updated to a CEISMP in 2024 with the appropriate fieldwork and slightly larger study area to determine wider impacts of the proposed development on the environment. The reports drew similar conclusions that is in support of the proposed development as the benefits outweigh the potential impacts to the local environment and residents.

Cultural Heritage Impact Assessment, Stantec Consulting

12489 Dixie Road - The subject site is listed on the Town of Caledon's heritage registrar, as such a Cultural Heritage Impact Statement (CHIS) was completed for the property given the proposed change in land use development proposal. Stantec was retained to complete the CHIS and concluded that while the structures on the site do not contain a high degree of architectural value, the property has historical ties to the Spiers family and the residence is "a representative example of a mid-19th century Neoclassical cottage". Through the development of the site, it is proposed that the residence be retained 'in situ', as it is located within the natural heritage area where no development is contemplated. A variety of mitigation measures are proposed within the report that should be considered prior to construction and also post-construction, which include site activity monitoring, appropriate buffering and screening, and installation of interpretive materials near the residence depicting its history.

12861 Dixie Road - The subject site is listed on the Town of Caledon's heritage registrar, as such a Cultural Heritage Impact Statement (CHIS) was completed for the property given the proposed change in land use development proposal. Stantec was retained to complete the CHIS and concluded that the residence with the red brick exterior has architectural value through its high degree of craftsmanship. The residence is identified as an Edwardian Classical style farmhouse. In addition, the barn is identified as a heritage attribute to this property. Through the development of the site, it is proposed that the residence be retained 'in situ', with the site plan being thoughtfully designed to incorporate it. It is recommended that the barn, if unable to be moved and retained, be documented and salvaged. A variety of other mitigation measures are proposed within the report that should be considered prior to construction and also post-construction, which include site activity monitoring, appropriate buffering and screening, and installation of interpretive materials near the residence depicting its history.

Economic Benefits Study, *urbanMetrics Inc.*

An Economic Benefits Study was prepared by urbanMetrics Inc. to assess the impacts of the development at 12489 and 12861 Dixie Road. The study highlighted the site location within an employment area and stated that the Town will benefit from one-time and ongoing revenues resulting from the development. The study concluded that the developments (separately, but even more so, together) provide a significant positive impact on the Town and Region including substantial job creation (approximately 2,485 jobs), increased assessment base (\$372 million), property tax generation (\$3.4 million), development charges for the Town (\$30 million), and development charges for the Region (\$77 million).

Energy and Emissions Reduction Study, *WSP*

The Energy and Emissions Reduction Study makes several recommendations, including consideration for Green Development Standards; developing a construction and demolition waste management plan; develop a sustainability model; consider active transportation network; develop amenity areas and walkways in the site; provide EV-ready parking; aim to develop new buildings to be net-zero by 2030; installation of rooftop solar PV in future phases of project; develop energy storage solutions; install cooling solutions on site; and provide bicycle parking on site, amongst others all to be considered at the SPA stage.

Environmental Impact Study, *Stantec Consulting Ltd.*

An EIS was prepared based on fieldwork conducted in spring and summer 2023. Field surveys focused on the buildings, wildlife, vegetation communities, wetland and aquatic features where developments are proposed or where potential impacts to features on Adjacent Lands are anticipated. The study found significant valleylands in two areas on the lands and also identified Redside Dace species on site. Field surveys were completed for vegetation communities, headwater drainage features, as well as wildlife and species at risk (SAR) habitat including bat community surveys, breeding bird surveys, and floral inventories. The EIS assessed impacts from the proposed development including permanent and temporary (grading limit) footprints. Environmental protection and mitigation measures are recommended to support the project. With the implementation of recommended environmental protection (setbacks), environmental mitigation (including construction timing windows and erosion and sediment control measures), edge management / ecological restoration (re-vegetation / restoration of temporary disturbance areas) and habitat compensation measures, the development proposal meets the natural heritage policy objectives outlined in the PPS, Growth Plan and upper and lower tier Official Plans. This EIS is in support of the proposed development as the benefits outweigh the potential impacts to the local environment and residents.

Environmental Site Assessment (Phase 1 & 2), *MTE Consultants Inc.*

Phase I ESA was completed and identified potential environmental concerns at the Site due to agricultural related practices. As such, a Phase II ESA was developed based on the results of the previous

Phase I ESA. The studies concluded there were some exceedances in soil in two borehole locations. Additional sampling is required to determine soil relocation alternatives.

Fluvial Geomorphological Assessment and Erosion Hazard Delineation, *Geomorphix Inc.*

A Fluvial Geomorphological Assessment and Erosion Hazard Delineation was completed in order to understand the function and controlling factors related to the fluvial geomorphological conditions on site. A watercourse reach delineation exercise was completed for the site in order to inform the rest of the analysis. Additionally, review of historical photos to understand changes in land use and channel form helped inform the meander belt width analysis. Lastly the limits of the erosion hazard were completed on a reach basis. Based on the conclusions of this study, appropriate setbacks were applied to identified features to ensure that development is appropriately set back appropriately in order to manage risk to life and property from erosion and flooding.

Functional Servicing and Stormwater Management Report, *Stantec Consulting Ltd.*

The Functional Servicing Report concluded that the site can be serviced by water, sanitary and storm servicing, however, upgrades are required. The site will be serviced through connection into the proposed extension of municipal services up Dixie Road. Servicing requirements are outlined in detail in the Functional Servicing Report.

Geotechnical Study, *Stantec Consulting Ltd.*

The Geotechnical Study found that the site is suitable for the type of industrial development proposed. The report analyzed the soil and groundwater conditions in the area and provides geotechnical engineering recommendations for site grading, site servicing, foundations, floor slabs, pavement design, and subdrainage requirements.

Hydrogeological Impact Assessment, *Stantec Consulting Ltd.*

A Hydrogeological Assessment Report was completed for the site in order to: characterize geological and hydrogeological conditions on site; complete a pre- and post-development water balance for the site; assess site servicing in relation to the groundwater table and discuss mitigation measures; evaluate if the proposed development conforms to the Source Water Protection requirements; and provide other mitigation strategies that can be used on the site. The study found that the site is suitable for the proposed development. The study recommends additional work including but not limited to the following: ongoing groundwater monitoring; well surveys; best management practices be followed during construction; and LID strategies be developed and implemented.

Noise & Vibration Study, *SLR Consultants Inc.*

An Environmental Noise and Vibration study was completed for the proposed development in order to examine the potential for noise and vibration impacts on the surroundings. The study concluded that adverse noise and vibration impacts are not anticipated, with the inclusion of noise mitigation measures described in detail within the report. The requirements of both MECP Guideline D-6 and MECP NPC-300 guideline limits are met based on the design of the development.

Transportation Impact Study, BA Group

The Transportation Impact Study analyzed the proposed development in the context of the local and regional transportation network. The study concluded that the proposed development exceeds Zoning By-law requirements for parking and loading areas. Upon full build out of the proposed development, it is recommended that signals be installed at Site Access 2 / 12892 Dixie Road to ensure proper traffic flow. Full TDM measures are also provided in the study.

Urban Design Brief, Ware Malcomb

The Urban Design Brief was prepared to ensure that the proposed development has regard for the Town urban design guidelines. The Urban Design Brief concludes that the development will provide an appropriate street presence by screening loading and parking from street views. The proposed development is considered to be appropriate and desirable, and meets the built form intended for General Industrial areas.

CONCLUSION

The lands subject to the OPA offer a significant employment opportunity for the Town and Region that will provide a full range of jobs including office, warehousing, distribution and tech support on the last few underutilized parcels of land in proximity to the built-up boundary of the Region and GTA.

The recent approval of the Region of Peel Official Plan places the sites in the urban area and redesignates them for employment uses. The Future Caledon Official Plan proposes the sites also be included in the urban area and designated to permit employment, consistent with the ROP.

The Applicant, in partnership with others, proposes to front-end the urbanization of Dixie Road which is a critical priority of the Town and Region. Additionally, the Region has prioritized the extension of services along Dixie Road to Old School Road as part of the capital works program in 2025. It is anticipated that the lands will be serviced prior to the buildings being constructed and operational. In addition, the construction of the services will be completed in tandem with the widening project of Dixie Road from 2 lanes to 4 lanes. As such, the works along Dixie Road as outlined above makes the sites attractive for employment uses in the near-term.

The local official plan amendment (Town of Caledon) is proposed to allow the planned employment uses through the *General Industrial* designation and inclusion within *Settlement Area*. This will expedite a process that is already in place through the Future Caledon Official Plan which has yet to receive Provincial approval, giving motivated end-users employment-ready lands for development. In the official plan amendment, the environmental features that form part of the Greenbelt Plan are proposed to remain unchanged and protected on sites.

The site-specific zoning by-law amendment will protect environmental features identified on the sites through the Environmental Policy Area 2 zoning. In addition, the zoning by-law amendment will modify existing zoning standards to reflect the form and scale of the proposed industrial development reflected in the site plan application, which accommodates three (3) warehouse buildings on 12489 Dixie Road and two (2) industrial buildings on 12861 Dixie Road, along with associated trailer and car parking, loading bays, infrastructure, stormwater management ponds, and landscaping on each site.

Detailed studies in support of the proposed development were completed including investigations related to engineering (servicing availability, stormwater management), soils (geotechnical, hydrogeological, environmental), environment and ecology (comprehensive environmental impact assessment management plan, geomorphological), traffic and land use compatibility (traffic, noise, vibration and air quality), employment analysis, heritage, and archaeology. These studies in their totality conclude that the proposed developments are compatible with and can be built with no adverse impact to the adjacent existing and planned land uses. Furthermore, the sites represent a logical extension of an already existing employment hub with several more projects recently approved for development. The sites at 12489 and 12861 Dixie Road, owned by QuadReal, represent the last two large parcels along Dixie Road currently not zoned and designated to permit employment uses. The lands will be fully serviced with municipal water and wastewater services, have access to existing and future highway networks and public transit, and Dixie Road will be urbanized and widened from 2 to 4 lanes in the near future. For the reasons outlined above, a secondary plan process is not necessary for the development of the lands.

In conclusion, the proposed developments represent efficient use of land, expedites planned infrastructure and public service facilities, while protecting and enhancing valuable natural heritage (environmental) resources on site. They are consistent with, and have regard for, provincial planning policies and objectives including those of the Provincial Policy Statement, the Greenbelt Plan, as well as the policies of the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority. The proposed developments will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections of the area and will enhance the economic viability of the Region. The applications represent good planning and are in the public interest. As such, we recommend their approval in support of QuadReal Property Group.



Stephen Armstrong, RPP
Principal



Cesare Pittelli
Senior Planner, Project Manager

FIGURES



Date: December 2024



armstrong
planning | project management

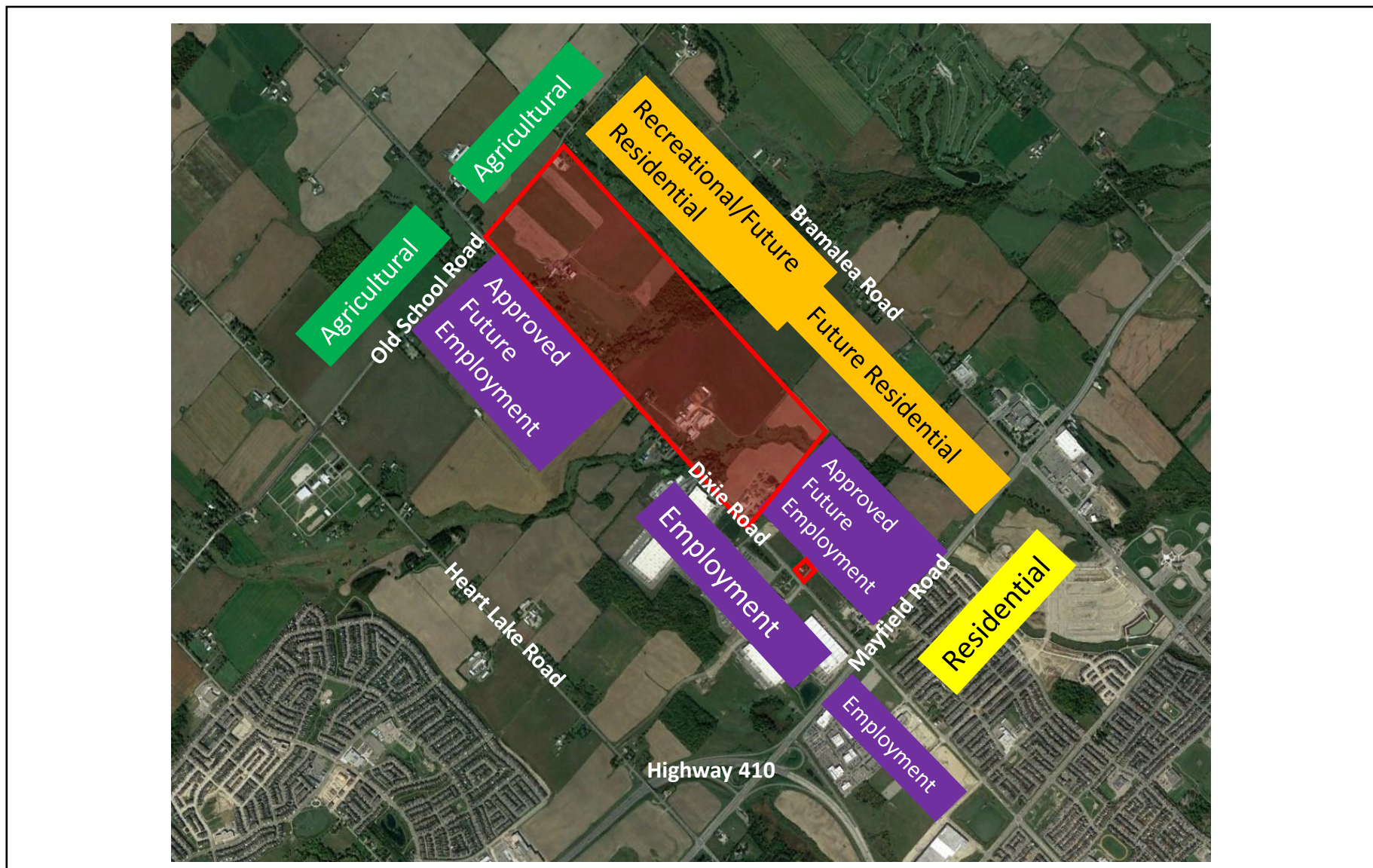


Figure 2: Site Location & Surrounding Uses
Town of Caledon

Source: Google Earth, Armstrong Planning & Project Management

 Area Subject to OPA

Date: December 2024



armstrong
planning | project management

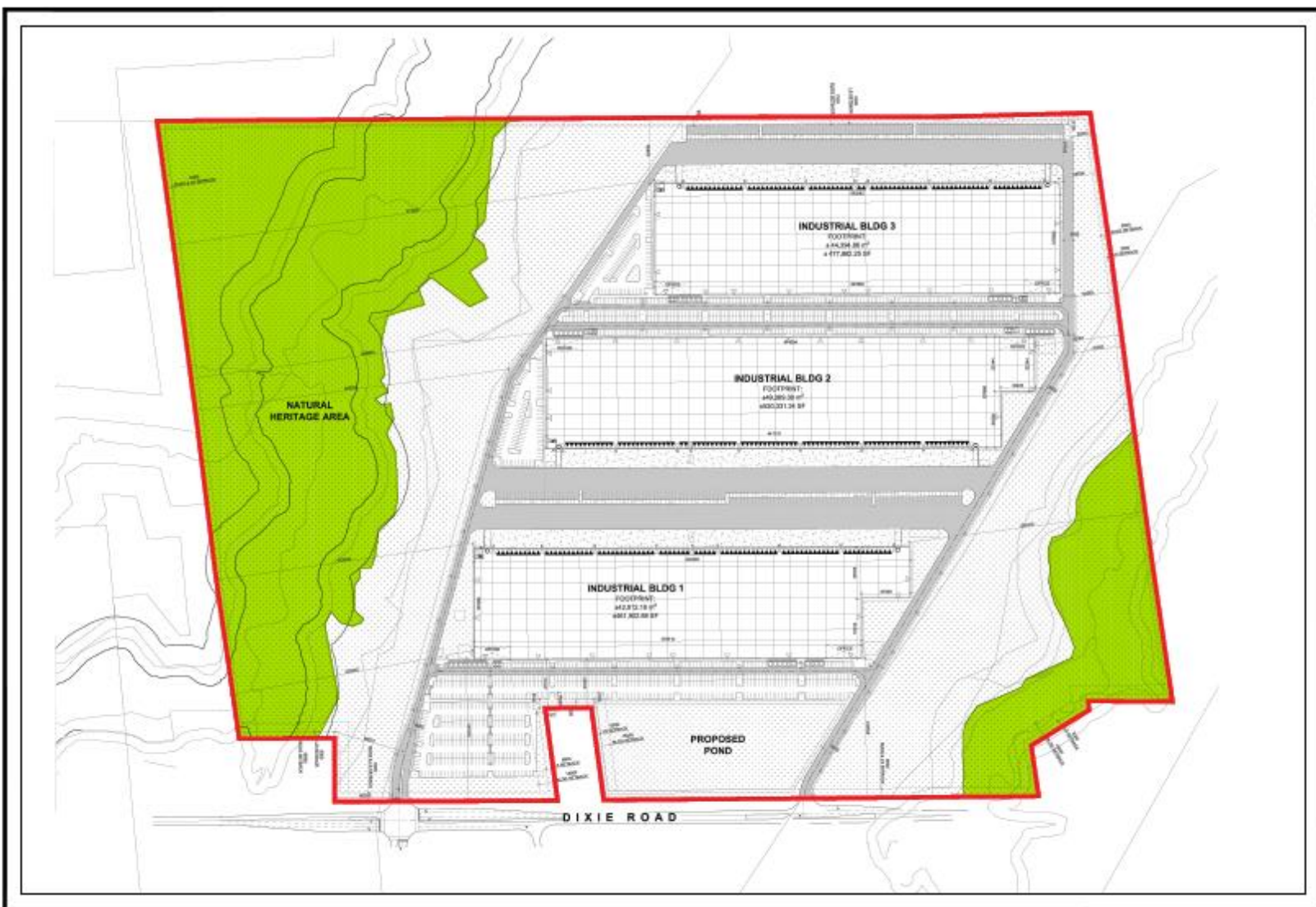


Figure 3: Key Natural Features
12489 Dixie Road, Caledon

Source: Ware Malcomb, Armstrong Planning & Project Management

Date: December 2024



armstrong
planning | project management



Figure 4: Key Natural Features
12861 Dixie Road, Caledon

Source: Ware Malcomb

Date: December 2024



armstrong
planning | project management

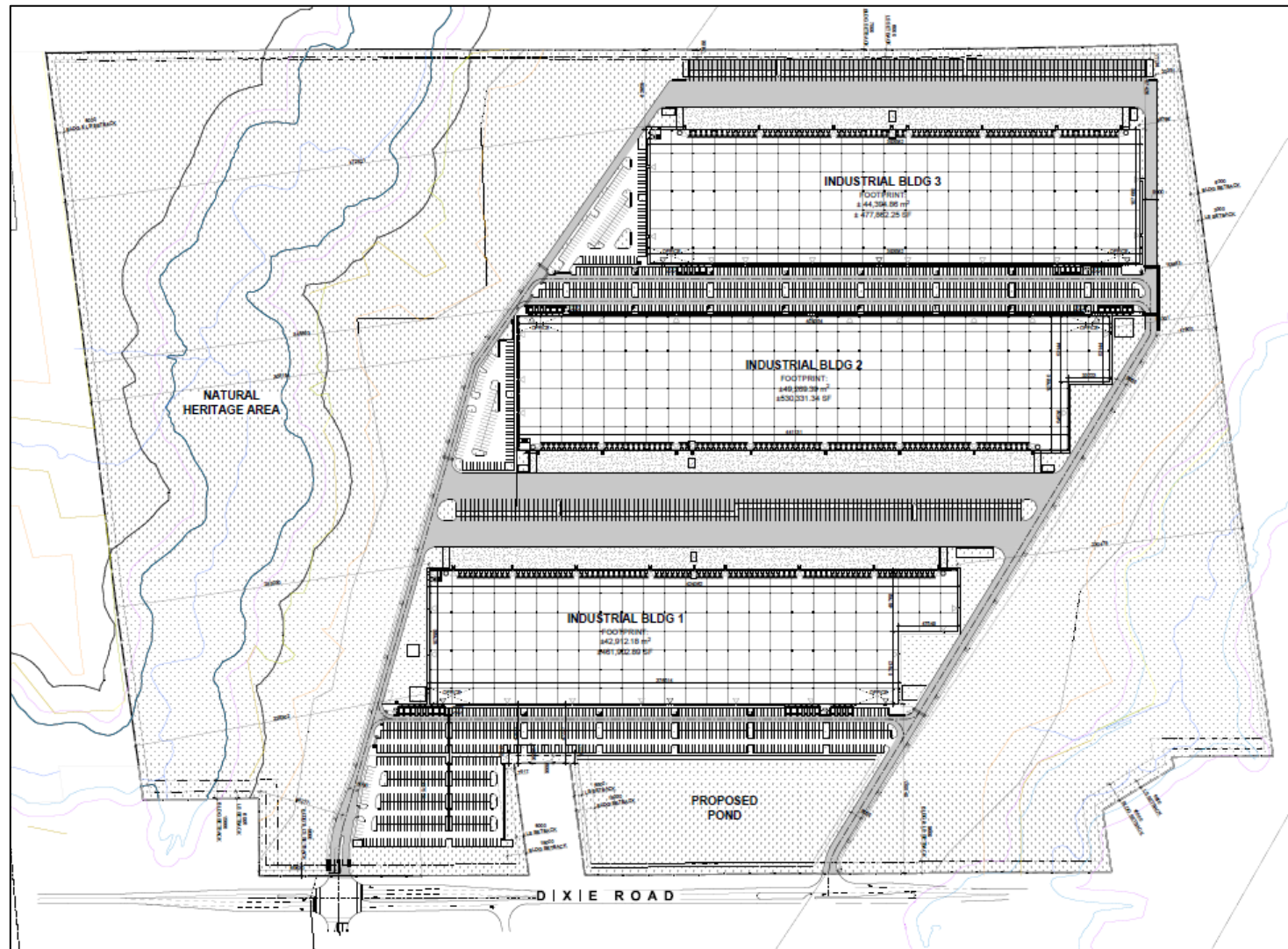


Figure 5: Proposed Site Plan
12489 Dixie Road, Caledon

Source: Ware Malcomb

Date: December 2024



armstrong
planning | project management

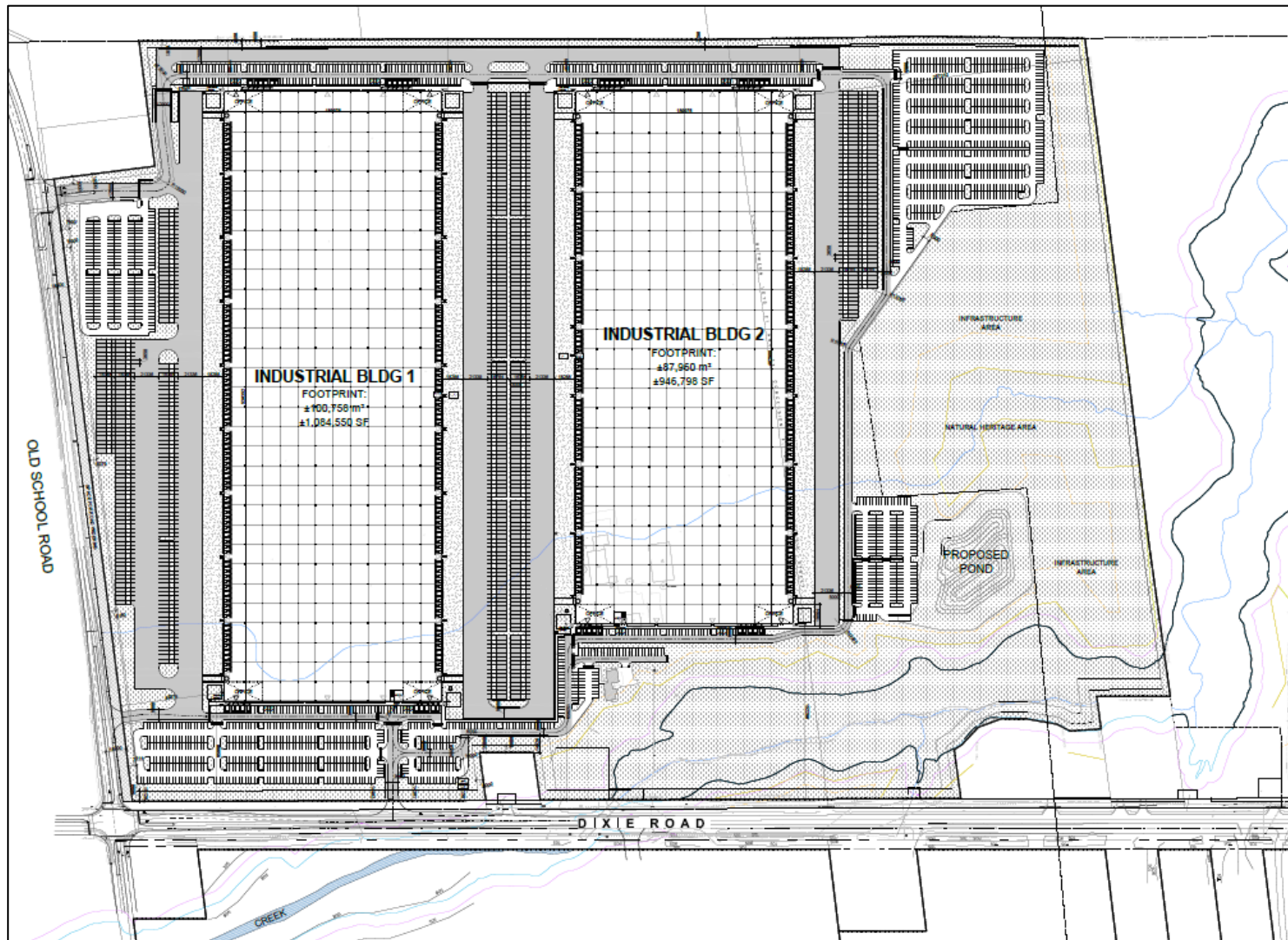


Figure 6: Proposed Site Plan
12861 Dixie Road, Caledon

Source: Ware Malcomb

Date: December 2024



armstrong
planning | project management

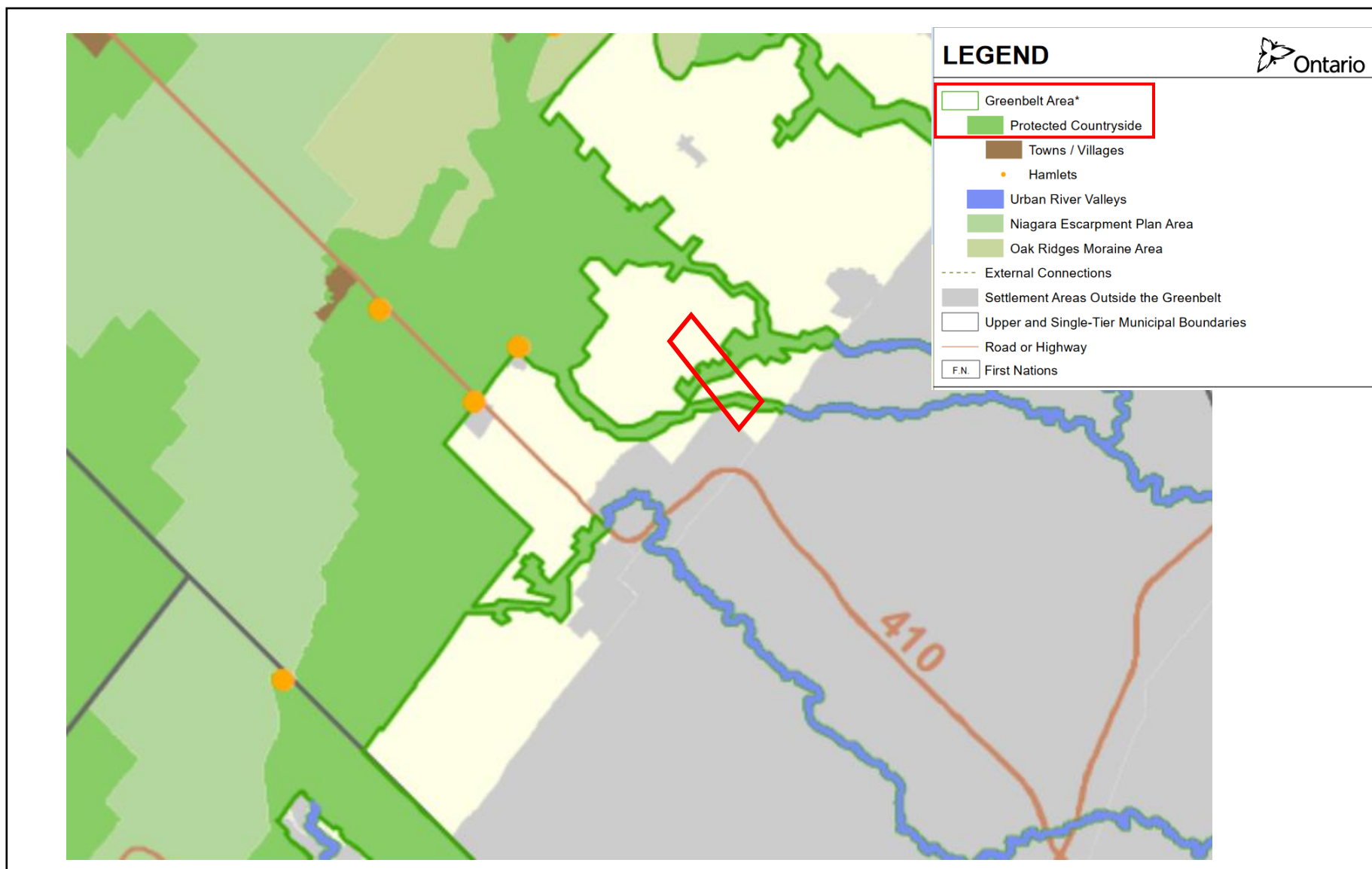


Figure 7: Greenbelt Plan – Schedule 1: Greenbelt Area
Town of Caledon

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Greenbelt Plan (2017), Armstrong Planning & Project Management

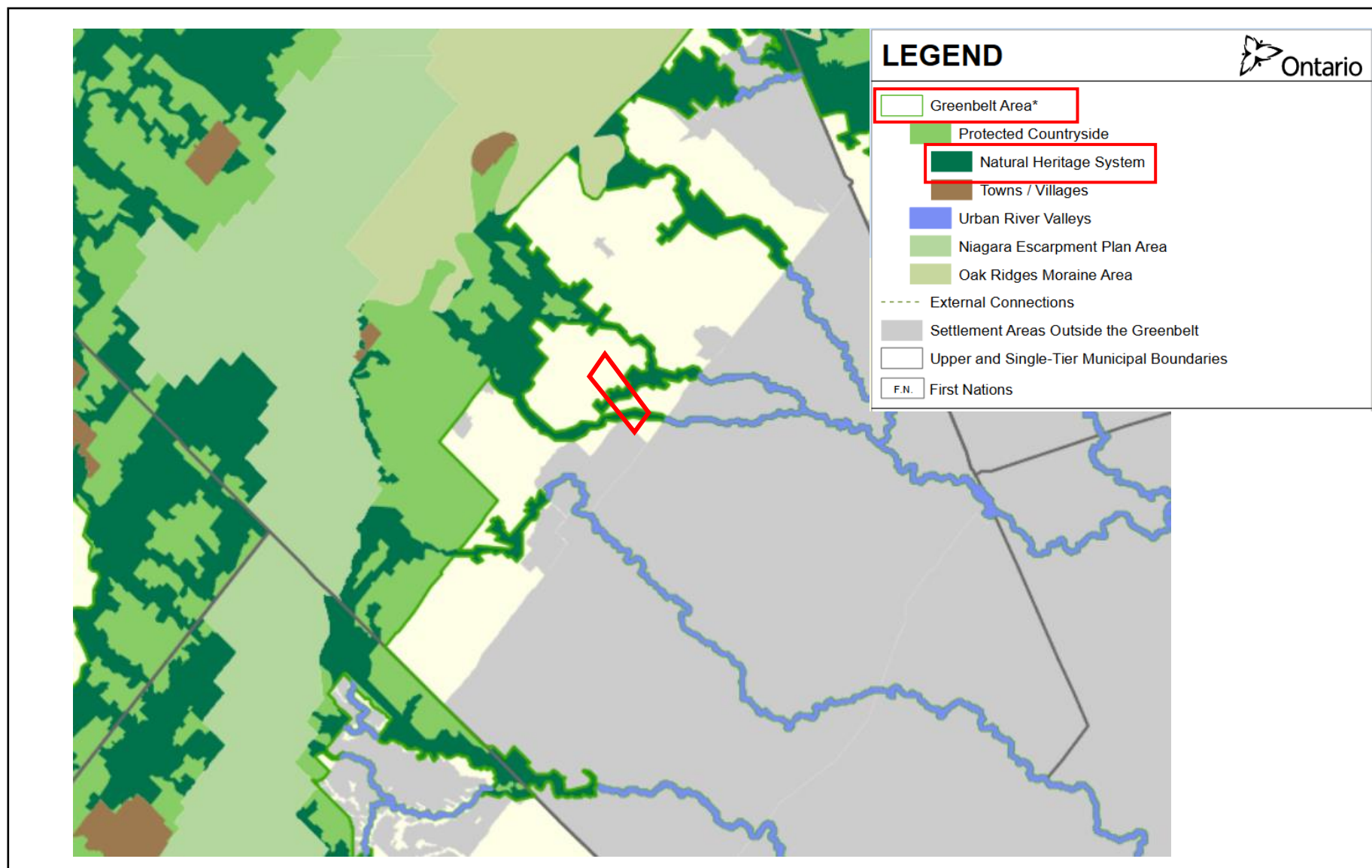


Figure 8: Greenbelt Plan – Schedule 4: Natural Heritage System
Town of Caledon

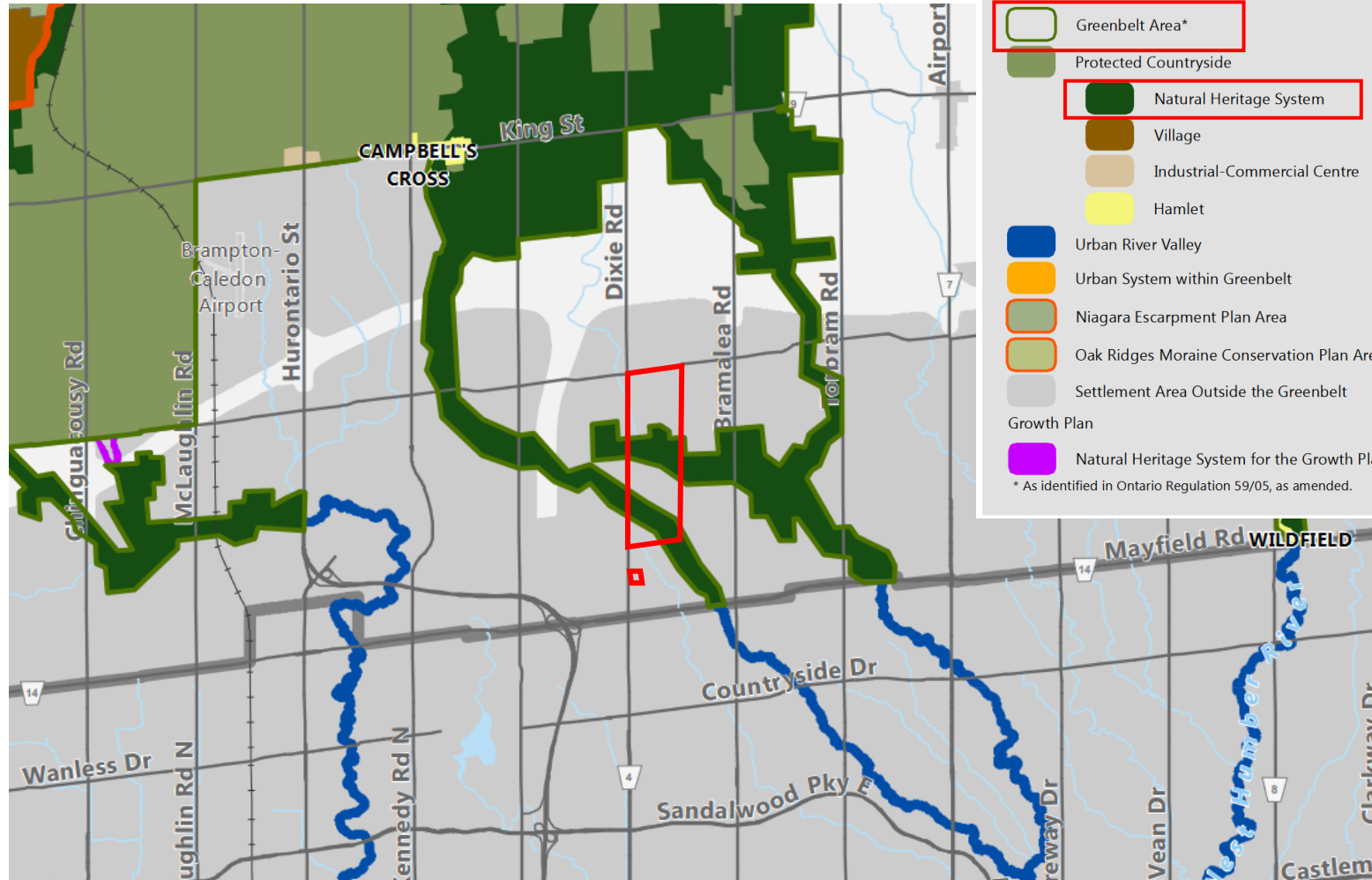
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Greenbelt Plan (2017); Armstrong Planning & Project Management



**Figure 9: Region of Peel Official Plan – Schedule B-5
Greenbelt Plan Area Land Use Designations**

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management

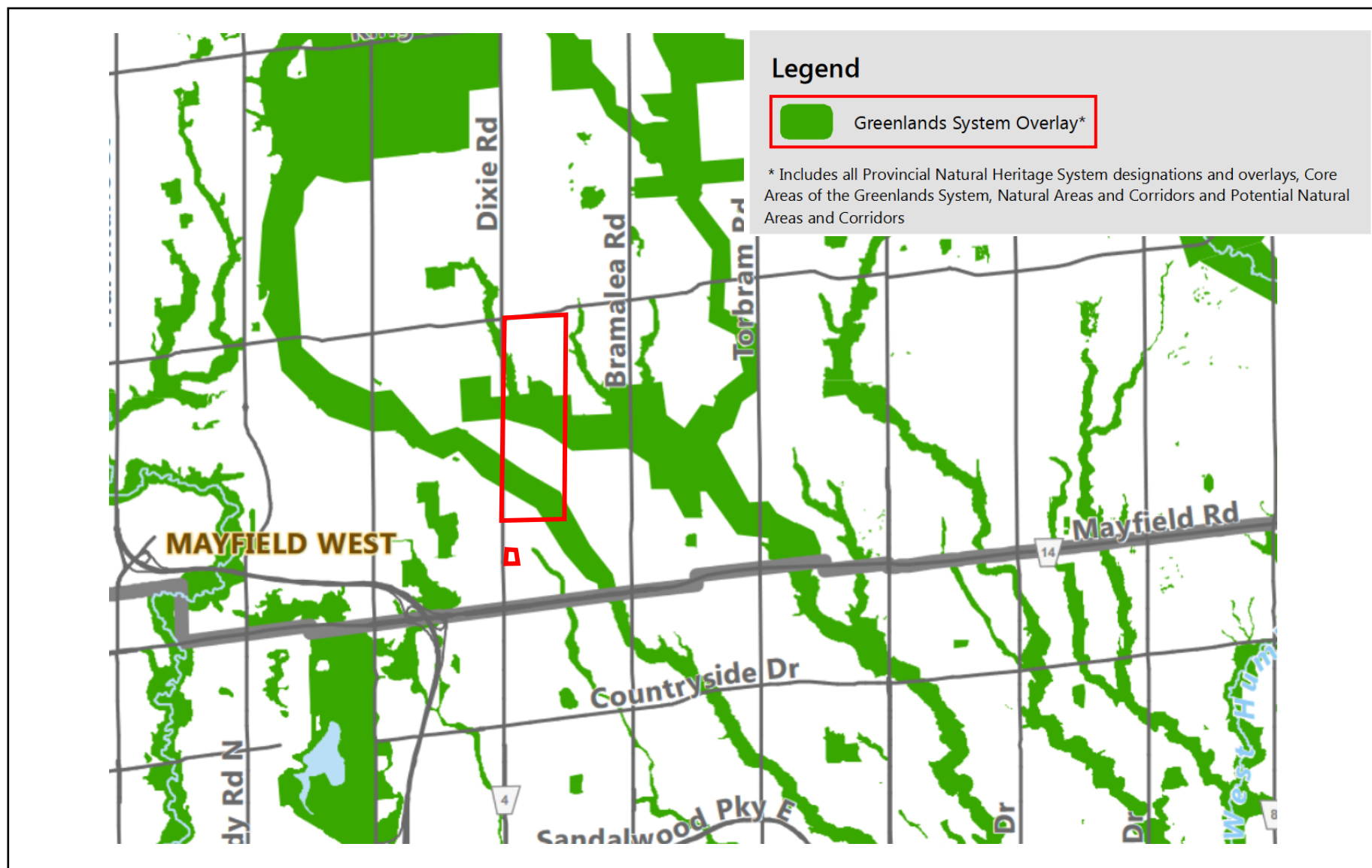


Figure 10: Region of Peel Official Plan – Schedule C-1 Greenlands System

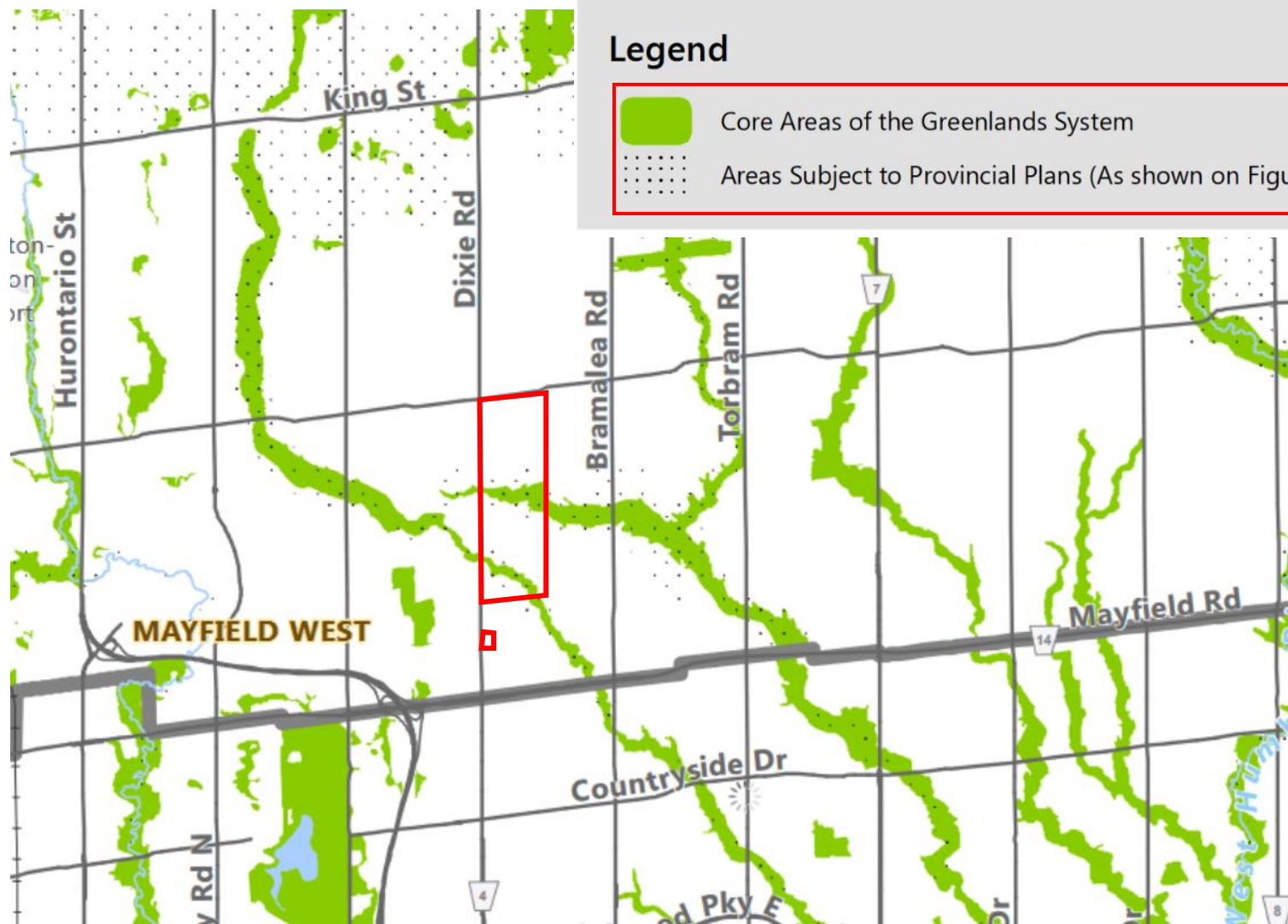
 Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management



**Figure 11: Region of Peel Official Plan – Schedule C-2
Core Areas of the Greenlands System**

Source: Peel Official Plan (2022); Armstrong Planning & Project Management

Date: December 2024



armstrong
planning | project management

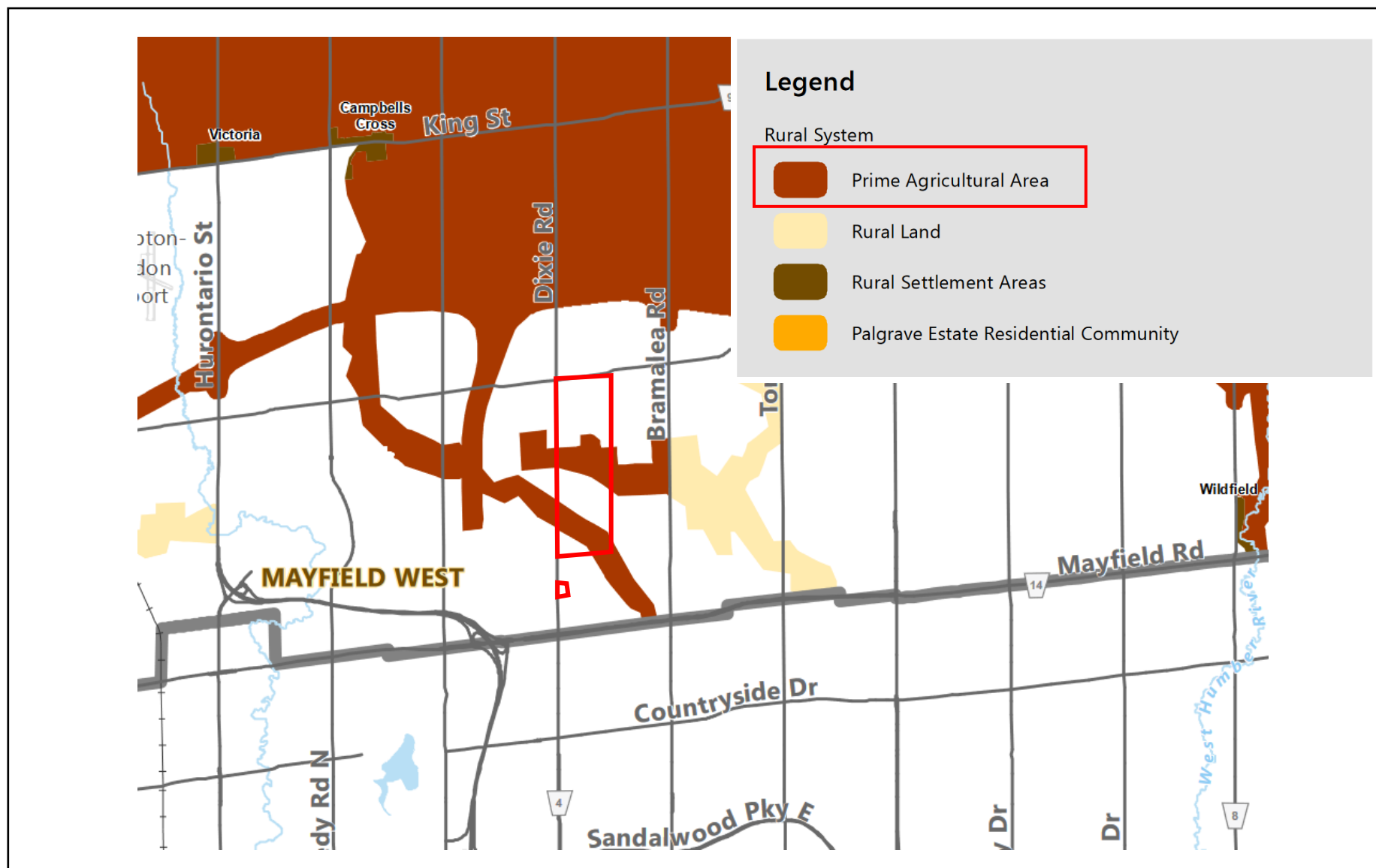


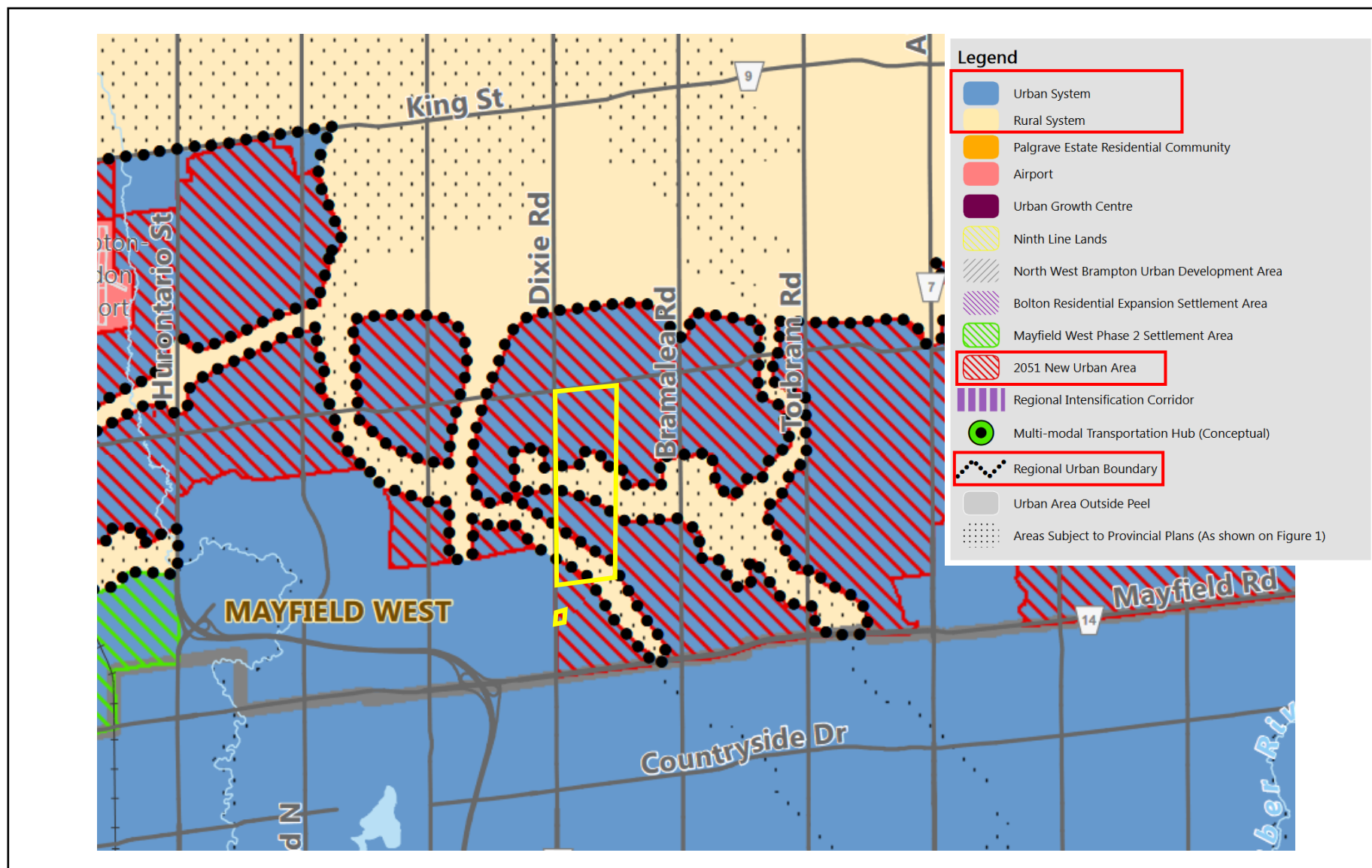
Figure 12: Region of Peel Official Plan – Schedule D-1 Rural System

Source: Peel Official Plan (2022); Armstrong Planning & Project Management

Date: December 2024



armstrong
planning | project management



**Figure 13: Region of Peel Official Plan – Schedule E-1
Regional Structure**

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management

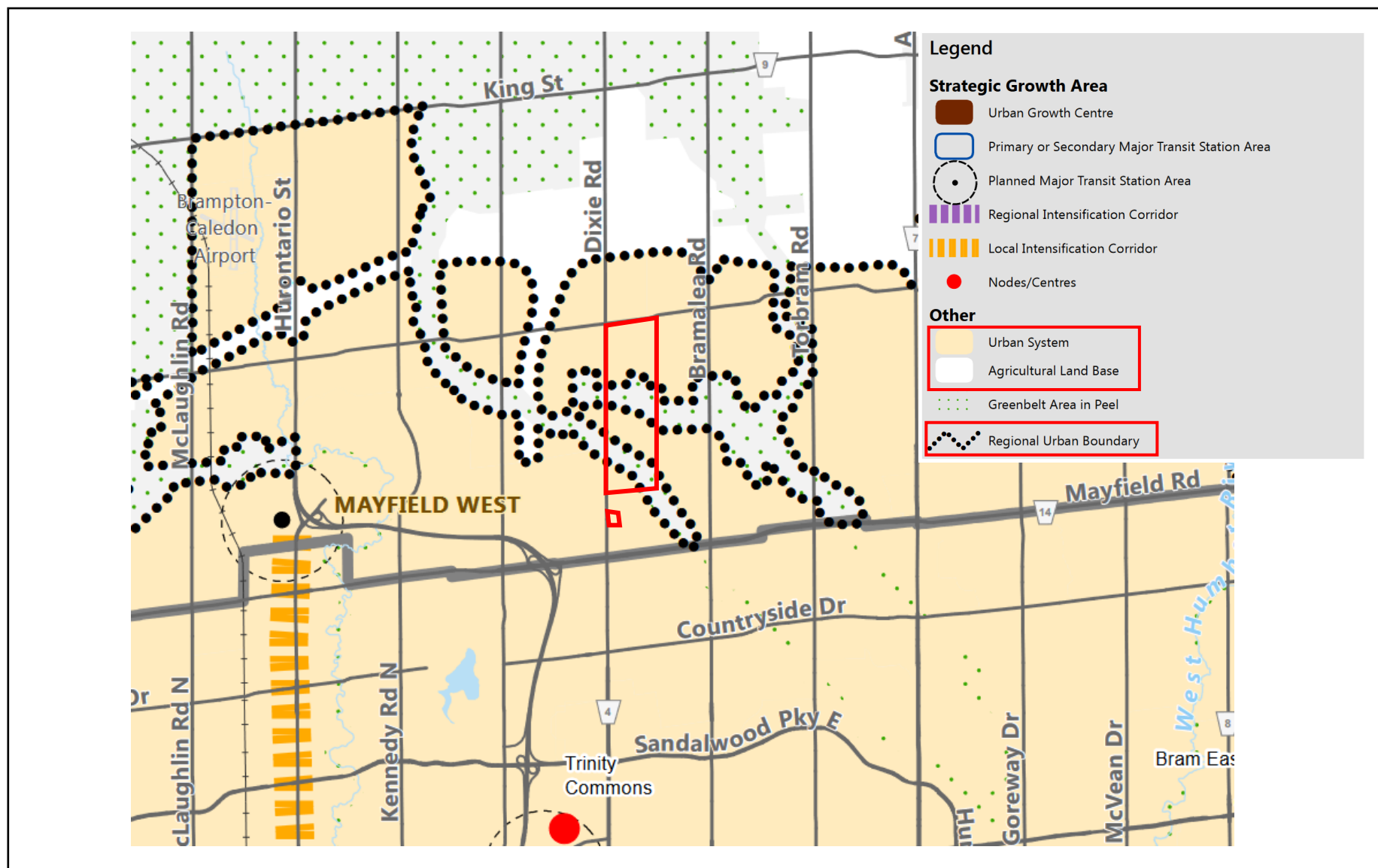


Figure 14: Region of Peel Official Plan – Schedule E-2 Strategic Growth Areas

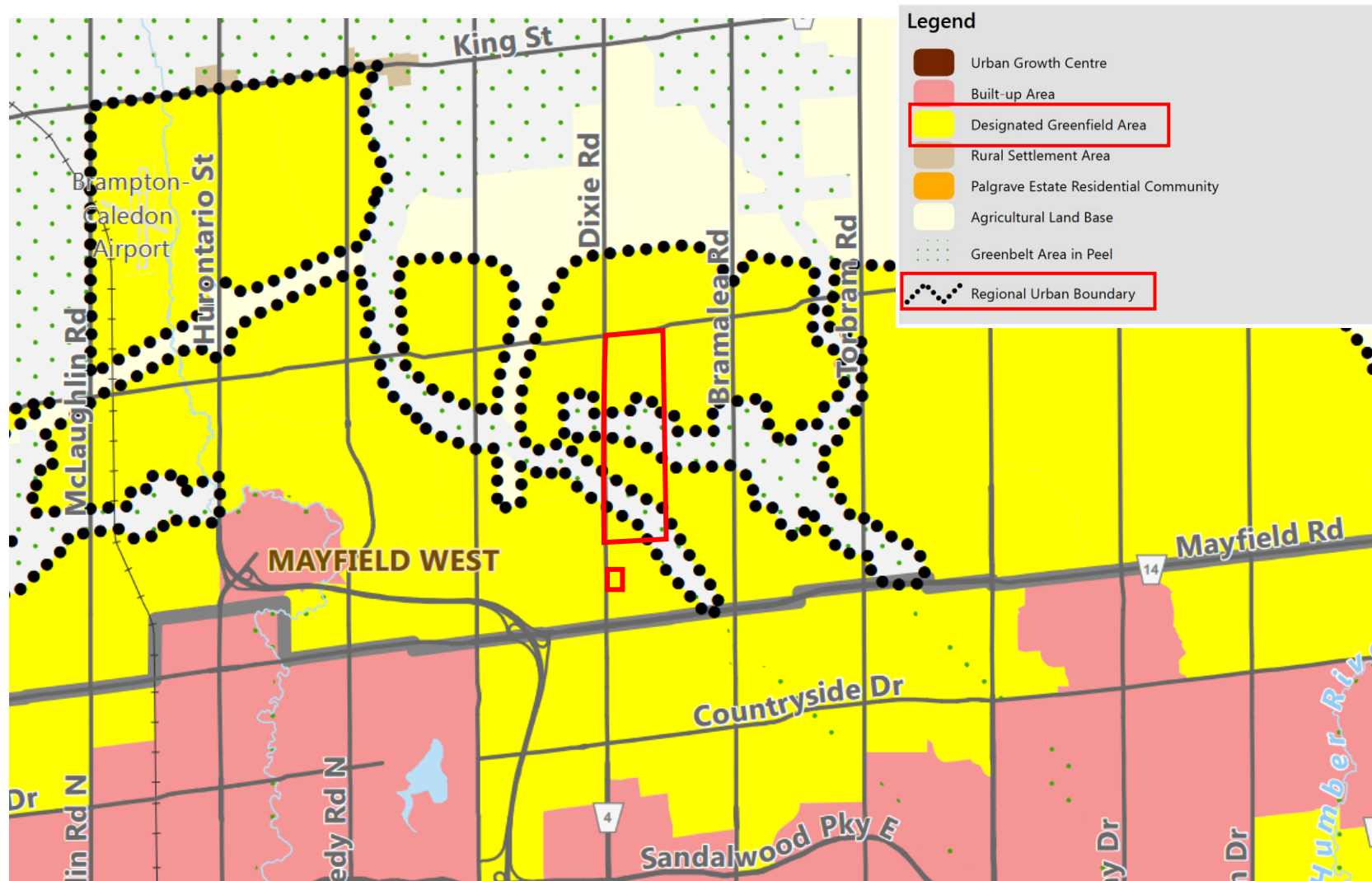
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management



**Figure 15: Region of Peel Official Plan – Schedule E-3
The Growth Plan Policy Areas in Peel**

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management

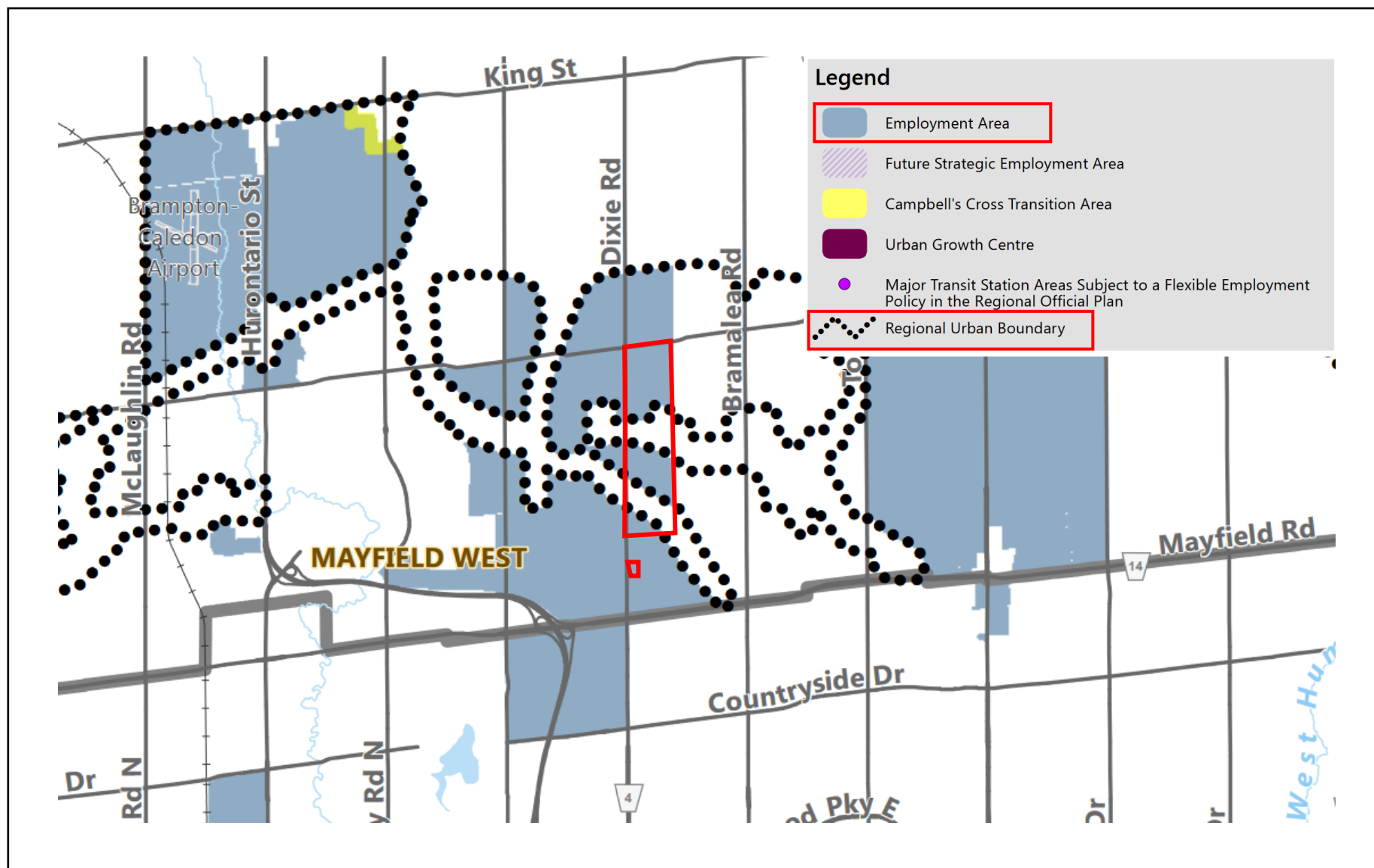


Figure 16: Region of Peel Official Plan – Schedule E-4 Employment Areas

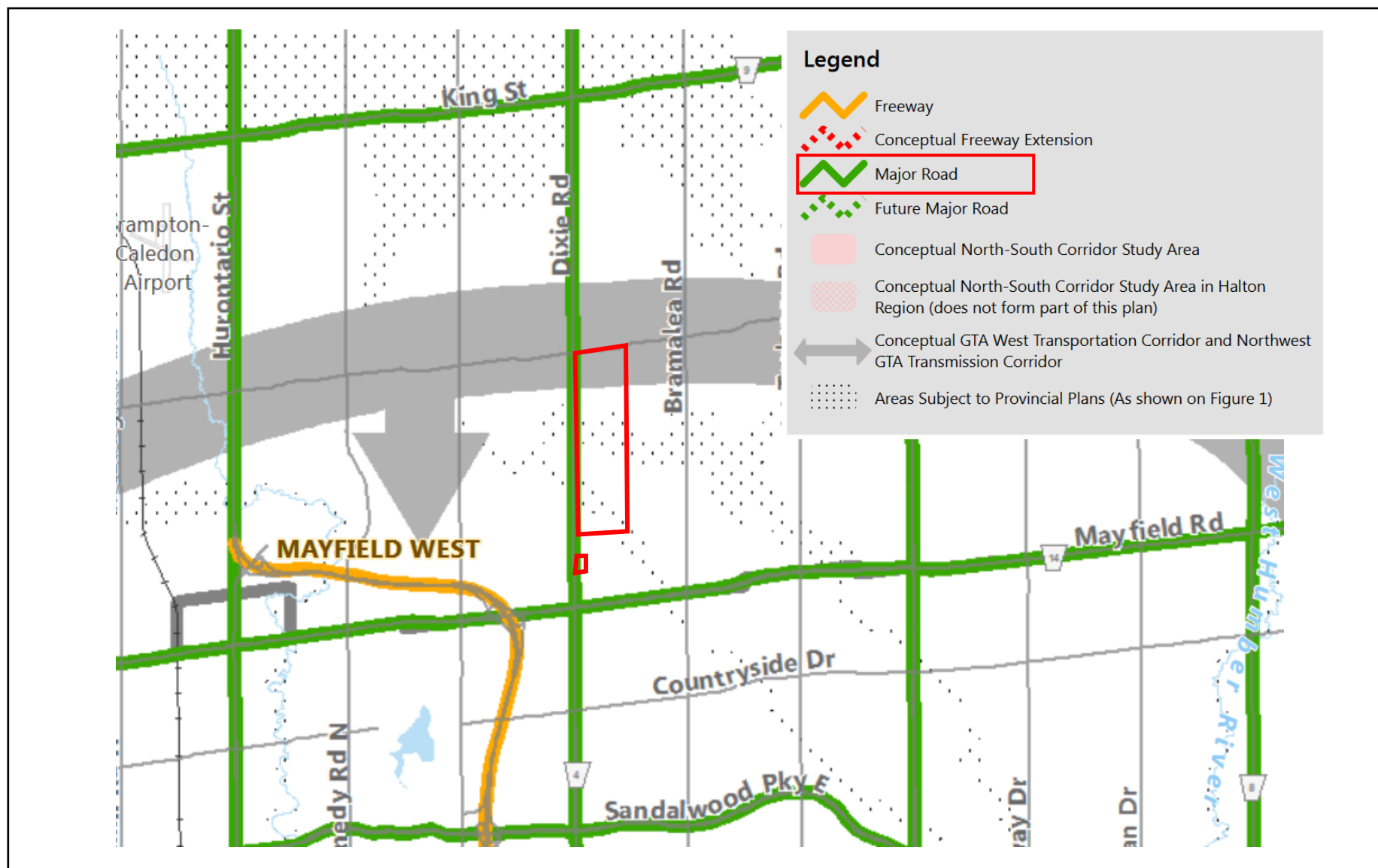
Areas Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management



**Figure 17: Region of Peel Official Plan – Schedule F-2
Major Road Network**

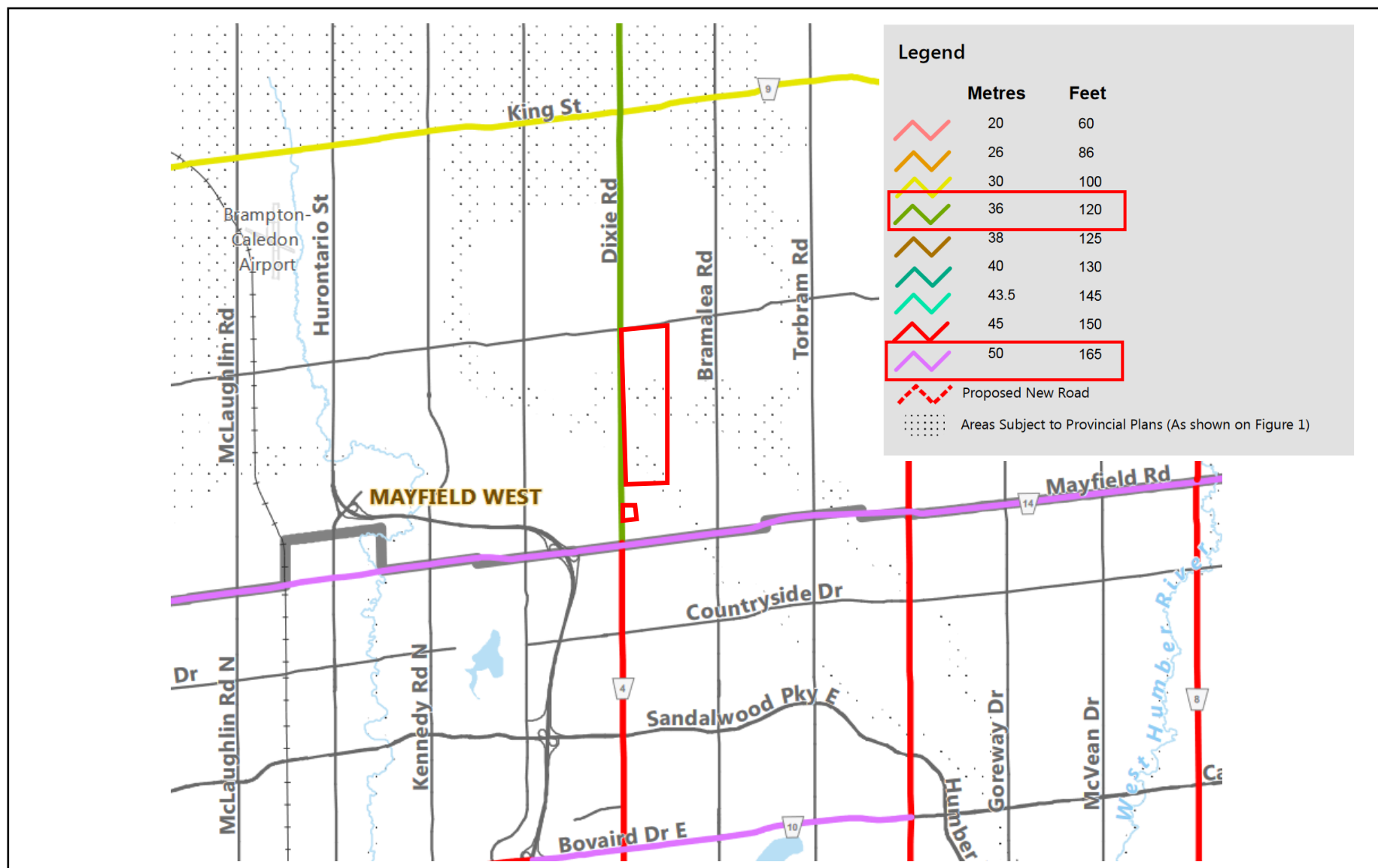
Areas Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management



**Figure 18: Region of Peel Official Plan – Schedule F-3
Regional Road Mid-Block Right-of-Way Requirements**

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Peel Official Plan (2022); Armstrong Planning & Project Management

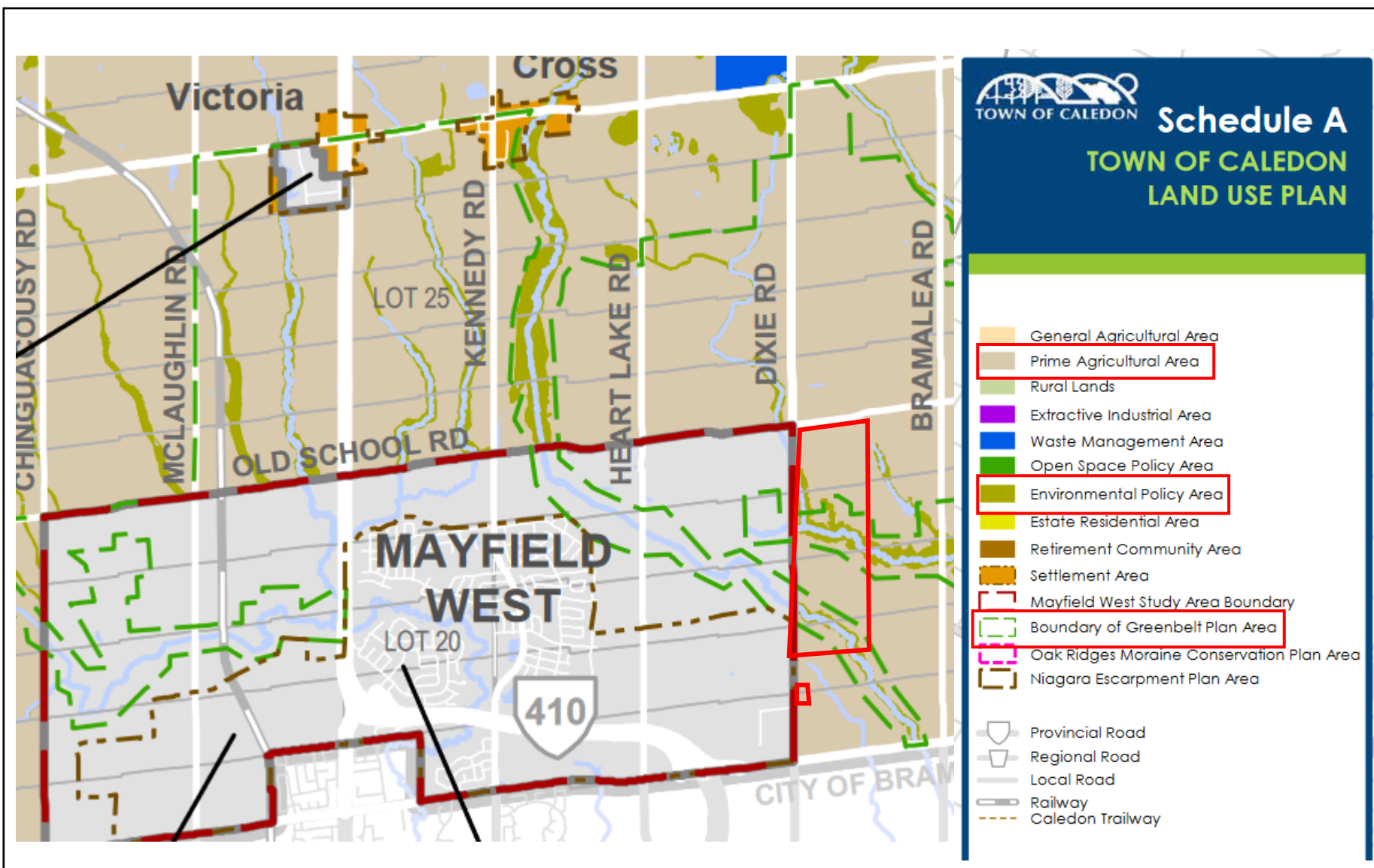


Figure 19: Town of Caledon Official Plan – Schedule A Land Use Plan

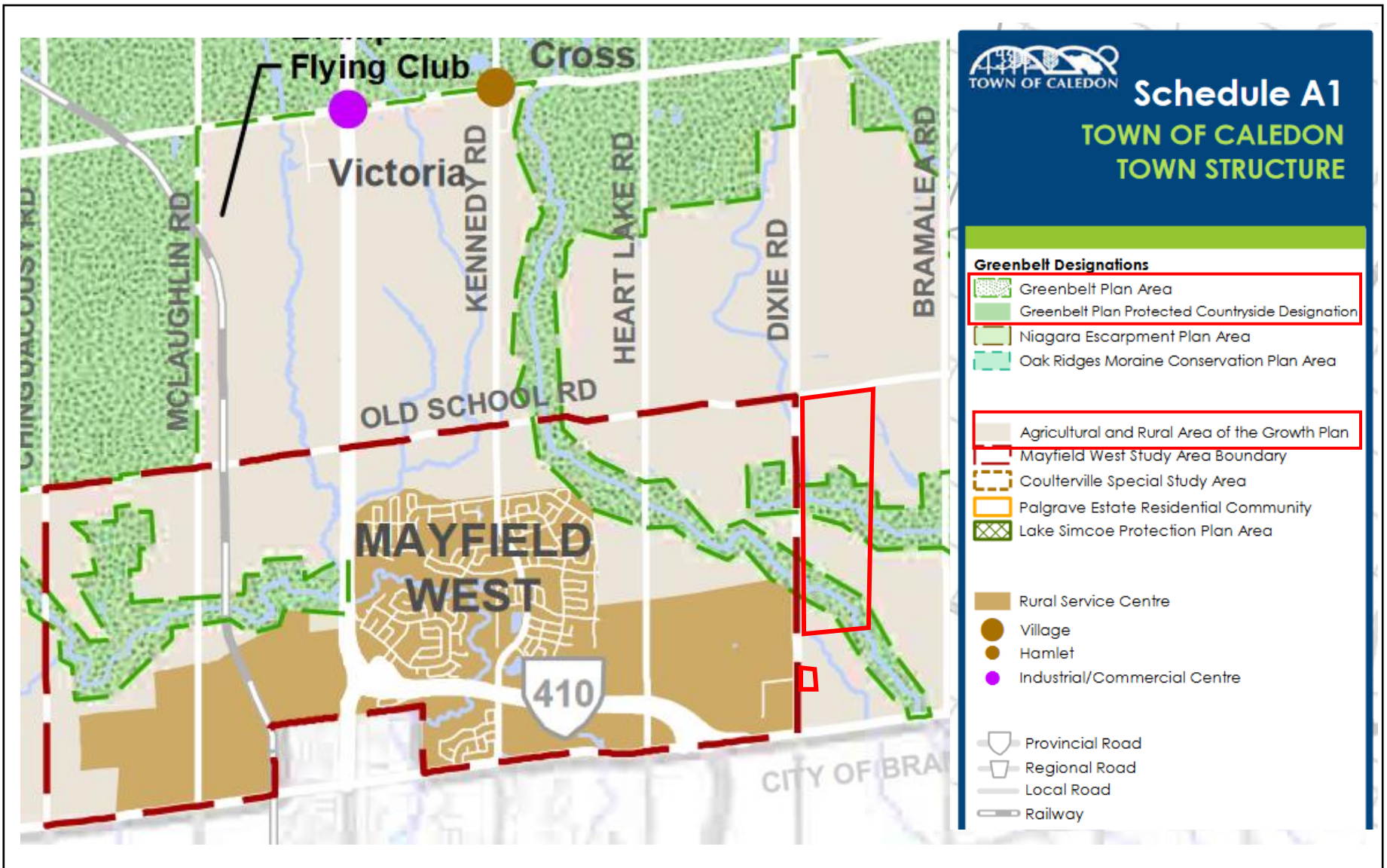
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Caledon Official Plan (2018); Armstrong Planning & Project Management



**Figure 20: Town of Caledon Official Plan – Schedule A1
Town Structure**

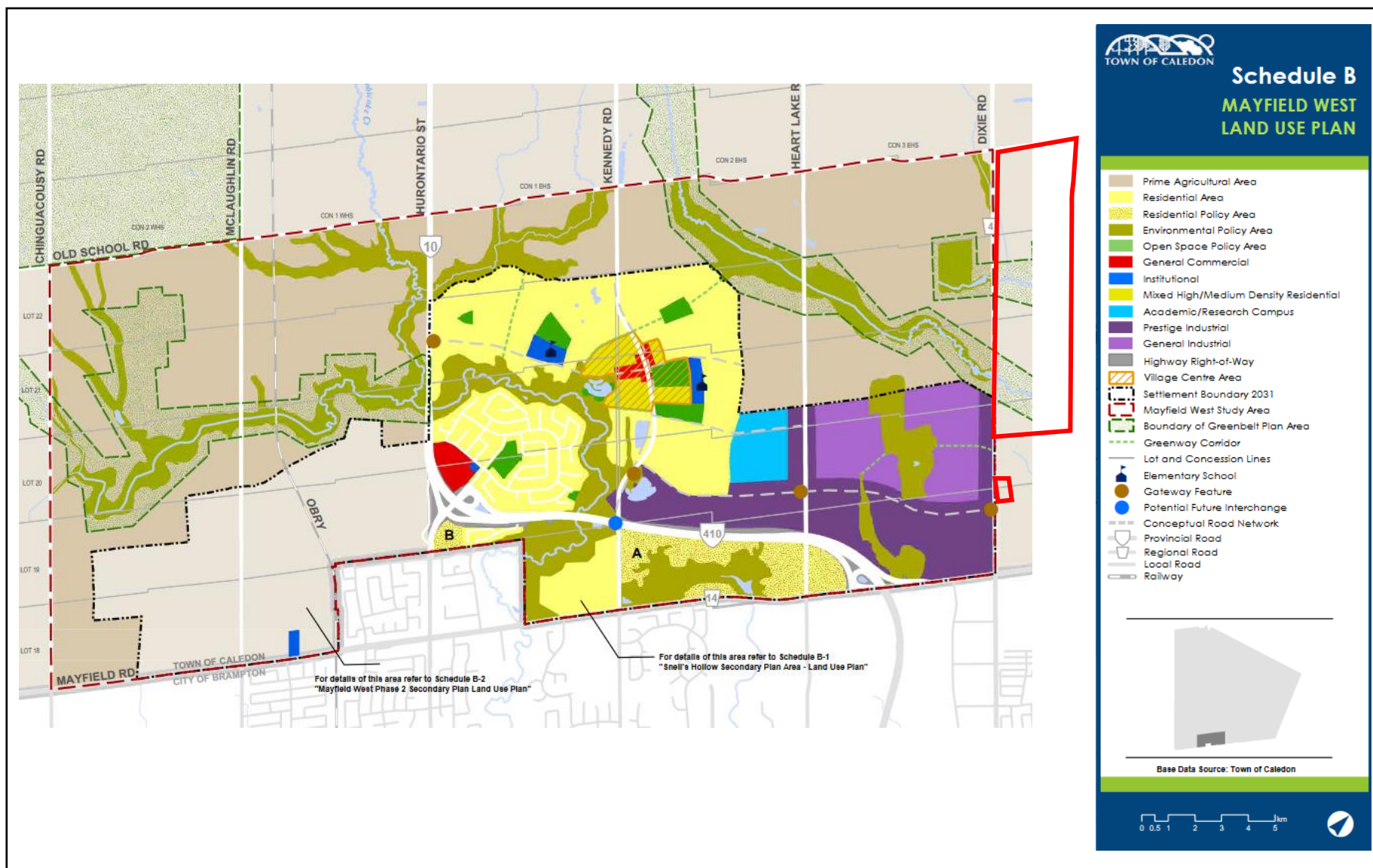
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Caledon Official Plan (2018); Armstrong Planning & Project Management



**Figure 21: Town of Caledon Official Plan – Schedule B
Mayfield West Land Use Plan**

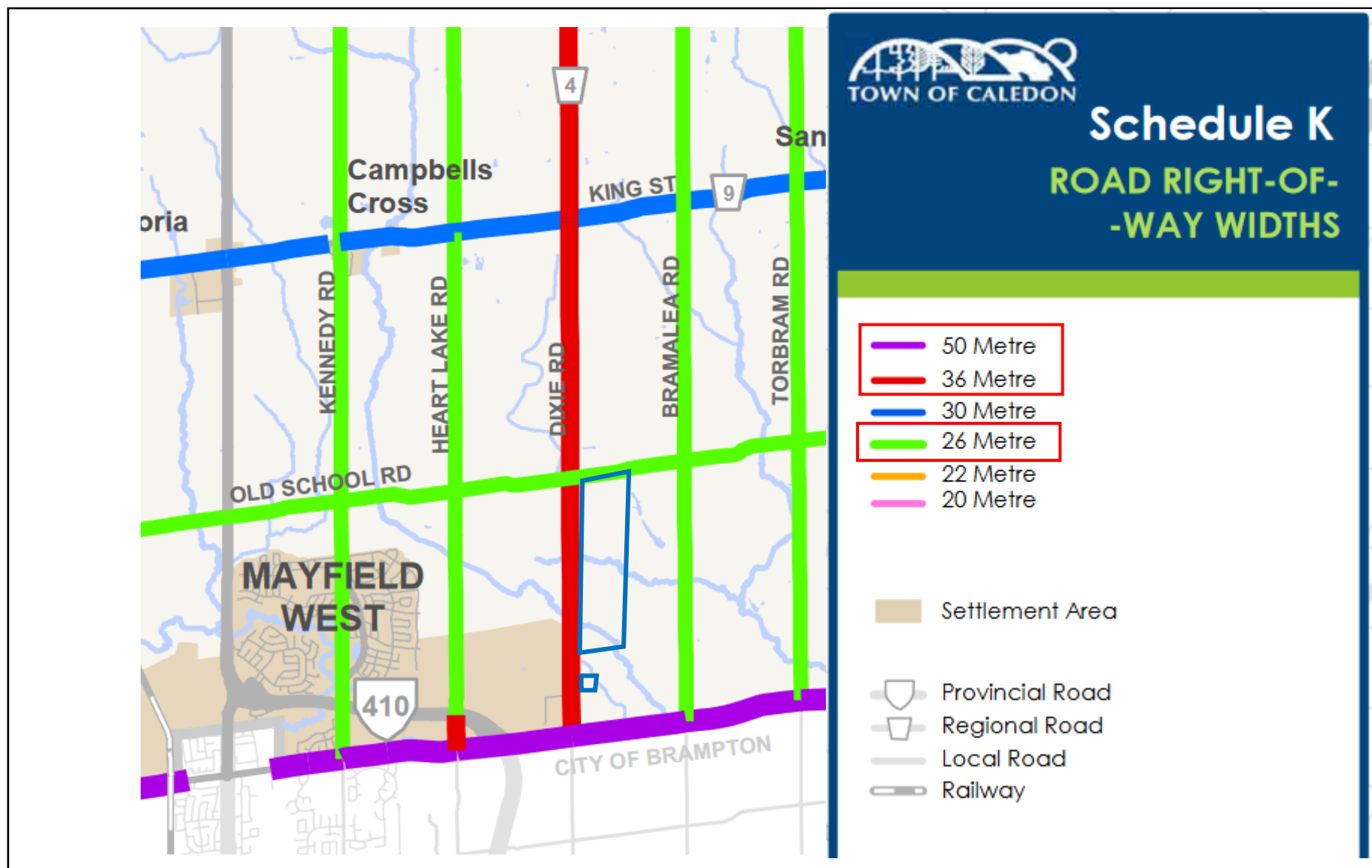
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Caledon Official Plan (2018); Armstrong Planning & Project Management



**Figure 22: Town of Caledon Official Plan – Schedule K
Road Right-of-Way Widths**

 Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Caledon Official Plan (2018); Armstrong Planning & Project Management

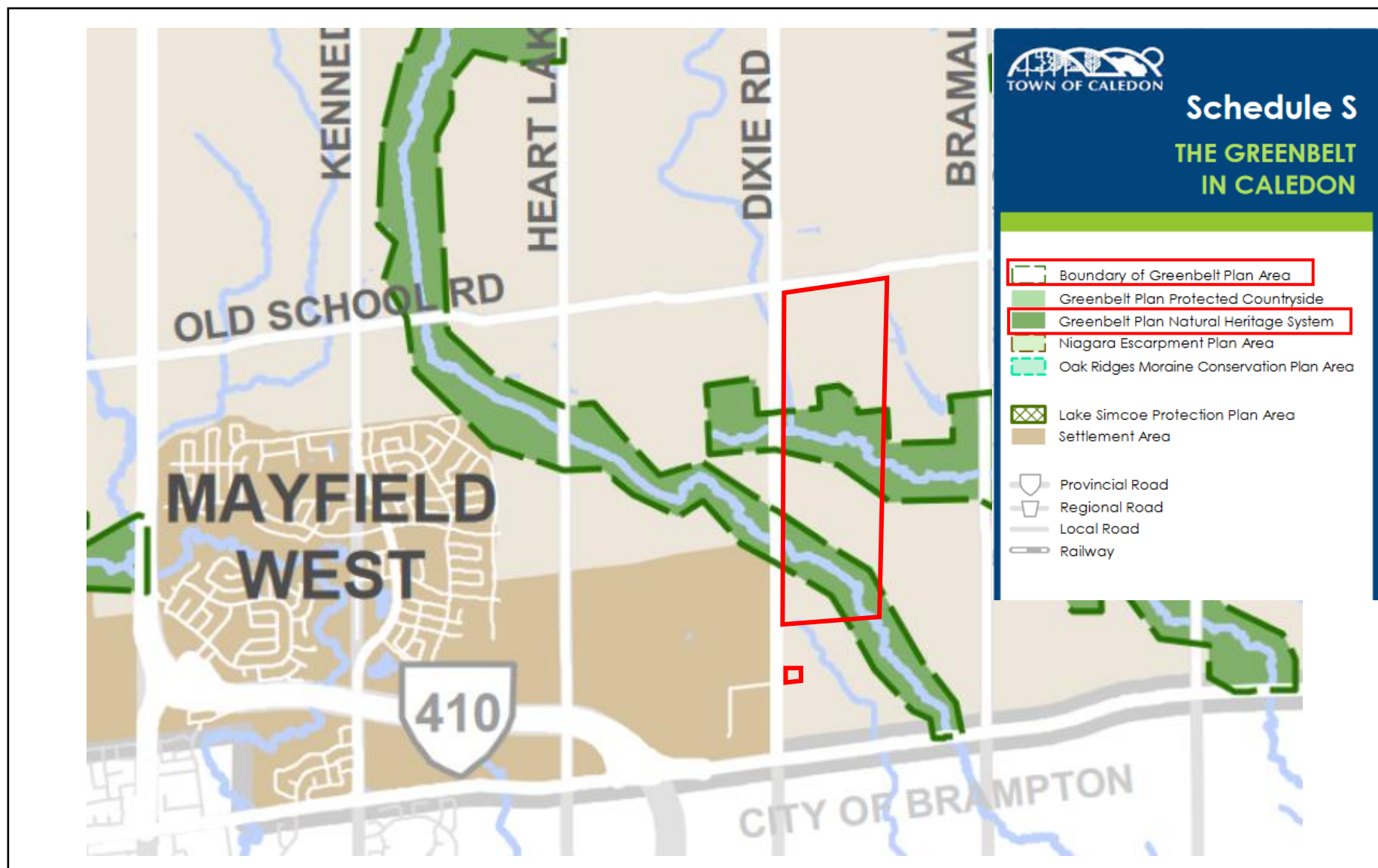


Figure 23: Town of Caledon Official Plan – Schedule S
The Greenbelt in Caledon

Area Subject to OPA

Date: December 2024



armstrong
 planning | project management

Source: Caledon Official Plan (2018); Armstrong Planning & Project Management



**Figure 24: Town of Caledon Official Plan – Figure 1
Growth Plan Policy Areas in Caledon**

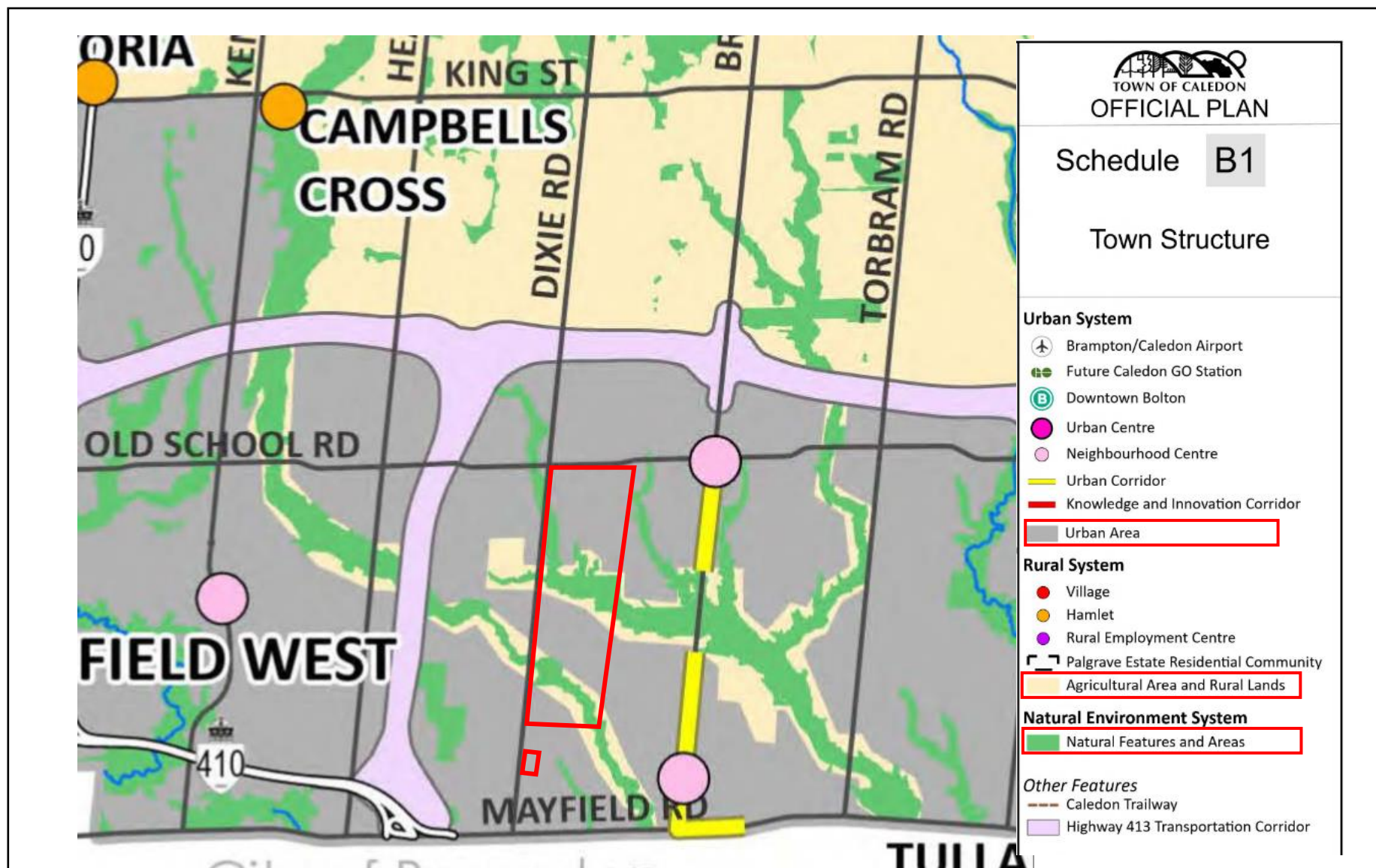
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Caledon Official Plan (2018); Armstrong Planning & Project Management



**Figure 25: Future Caledon Adopted Official Plan – Schedule B1
Town Structure**

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Future Caledon Draft Official Plan (2023); Armstrong Planning & Project Management

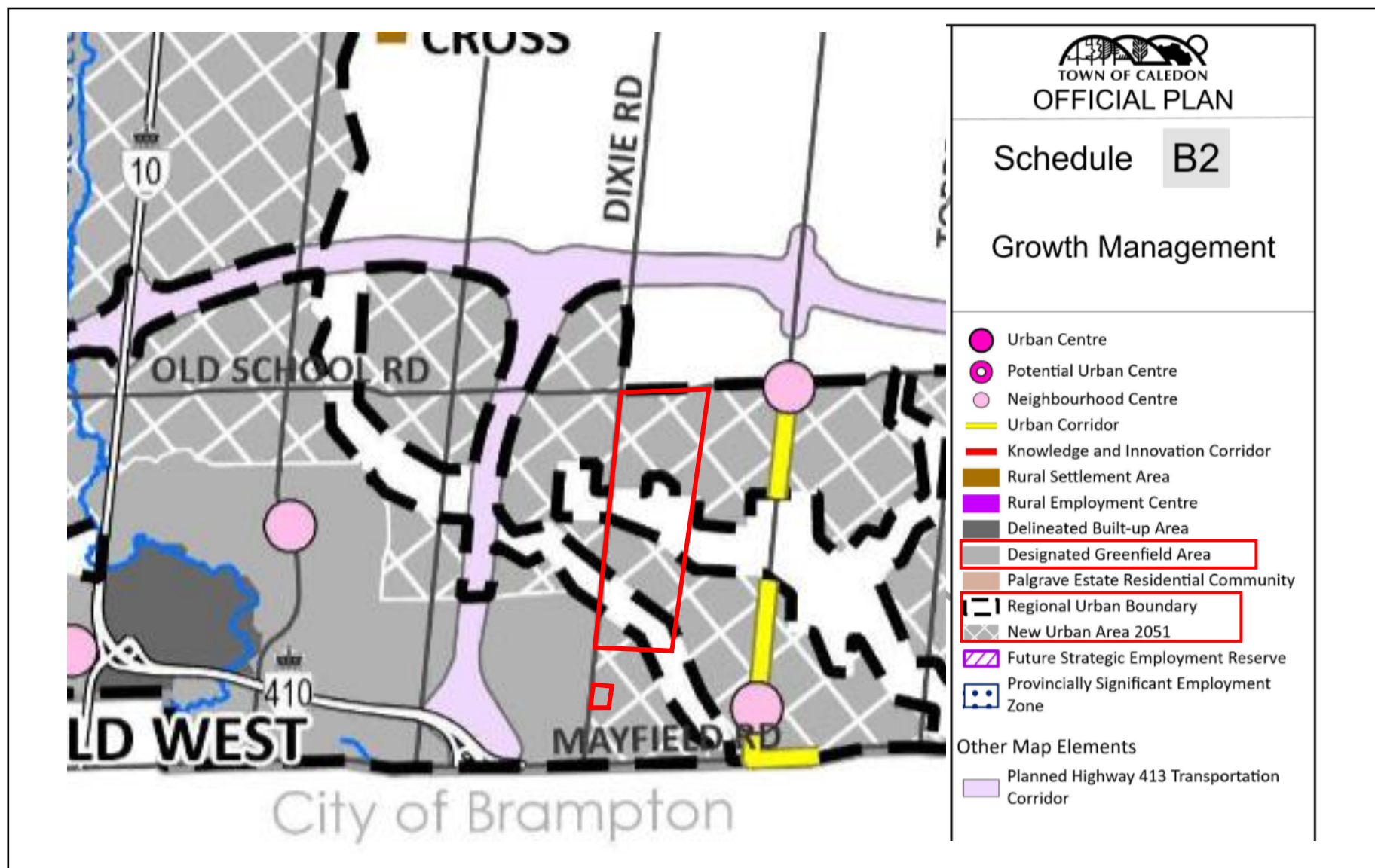


Figure 26: Town of Caledon Draft Official Plan – Schedule B2 Growth Management

Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Future Caledon Draft Official Plan (2023); Armstrong Planning & Project Management

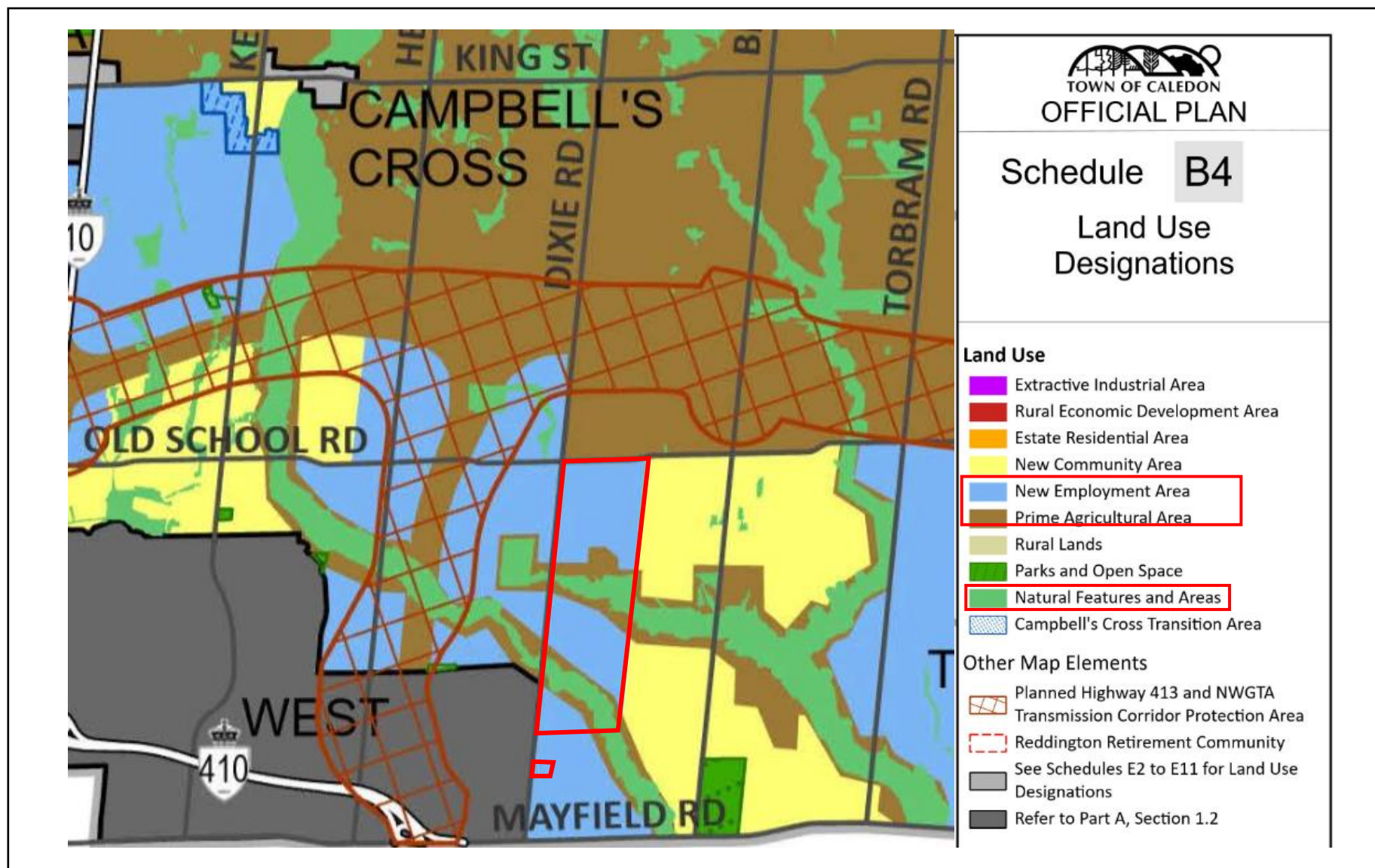


Figure 27: Town of Caledon Draft Official Plan – Schedule B4 Land Use Designations

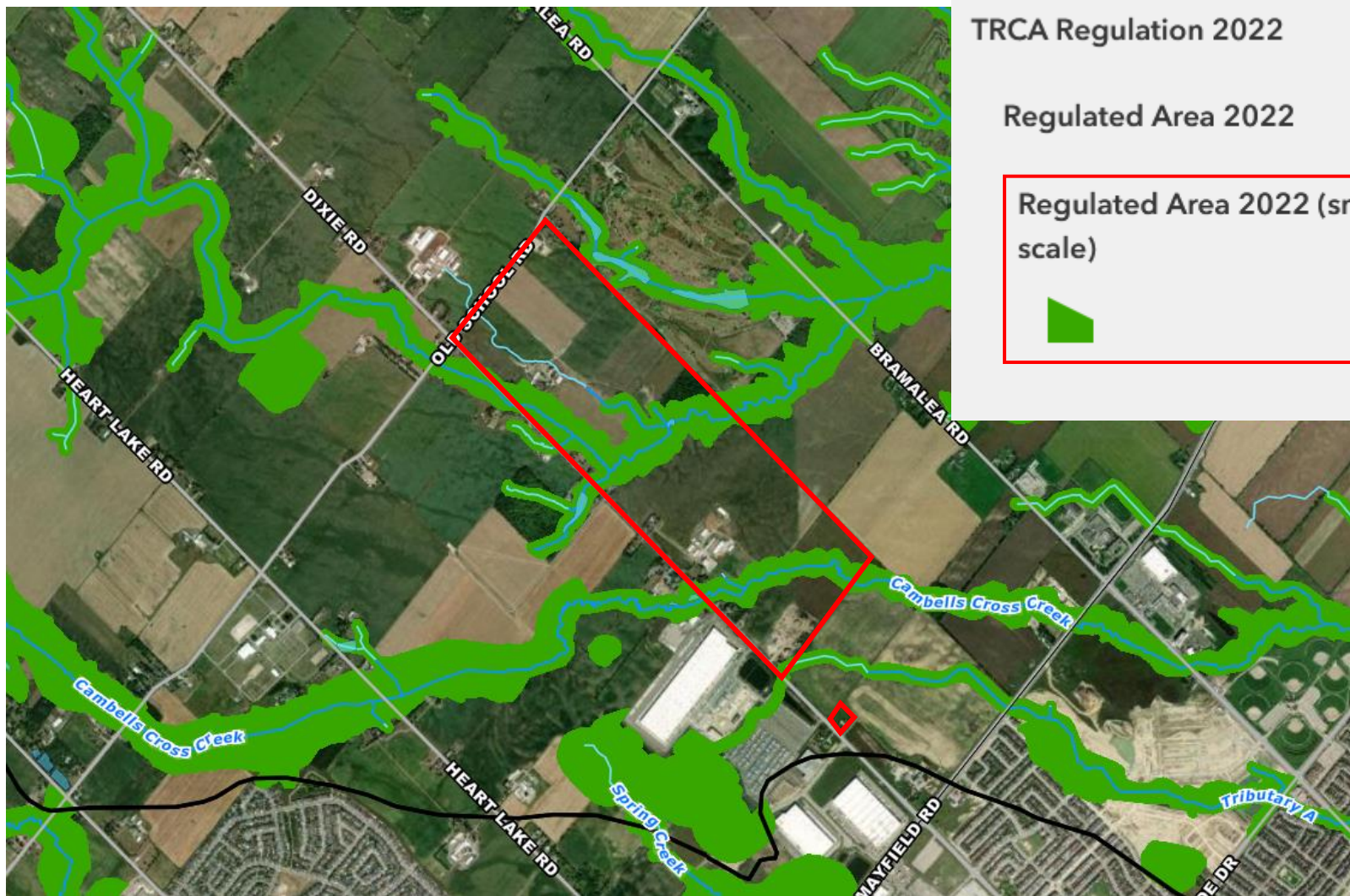
Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: Future Caledon Draft Official Plan (2023); Armstrong Planning & Project Management



TRCA Regulation 2022

Regulated Area 2022

Regulated Area 2022 (small scale)



Figure 28: TRCA Regulated Area



Area Subject to OPA

Date: December 2024



armstrong
planning | project management

Source: TRCA Mapping (2023); Armstrong Planning & Project Management

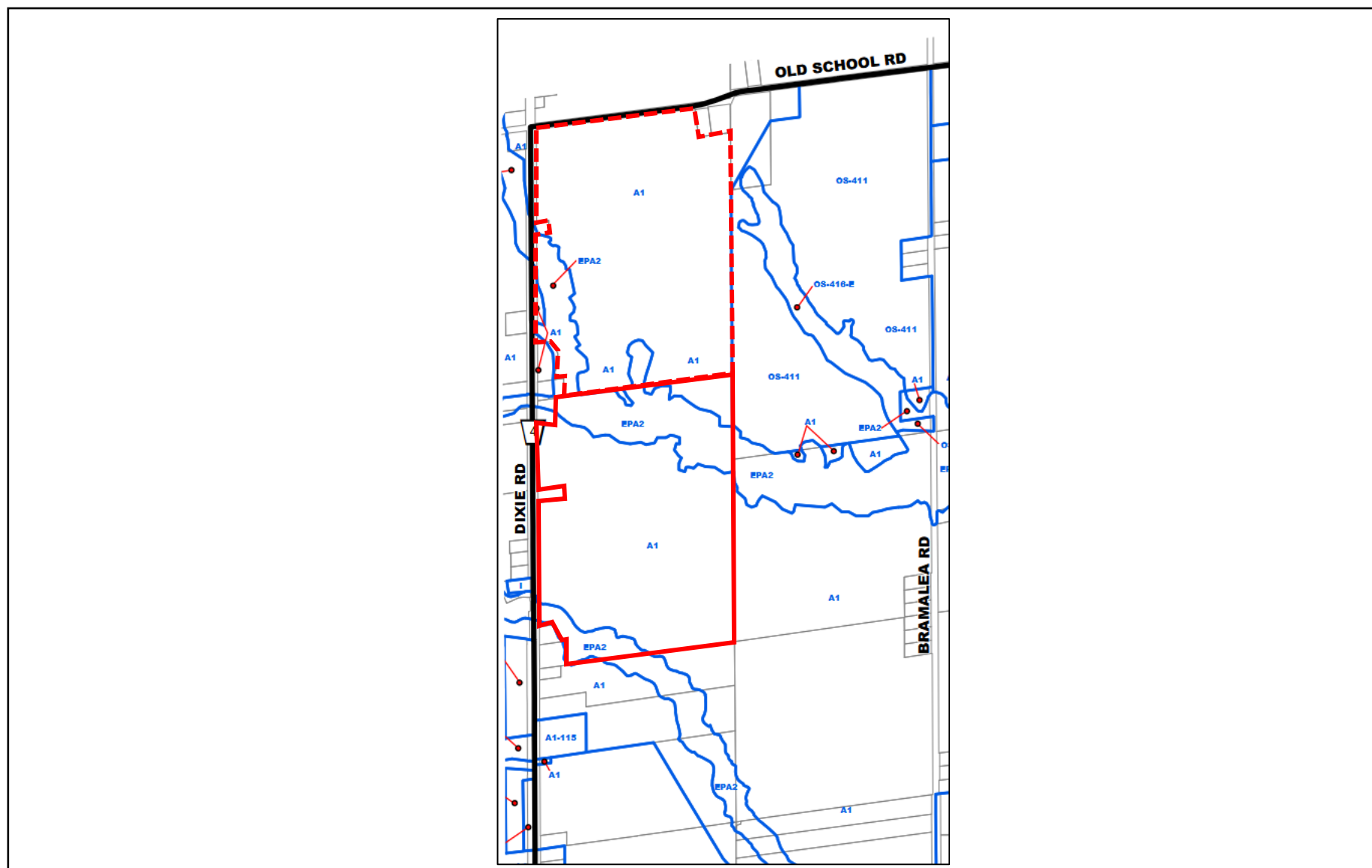


Figure 29: Town of Caledon Zoning By-law 2006-50: Map 5

- 12489 Dixie Road
- 12861 Dixie Road

Source: Town of Caledon

Date: December 2024



armstrong
planning | project management

Appendix A – Draft Official Plan Amendment

AMENDMENT NO. ____
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. _____

A By-law to adopt Amendment No. ____ to the Official Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

- 1. Amendment No. ____ to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and finally passed in open Council this ____ day of _____, _____

Annette Groves, Mayor

Kevin Klingenberg, Clerk

THE CONSTITUTIONAL STATEMENT

- PART A - THE PREAMBLE - does not constitute part of this amendment.
- PART B - THE AMENDMENT - consisting of the following text and Schedule "A-S" (inclusive), Figure "1", and Appendix "I-III" (inclusive) constitutes Amendment No. _____ of the Town of Caledon Official Plan.

AMENDMENT NO. _____

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule "A-S" (inclusive), Figure "1", and Appendix "I-III" (inclusive) in the Town of Caledon Official Plan by including the lands within the Settlement Area boundary, designate the lands for General Industrial and Environmental Policy Area purposes, and include site-specific policies to govern the development of lands within this area.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "A", are located on the east side of Dixie Road, south of Old School Road. They are municipally known as 0, 12189, 12321, 12393, 12423, 12439, 12489, 12587, 12669, 12707, 12731, 12861 and 12891 Dixie Road.

The legal description of the lands are as follows:

12489 Dixie Road. Pt Lt 20 Con 4 Ehs Chinguacousy; Pt Lt 21 Con 4 Ehs Chinguacousy Pt 1, 43R1769 Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345; Caledon Town of Caledon, Regional Municipality of Peel.

12861 Dixie Road. Pt Lt 21 Con 4 Ehs Chinguacousy; Parts 1 and 2, 43R21832, Save and Except Pts 1, 2, 3, 4 & 5, Plan 43R-36717; W 1/2 Lt 22, Con 4, Ehs Chinguacousy, Save and Except Pt. 1, 43R1097, Pts 1, 2 & 3, 43R14412, Pts 1 & 9, 43R-20416, S/T RO1084506; Town of Caledon, Regional Municipality of Peel.

In addition, this Amendment will also include the following lands:

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

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

12299 Dixie Road. PT LT 19 CON 4 EHS CHINGUACOUSY PT 2 43R16098 ; CALEDON

12321 Dixie Road. PT LT 19 CON 4 EHS CHINGUACOUSY AS IN RO878959 EXCEPT PT 36 & 39 43R20417 ; S/T CH21927 CALEDON

PT LT 19 CON 4 EHS CHINGUACOUSY AS IN VS195770 EXCEPT PTS 40 TO 44 43R20417 ; S/T CH21927 CALEDON

PT LT 19 CON 4 EHS CHINGUACOUSY AS IN RO1067954 EXCEPT 45 & 46 43R20417 ; CALEDON

12393 Dixie Road. PT LT 19 CON 4 EHS CHINGUACOUSY AS IN VS214251 EXCEPT PT 47 43R20417 TOWN OF CALEDON

12423 Dixie Road. PART LOT 20, CONCESSION 4, EAST OF HURONTARIO STREET,(CHINGUACOUSY) AS IN VS151328 SAVE AND EXCEPT PART 2, 43R20345; PART 1, EXPROPRIATION PLAN PR3893131 TOWN OF CALEDON

12439 Dixie Road. PT LT 20 CON 4 EHS CHINGUACOUSY PT 3 43R15365 ; CALEDON

12587 Dixie Road. PT LT 20 CON 4 EHS CHINGUACOUSY PT 4 43R15365 ; CALEDON

12669 Dixie Road. PT LT 21 CON 4 EHS CHINGUACOUSY AS IN RO1001315 EXCEPT PT 10, 43R20345 ; CALEDON

12707 Dixie Road. PT LT 21 CON 4 EHS CHINGUACOUSY , PT 2 43R1097 EXCEPT PT 13 43R20345 ; CALEDON

12731 Dixie Road. PT LT 21, CON 4 EHS (CHING) DES AS PT 1, PL 43R36717 TOWN OF CALEDON

12891 Dixie Road. PT LT 22 CON 4 EHS CHINGUACOUSY PT 1 43R1097 EXCEPT PT 6, 43R20416 ; CALEDON

Basis:

The basis for this Amendment is contained in Staff Report _____, as adopted by Council on _____. The applicant, QuadReal Property Group, has requested an amendment to the Town of Caledon Official Plan to permit General Industrial uses on the subject properties in order to facilitate the construction of a development with employment and industrial uses on the lands municipally known as 12489 and 12861 Dixie Road, as well as the other lands listed in the preamble.

The subject properties are located within the “Prime Agricultural Area”, “Environmental Policy Area”, and “Greenbelt Area” designations of the Town of Caledon Official Plan. The applicant is proposing to amend the Official Plan to bring the subject properties into the Town’s Settlement Area Boundary and redesignate the lands to “General Industrial”, “Environmental Policy Area”, and “Greenbelt Area” in alignment with the Regional Official Plan.

The applicant has submitted herewith applications for Official Plan Amendment and Zoning By-law Amendment, including various technical studies in support of the proposed amendment and development applications.

The proposed amendment to the Official Plan to permit a significant employment opportunity within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of an additional employment hub along this corridor of Dixie Road addresses an identified need for employment uses and jobs within the Town of Caledon and Region of Peel.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. _____ of the Town of Caledon Official Plan.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

Notwithstanding Sections 5.5 and 6 of the Town of Caledon Official Plan, the Plan is amended as follows:

1. Delete existing Section 6.2.1.6.2 and replace with the following:

6.2.1.6.2 Further to Section 6.2.1.6.1, and unless an exemption is granted by the Town under Section 6.2.1.6.5, the following studies, information and materials shall be submitted as part of a complete application for an Official Plan amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium, Consent, or Site Plan in accordance with the Town's Digital Submission Standards:

- a) Survey Plan and/or scalable concept plan;
- b) Draft Official Plan Amendment and Schedule(s);
- c) Draft Zoning By-law Amendment and Schedule(s);
- d) Site Plan;
- e) Planning Justification Report;
- f) Stormwater Management Report;
- g) Environmental Impact Study and Management Plan;
- h) Phase 1 Environmental Impact Assessment;
- i) Grading and drainage plan;
- j) Agricultural Impact Assessment;
- k) Functional Servicing Report;
- l) Transportation Study or Traffic Impact Study;
- m) Hydrogeological Impact Assessment/Feature Based Water Balance Assessment;
- n) Geotechnical Report;
- o) Noise and Vibration Study;
- p) Arborist Report/Tree Preservation Plan;
- q) West Humber River Fluvial Geomorphological Assessment;
- r) Demarcation of physical and stable top-of-bank;
- s) Demarcation of limits of natural heritage systems, ecosystem components, natural hazards and/or areas regulated by a conservation authority;
- t) Architectural design plan and/or guidelines or urban design brief;
- u) Cultural Heritage Impact Assessment;
- v) Stage 1 Archaeological Assessment;
- w) Fiscal Impact Assessment;
- x) Photometrics Plan;
- y) Sustainability Narrative;
- z) Public Engagement Strategy;
- aa) Landscape Plans and Details/Cost Estimate;
- bb) Energy and Emissions Reduction Study and Climate Change Adaptation Study;

- cc) Application Form;
- dd) Application Fee, in accordance with the Town's Fee By-law.

2. The Caledon Official Plan is further amended by adding the following subsections:

- 6.2.1.8 Notwithstanding Section 5.5.9 and 6.2.4 of the Plan, a Secondary Plan is not required for development to proceed on the lands.
- 6.2.1.9 Notwithstanding Section 3.4, 4.2, and 5.5.9 of the Plan, it is agreed that the lands can develop simultaneously as part of the Phase 1 Employment Area in the Town's Growth Management and Phasing Plan.
- 6.2.1.10 Notwithstanding Section 3.0, 5.5, 5.7, 5.8, and 5.10 of the Plan, the development of the site servicing and stormwater system shall be in accordance with the Final CEISMP and Final Functional Servicing and Stormwater Management Report, to the satisfaction of the Town of Caledon, Toronto and Region Conservation Authority, and Region of Peel.
- 6.2.1.11 The following policies apply to the lands designated General Industrial:
 - 6.2.1.11.1 Notwithstanding section 5.5.3.10 of the Plan, Accessory Retail Stores, Restaurants, Places of Worship, and Business Office uses shall be permitted adjacent to an arterial road where the use is located in a building designated under Part IV of the Ontario Heritage Act. All uses permitted in Section 5.5.5.1 of the Plan are permitted.
 - 6.2.1.11.2 Section 5.5.5.1 of the Plan is further amended by permitting residential uses in the form of a Single detached dwelling in a building designated under Part IV of the Ontario Heritage Act. All uses permitted in Section 5.5.5.1 of the Plan are permitted. This applies only to the lands located at 12489 Dixie Road.
 - 6.2.1.11.3 Notwithstanding Section 5.5.5 of the Plan, Cold Storage Warehouse, Corporate Office, Training Facility, Data Centre, and Knowledge and Innovation Uses shall be permitted.
 - 6.2.1.11.4 The maximum permitted height for a warehouse building shall be 30 metres and the maximum permitted height for a Cold Storage Building shall be 45 metres.
- 6.2.1.12 The following policies shall apply to the lands designated Environmental Policy Area (EPA):
 - 6.2.1.12.1 The policies of Section 5.7 of the Plan shall apply. All new development shall be in accordance with a Final Comprehensive Environmental Impact Study and Management Plan (CEISMP), to the satisfaction of the Town of Caledon, Toronto and Region Conservation Authority and the Region of Peel.

- 6.2.1.12.2 Minor adjustments to the boundaries of the EPA on the lands may be considered subject to the Final CEISMP and approval by the Town, Region of Peel, Toronto and Region Conservation Authority or the Province. Minor adjustments to the boundaries of the EPA on the subject lands will be permitted without requiring an amendment to this Plan.
- 6.2.1.12.3 A minimum 30 metre buffer width will be provided from the limits of Significant Woodlands.
- 6.2.1.13 Prior to approval of the first Site Plan Application in the Plan Area, the plans/studies described in Section 6.2.1.6.2 of this Plan are to be updated to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff.
- 6.2.1.14 If the Transportation Impact Assessment noted in Section 6.2.1.6.2 identifies required roadway improvements beyond the site frontage that are required to support the proposed development, the developer will be responsible for designing and implementing these improvements to the satisfaction of Town Staff.
- 6.2.1.15 If the Transportation Impact Assessment noted in Section 6.2.1.6.2 identifies that improvements to Old School Road are necessary to accommodate trucks, these improvements must be completed to the satisfaction of Town Staff.
- 6.2.1.16 If the Transportation Impact Assessment noted in Section 6.2.1.6.2 identifies required roadway improvements to ensure that development is accessible by public transit, the developer will be responsible for designing and implementing these improvements to the satisfaction of Town Staff.
- 6.2.1.17 Significant archaeological resources shall be preserved in situ, where feasible.
- a) If in situ preservation is not feasible, appropriate mitigation will be required for significant archaeological resources, undertaken by a licensed archaeologist in accordance with the advice and requirements of Indigenous communities, the Town, and the Ministry of Citizenship and Multiculturalism.
 - b) Completion of the archaeological assessment process for the subject lands, to the satisfaction of Indigenous communities, the Town, and the Ministry of Citizenship and Multiculturalism will be required prior to the approval of development applications for the subject lands.
- 6.2.1.18 The cultural heritage resources at 12489 Dixie Road and 12861 Dixie Road shall be conserved in accordance with the Cultural Heritage Conservation policies in the Official Plan and as set out in the Cultural Heritage Impact Statement(s) and Heritage Conservation Plan(s), prepared to the satisfaction of the Town of Caledon, for these cultural heritage resources.

- a) A Cultural Heritage Impact Statement, completed to the satisfaction of the Town, will be required as necessary based on the scope and nature of proposed works for development applications in the subject lands.
- b) Where it is determined, through a Cultural Heritage Impact Statement or other means, that there is direct impact to a cultural heritage resource as part of proposed works for a development application, a Heritage Conservation Plan may be required prior to that development application's approval.
- c) The cultural heritage resources at 12489 & 12861 Dixie Road will be provided with a lot sized to support their adaptive re-use, including space for future additions, parking, and landscaping, in accordance with the context and character of the cultural heritage resources.
- d) Every effort will be made to conserve the context of the cultural heritage resources at 12489 & 12861 Dixie Road including the orientation of the original residence.

6.2.1.19 The Final Comprehensive Environmental Impact Study and Management Plan (CEISMP) shall encompass the parcels for development municipally known as 12489 & 12861 Dixie Road and be prepared to the satisfaction of the Town of Caledon, Region of Peel and TRCA, or any other applicable authority prior to approval of any site plan application. The other sites listed in the preamble and as shown in Schedule "A" will be required to prepare similar CEISMP. The Final CEISMP must:

- a) Identify the environmental goals, objectives, management and monitoring plans, and additional technical investigations for the Special Policy Area to be implemented at the site level through individual site plans.
- b) Recommend a list of additional studies that may be required for implementation of the Final CEISMP.
- c) Provide recommendations and design for conveyance of external drainage through an open channel to be implemented at the site plan approval stage.
- d) Provide continuous modelling to determine the erosion threshold for all tributary reaches impacted by the development to ensure there are no exceedances. Should there be exceedances then the report is to provide mitigation measures to ensure the erosion criteria is met.
- e) Include an impact assessment and recommended mitigation plan that demonstrates to the satisfaction of the Town, the Region of Peel and TRCA that the individual site plans conform with the environmental management plans and recommendations contained in the Final CEISMP.

6.2.1.20 All new development will implement metrics outlined in

the Town’s Green Development Standards, upon such time that the Town’s Green Development Standards are in effect, to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use development approvals process and other implementation tools, such as Site Plan Control, to ensure that new industrial developments include sustainable design features which, among other objectives, achieve a higher than Ontario Building Code energy performance.

- 6.2.1.21 For site plan applications received prior to July 1, 2024 a GDS checklist and supporting documents shall be submitted for Town review as part of the program’s initial one-year pilot phase; meeting specific GDS metric targets is encouraged.
 - 6.2.1.22 A Final Feature Based Water Balance Assessment shall be prepared for each parcel in the Plan Area to the satisfaction of the Town of Caledon, Region of Peel and TRCA prior to Site Plan Approval. The Final Feature Based Water Balance Assessment must be completed to achieve the water balance objectives and provide adequate protections of the identified natural features, as outlined in the Section 6 of Stormwater Management Criteria Document (TRCA, 2012) and in accordance with Town of Caledon requirements.
 - 6.2.1.23 For the purpose of this OPA, data centre shall mean a physical room(s), building(s) or facility(ies) that stores information technology (IT) infrastructure and associated components for building, running, and delivering applications and services.
 - 6.2.1.24 Where determined by the Geotechnical Report that upgrades to Old School Road are required to support truck traffic, an agreement shall be executed prior to Site Plan approval that details and secures the required works.
 - 6.2.1.25 Lands within the Plan Area required to convey drainage from Old School Road shall be identified through Site Plan approval with easements provided to the satisfaction of the Town.
 - 6.2.1.26 Notwithstanding Section 3.0, 5.5.7 and 5.7 of the Plan, the landscaped areas and planting strips will be in accordance with the site-specific zoning by-law amendment.
3. “Schedule A” Town of Caledon Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as
- Pt Lt 20 Con 4 Ehs Chinguacousy; Pt Lt 21 Con 4 Ehs Chinguacousy
Pt 1, 43R1769 Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345;
Caledon Town of Caledon, Regional Municipality of Peel
- PT LT 18 CON 4 EHS CHINGUACOUSY PTS 8 TO 10 43R3047;
EXCEPT PT 22 TO 26 43R20417 ; S/T CH21926 CALEDON

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

PT LT 19 CON 4 EHS CHINGUACOUSY PT 2 43R16098 ;
CALEDON

PT LT 19 CON 4 EHS CHINGUACOUSY AS IN RO878959 EXCEPT
PT 36 & 39 43R20417 ; S/T CH21927 CALEDON

PT LT 19 CON 4 EHS CHINGUACOUSY AS IN VS195770 EXCEPT
PTS 40 TO 44 43R20417 ; S/T CH21927 CALEDON

PT LT 19 CON 4 EHS CHINGUACOUSY AS IN RO1067954 EXCEPT
45 & 46 43R20417 ; CALEDON

PT LT 19 CON 4 EHS CHINGUACOUSY AS IN VS214251 EXCEPT
PT 47 43R20417 TOWN OF CALEDON

PT LT 20 CON 4 EHS CHINGUACOUSY PT 4 43R15365 ;
CALEDON

PT. LT 21, CON 4, EHS CHINGUACOUSY, PARTS 1 AND 2,
43R21832, SAVE AND EXCEPT PTS 1, 2, 3, 4 & 5, PLAN 43R-
36717; W 1/2 LT 22, CON 4, EHS CHINGUACOUSY, SAVE AND
EXCEPT PT. 1, 43R1097, PTS 1, 2 & 3, 43R14412, PTS 1 & 9, 43R-
20416, S/T RO1084506; TOWN OF CALEDON TOWN OF CALEDON

PT LT 22 CON 4 EHS CHINGUACOUSY PT 1 43R1097 EXCEPT PT
6, 43R20416 ; CALEDON

from Prime Agricultural to General Industrial, and to amend the
Settlement Area boundary to include the subject lands, in accordance
with Schedule "A" attached hereto.

The Amendment will also include the following lands to remain in the
Prime Agricultural and Environmental Policy Area designations

PART LOT 20, CONCESSION 4, EAST OF HURONTARIO
STREET,(CHINGUACOUSY) AS IN VS151328 SAVE AND EXCEPT
PART 2, 43R20345; PART 1, EXPROPRIATION PLAN PR3893131
TOWN OF CALEDON

PT LT 20 CON 4 EHS CHINGUACOUSY PT 3 43R15365 ;
CALEDON

PT LT 21 CON 4 EHS CHINGUACOUSY AS IN RO1001315 EXCEPT
PT 10, 43R20345 ; CALEDON

PT LT 21 CON 4 EHS CHINGUACOUSY , PT 2 43R1097 EXCEPT
PT 13 43R20345 ; CALEDON

PT LT 21, CON 4 EHS (CHING) DES AS PT 1, PL 43R36717 TOWN
OF CALEDON

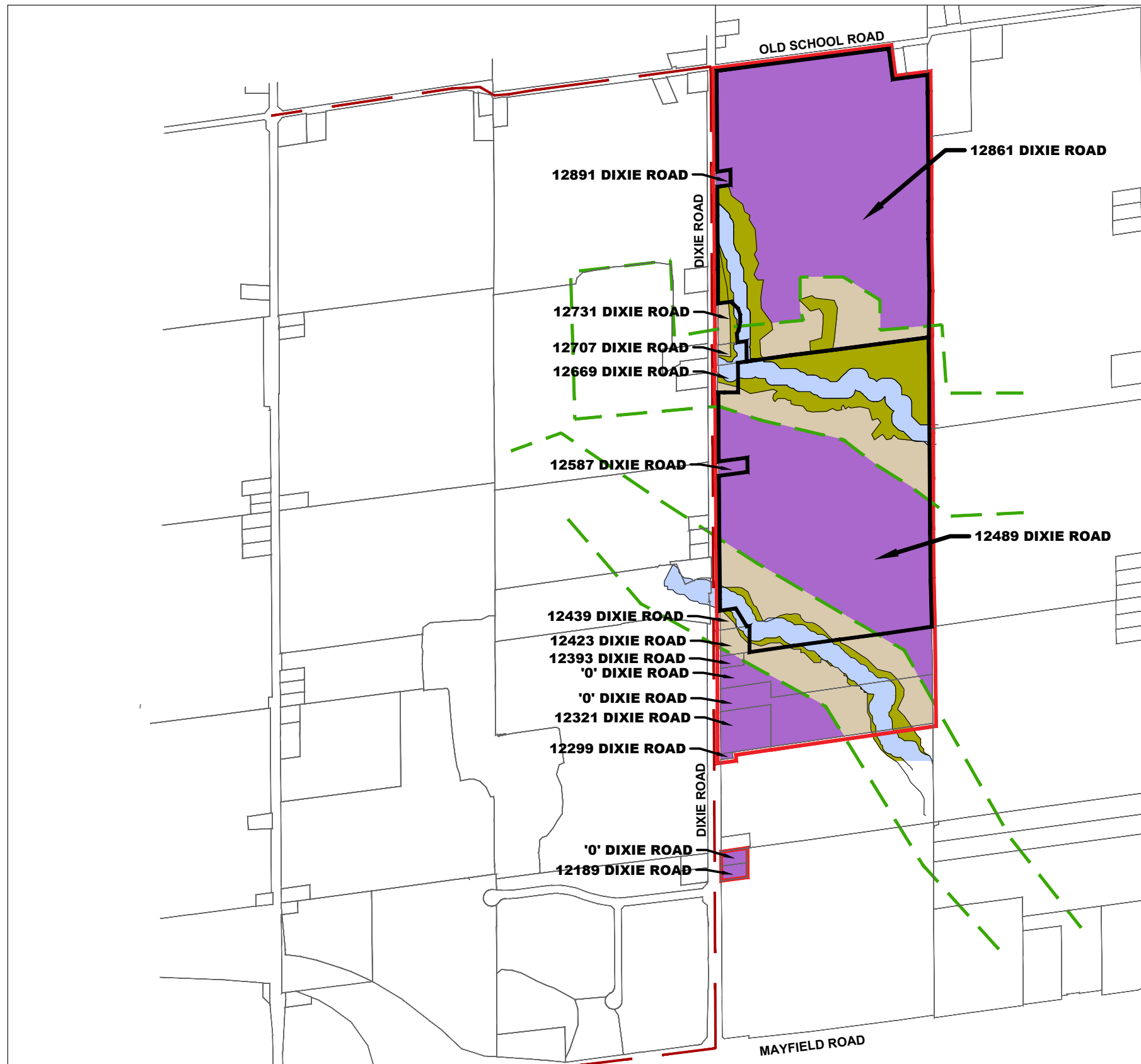
4. Schedule "A1", Town of Caledon Town Structure of the Town of
Caledon Official Plan shall be amended to include the lands above in
the Rural Service Centre in accordance with Schedule "B" attached
hereto
5. Schedule "F", Rural Estate Residential Areas of the Town of Caledon
Official Plan shall be amended to reflect the revised boundaries of the
Settlement Area in accordance with Schedule "C" attached hereto.

6. Schedule “J”, Long Range Road Network of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement in accordance with Schedule “D” attached hereto.
7. Schedule “K”, Road Right-of-Way Widths of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “E” attached hereto.
8. Schedule “L”, Chpmara Prioritization Plan of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “F” attached hereto.
9. Schedule “O”, Wellhead Protection Areas of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “G” attached hereto.
10. Schedule “S”, The Greenbelt in Caledon of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “H” attached hereto.
11. Appendix “I”, Niagara Escarpment Plan of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “I” attached hereto.
12. Appendix “II”, Aggregate Resource Areas of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “J” attached hereto.
13. Appendix “III”, Community Improvement Plan Project Areas of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Settlement Area in accordance with Schedule “K” attached hereto.
14. Figure “1”, Growth Plan Policy Areas in Caledon of the Town of Caledon Official Plan shall be amended to reflect the revised boundaries of the Designated Greenfield Area in accordance with Schedule “L” attached hereto.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.





Proposed
Schedule A
OPA XXX

- Lands Subject to Official Plan Amendment
- Site Specific Applications
- General Industrial
- Prime Agricultural Area
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- Mayfield West Study Area Boundary

Base Data Source: Town of Caledon

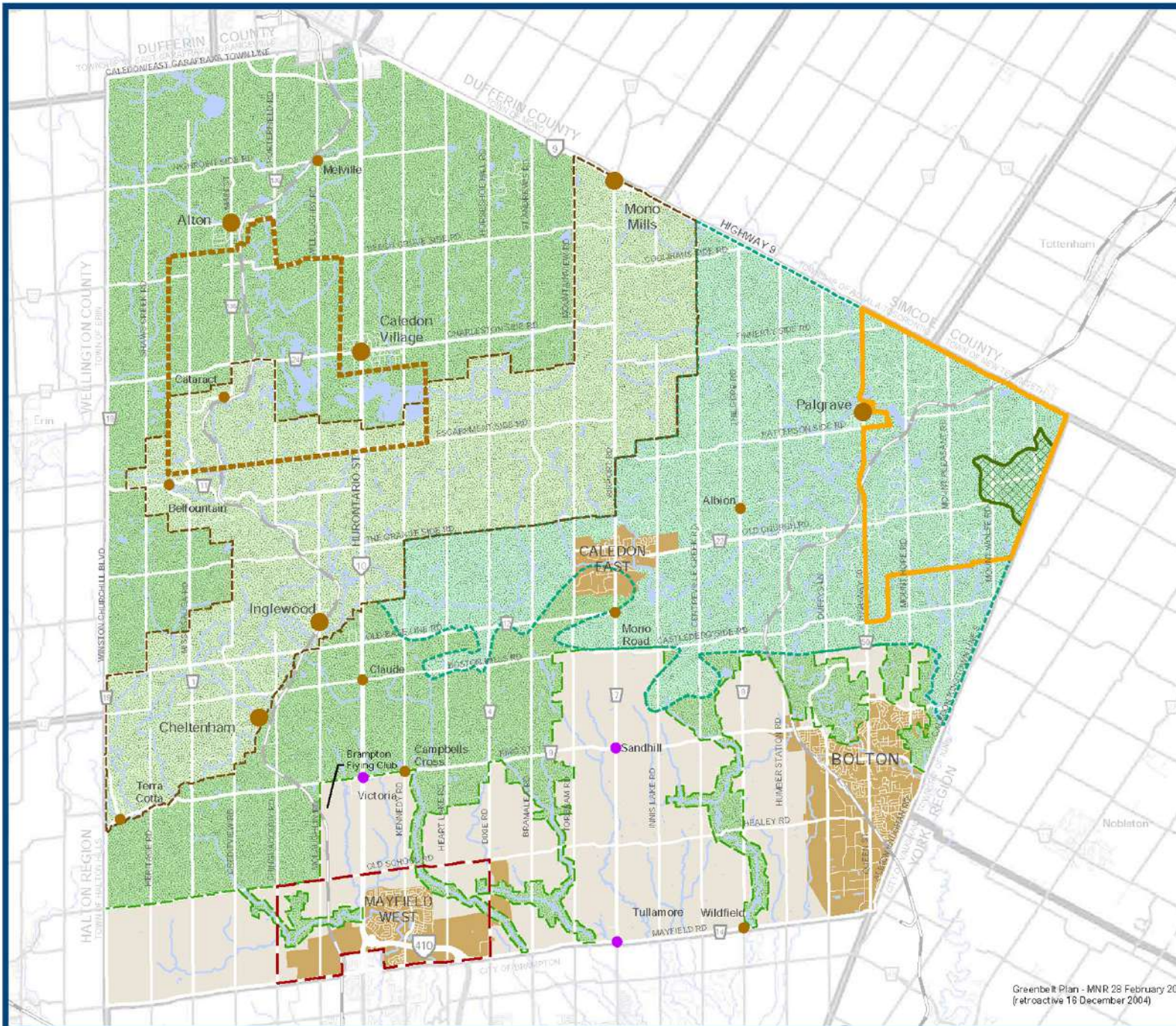


PROPOSED SCHEDULE A
TOWN of CALEDON OFFICIAL PLAN AMENDMENT OPA# _____
12489 and 12861 DIXIE ROAD
TOWN of CALEDON, REGION OF PEEL

DATE:
JULY 2025



armstrong
planning | project management



Schedule A1

TOWN OF CALEDON

TOWN STRUCTURE

Greenbelt Designations

- Greenbelt Plan Area
- Greenbelt Plan Protected Countryside Designation
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Conservation Plan Area

Agricultural and Rural Area of the Growth Plan

- Mayfield West Study Area Boundary
- Coulterville Special Study Area
- Palgrave Estate Residential Community
- Lake Simcoe Protection Plan Area

Rural Service Centre

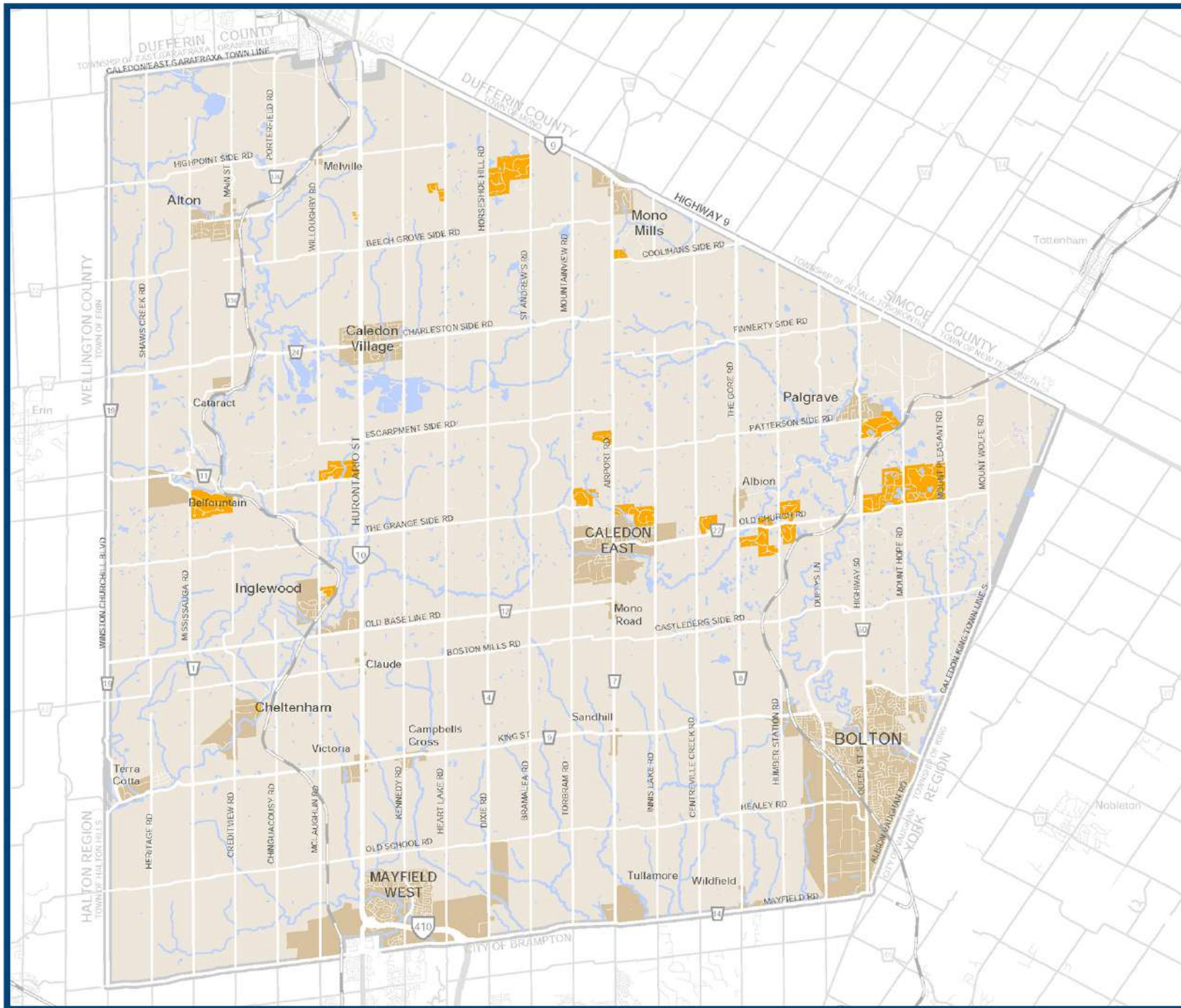
- Village
- Hamlet
- Industrial/Commercial Centre

- Provincial Road
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon



Greenbelt Plan - MNR 28 February 2005
(retroactive 18 December 2004)



Schedule F

RURAL ESTATE RESIDENTIAL AREAS

Rural Estate Residential Area

Settlement Area

Provincial Road

Regional Road

Local Road

Railway

Base Data Source: Town of Caledon

0

0.5

1

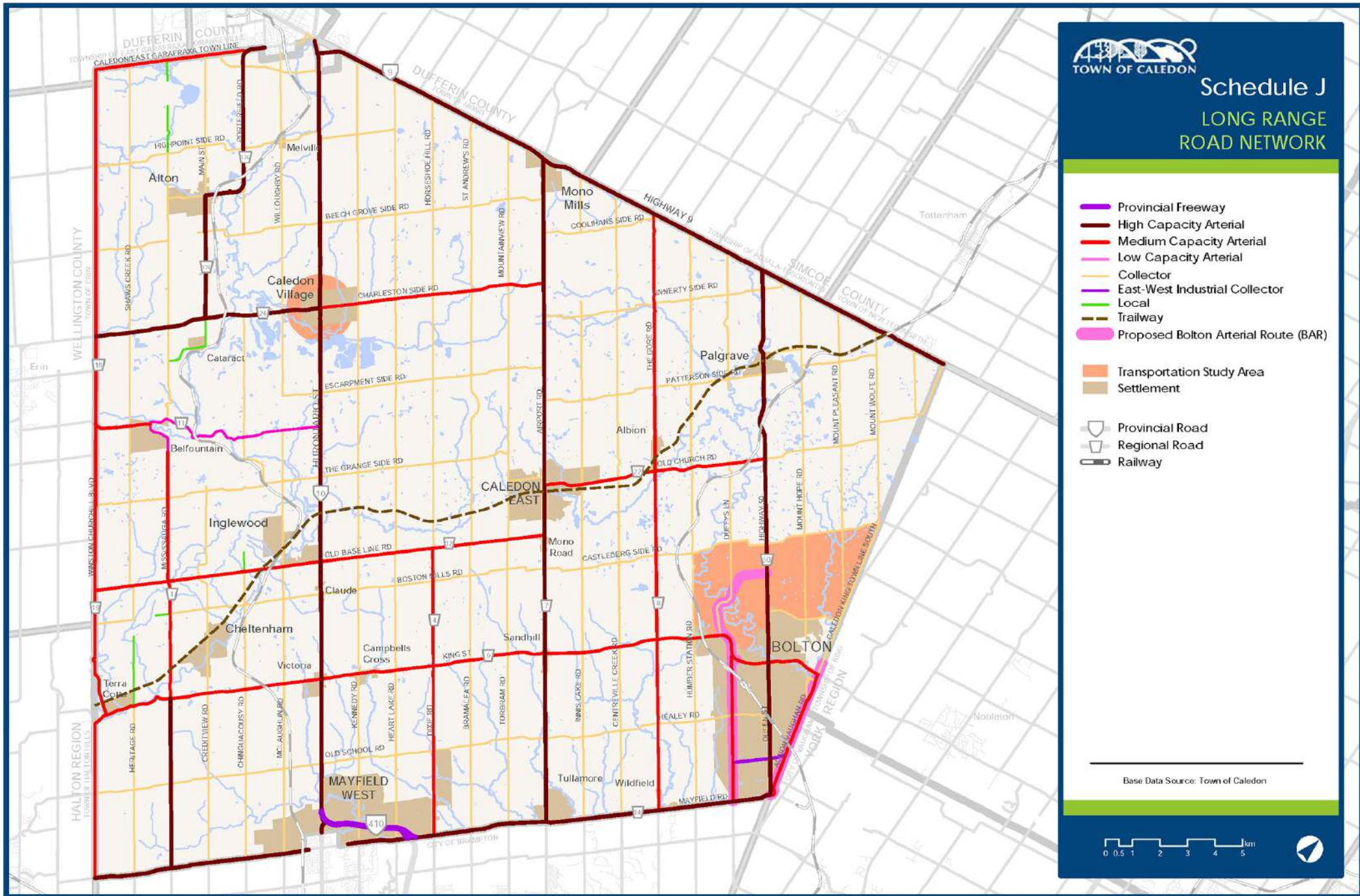
2

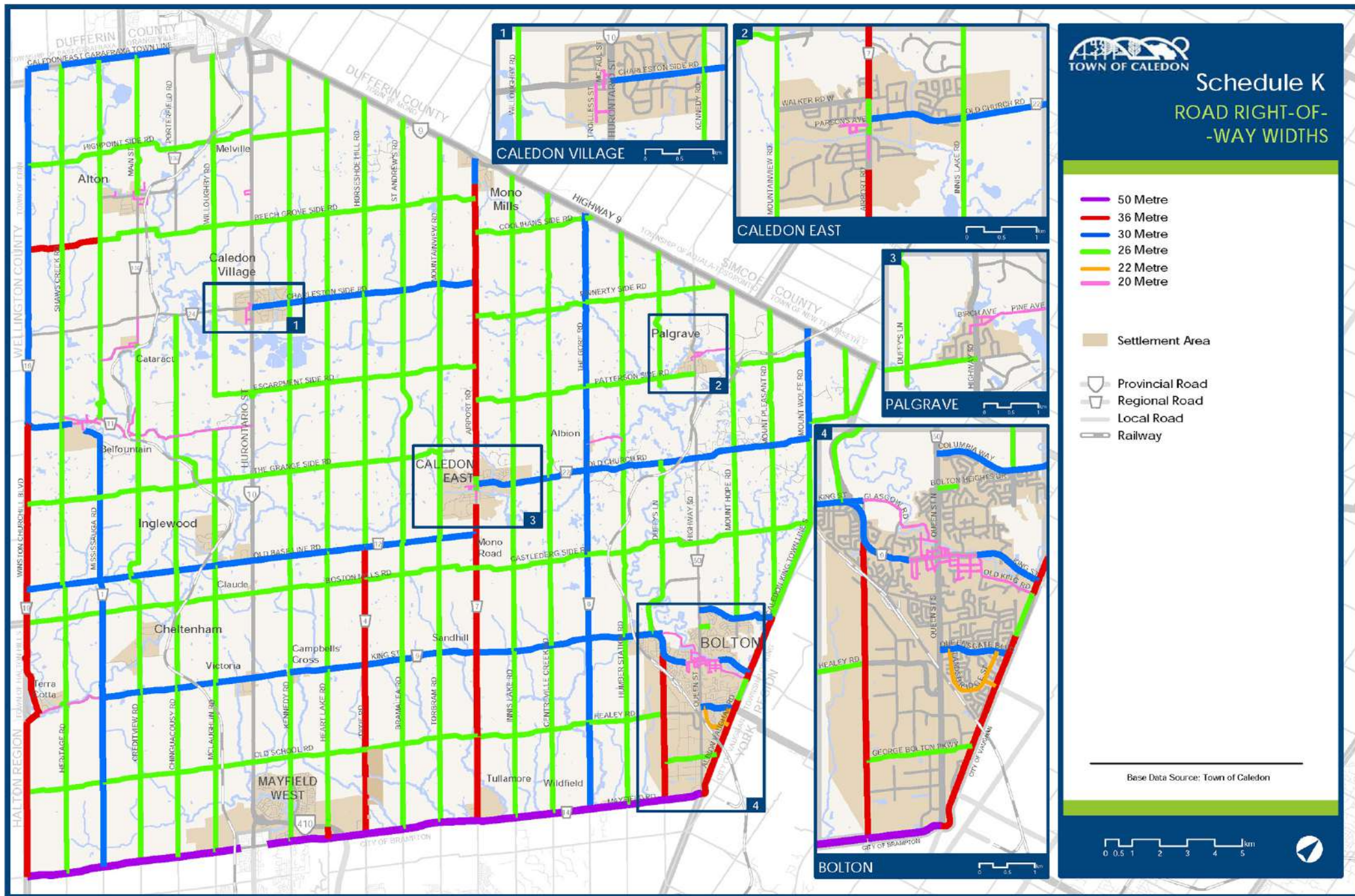
3

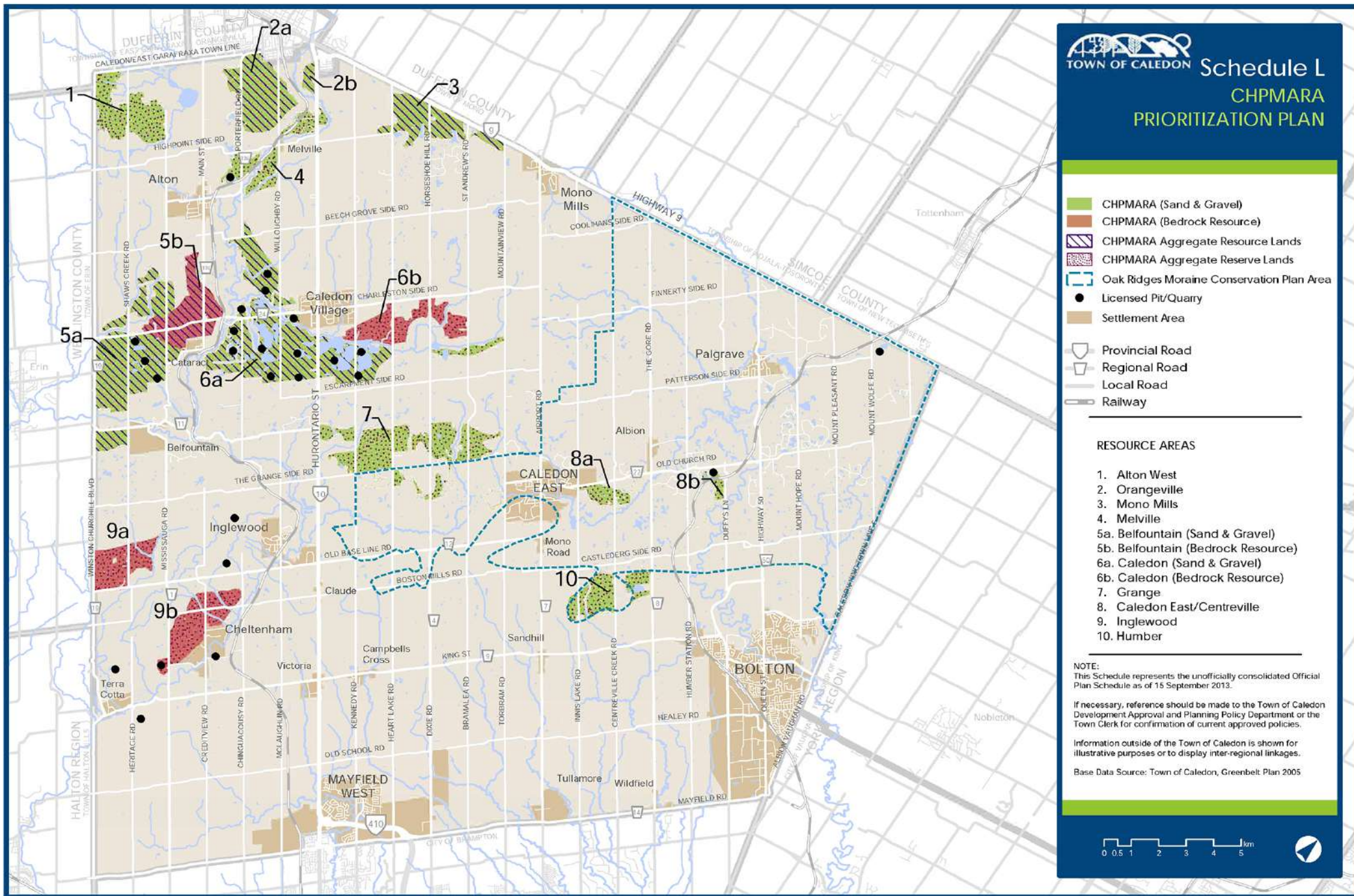
4

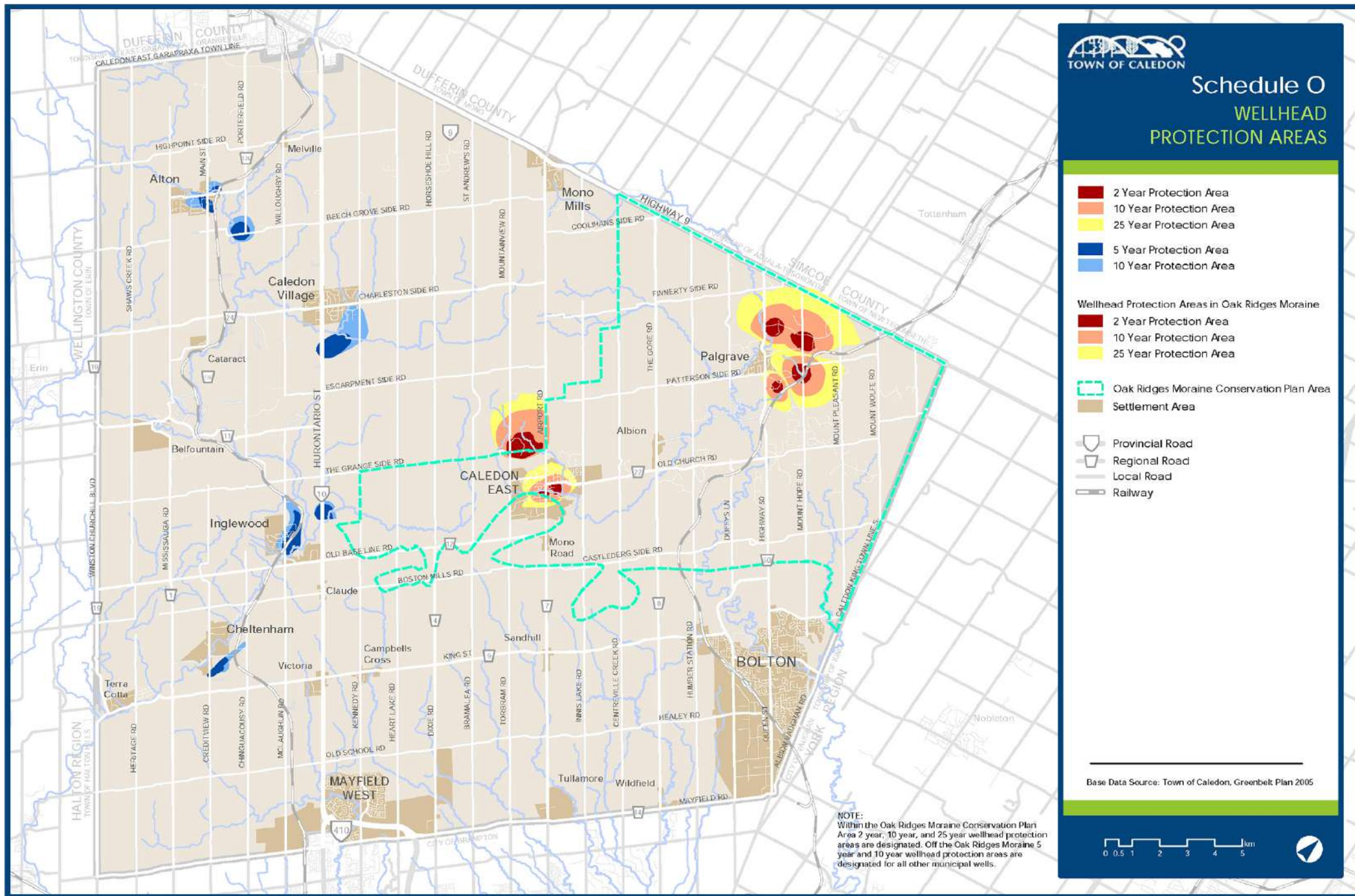
5

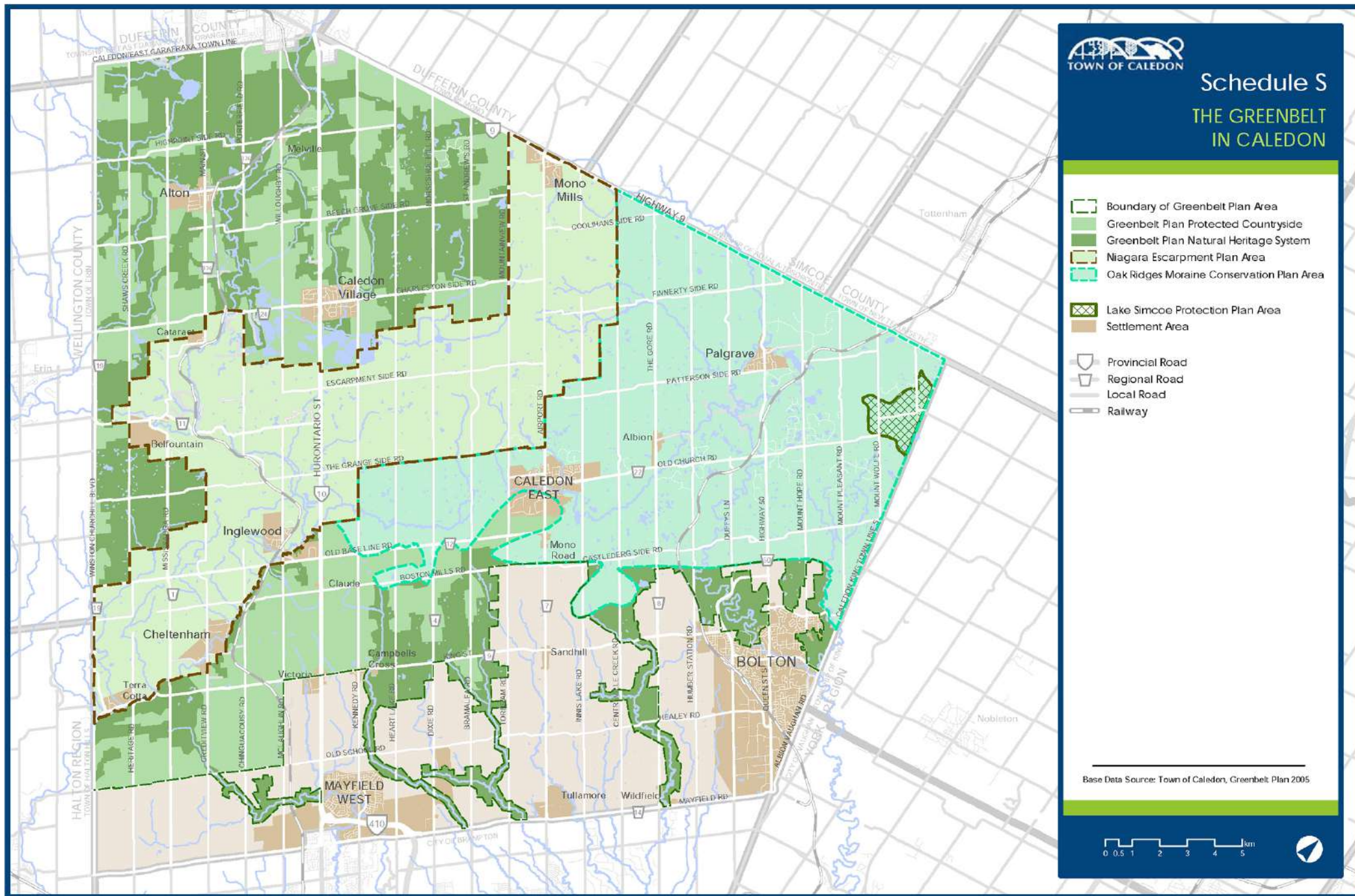
km

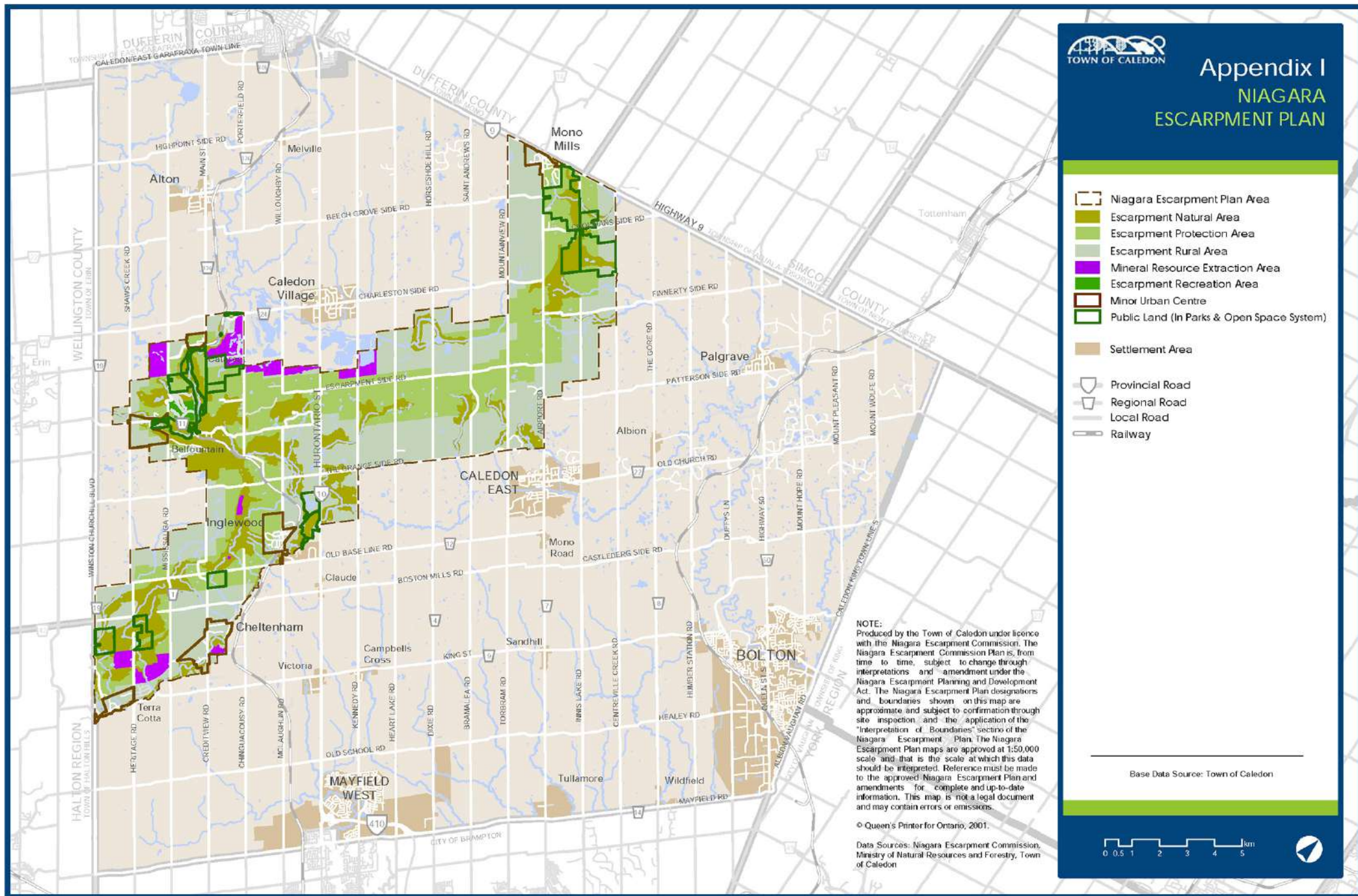


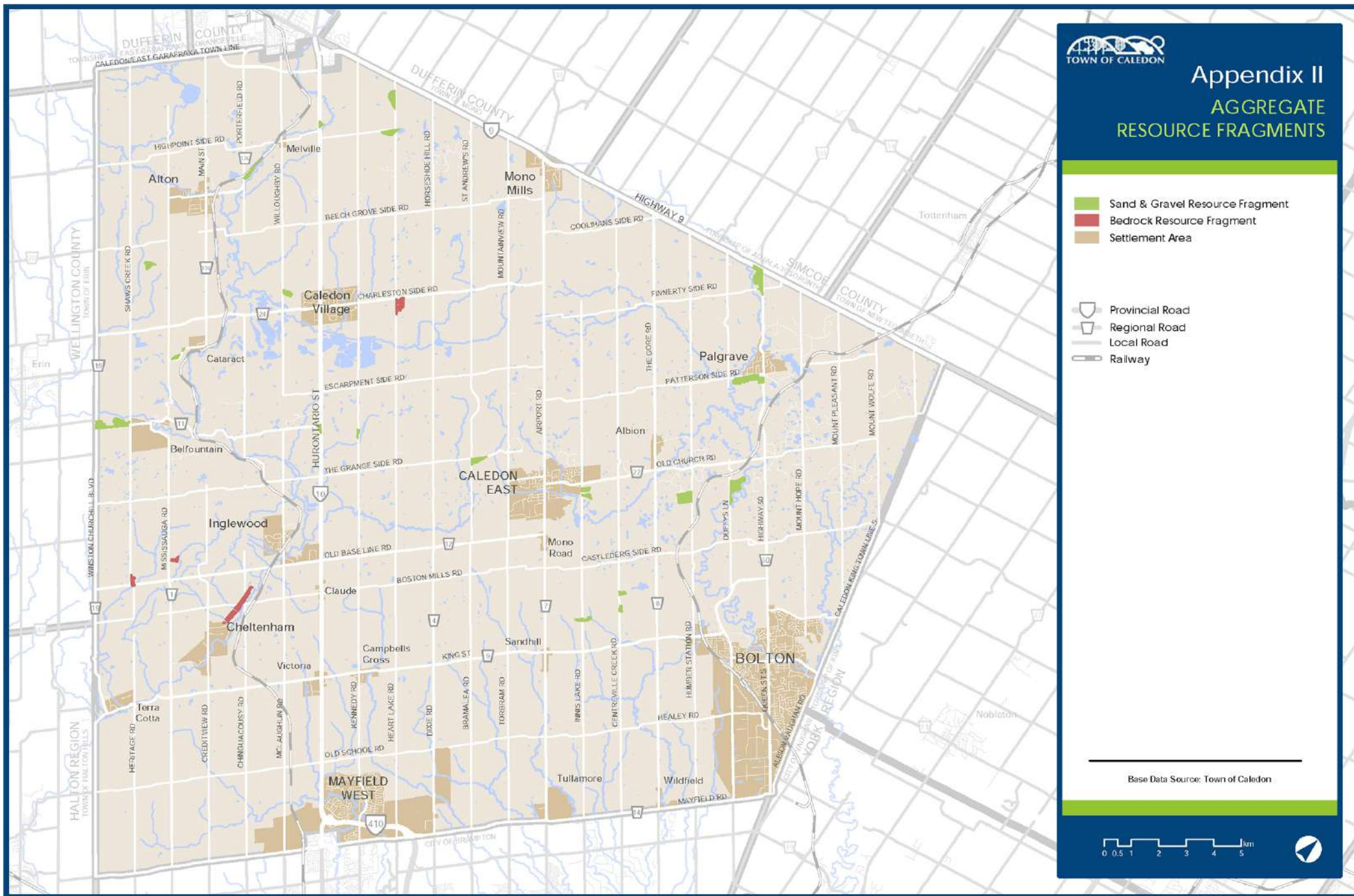


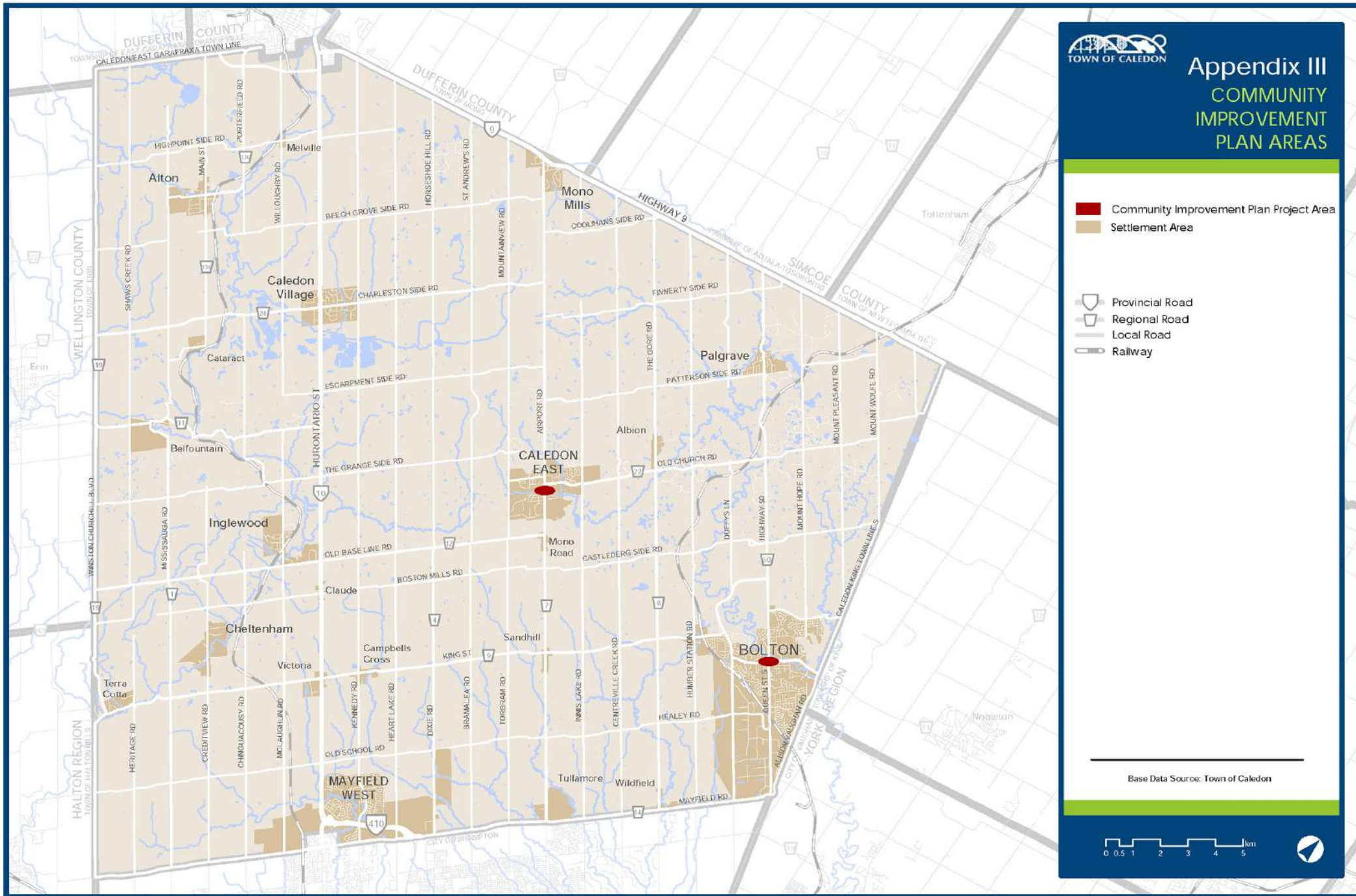


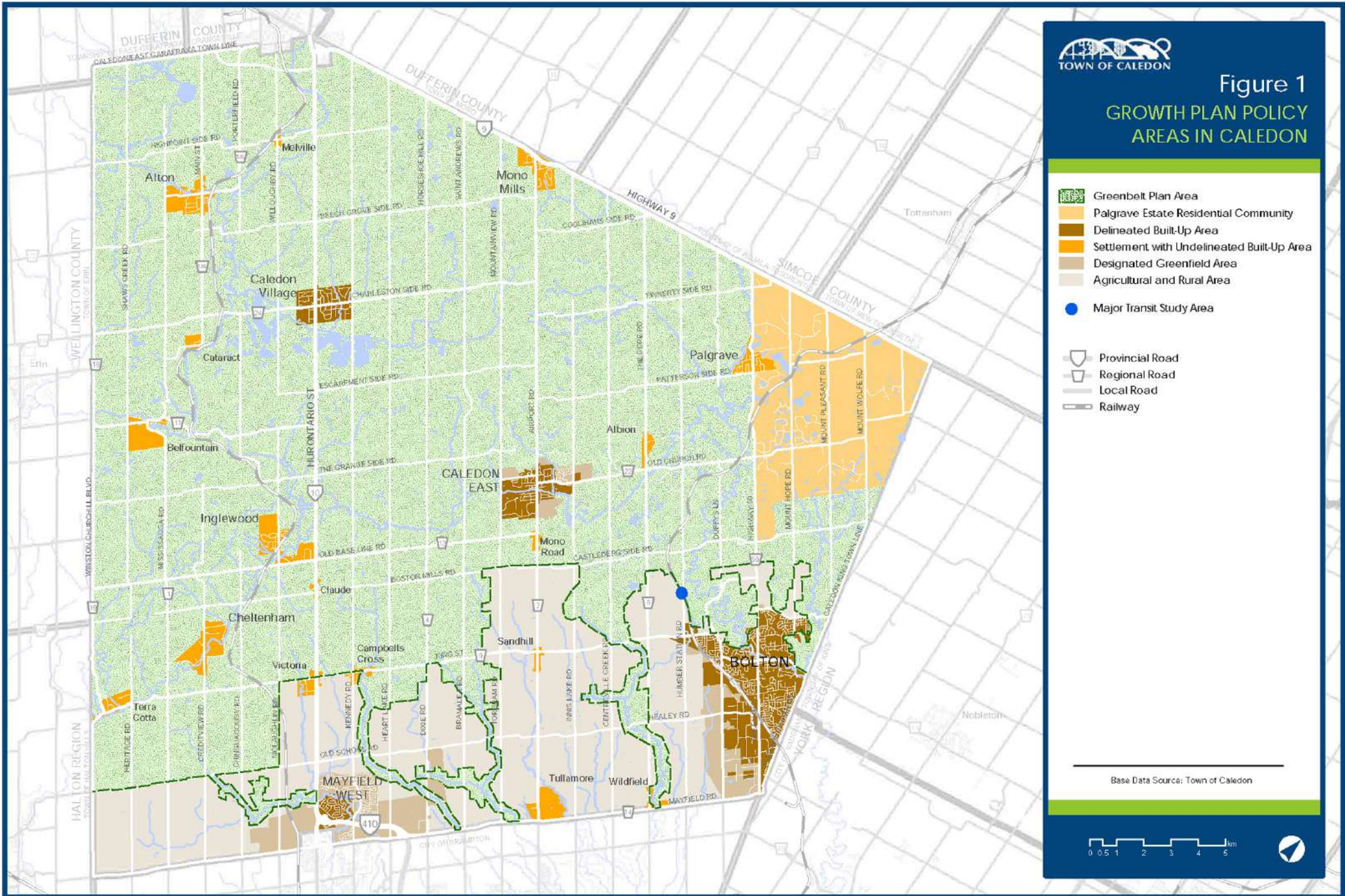












Appendix B – Draft Zoning By-law Amendment

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. _____

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to PIN: 143470356 - Pt Lt 21 Con 4 Ehs Chinguacousy; Parts 1 and 2, 43R21832, Save and Except Pts 1, 2, 3, 4 & 5, Plan 43R-36717; W 1/2 Lt 22, Con 4, Ehs Chinguacousy, Save and Except Pt. 1, 43R1097, Pts 1, 2 & 3, 43R14412, Pts 1 & 9, 43R-20416, S/T RO1084506; Town of Caledon; and PIN: 143470007 - Pt Lt 20 Con 4 Ehs Chinguacousy; Pt Lt 21 Con 4 Ehs Chinguacousy Pt 1, 43R1769 Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345; Caledon
Town of Caledon, Regional Municipality of Peel,
municipally known as 12861 and 12489 Dixie Road.

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

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of PIN: 143470356 - Pt Lt 21 Con 4 Ehs Chinguacousy; Parts 1 and 2, 43R21832, Save and Except Pts 1, 2, 3, 4 & 5, Plan 43R-36717; W 1/2 Lt 22, Con 4, Ehs Chinguacousy, Save and Except Pt. 1, 43R1097, Pts 1, 2 & 3, 43R14412, Pts 1 & 9, 43R-20416, S/T RO1084506; Town of Caledon, Regional Municipality of Peel; and PIN: 143470007 - Pt Lt 20 Con 4 Ehs Chinguacousy; Pt Lt 21 Con 4 Ehs Chinguacousy Pt 1, 43R1769 Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345; Caledon; Regional Municipality of Peel, for employment purposes.

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

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
MP	_____	- Bulk Storage Facility - Business Office - Cold Storage Warehouse - Contractor's Facility - Data Centre - Distribution Facility - Dry Cleaning or Laundry Plant - Dwelling, Detached (5) - Equipment Storage Building - Factory Outlet - Financial Institution - Gasoline Pump Island, Accessory - Industrial Use - Light Equipment Rental Establishment - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Compound - Motor Vehicle Gas Bar - Motor Vehicle Repair Facility	DEFINITIONS Building Area: For the purpose of calculating the <i>building area</i>, the <i>gross floor area</i> (exclusive of any rooftop mechanical structure) shall be divided by the <i>lot area</i>. <i>Lot area</i> is to be calculated on the entirety of the <i>lot</i> municipally known as 12861 Dixie Road (inclusive of any portion of the <i>lot</i> within the Environmental Policy Area 2 Zone). Data Centre For the purpose of this <i>zone</i>, a <i>Data Centre</i> shall mean a physical room(s), <i>building(s)</i> or facility(ies) that stores information technology (IT) infrastructure and associated components for building, running, and delivering applications and services. Front Lot Line For the purposes of this <i>zone</i>, the <i>lot line(s)</i> abutting Dixie Road shall be the <i>front lot line</i>. Exterior Side Lot Line For the purposes of this <i>zone</i>, the <i>lot line(s)</i> abutting Old School Road shall be the <i>exterior side lot line</i>. Rear Lot Line For the purposes of this <i>zone</i>, the most easterly <i>lot line</i> directly opposite to the <i>front lot line</i> shall be the <i>rear lot line</i>.

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		- Motor Vehicle Towing Facility - Open Storage Area, Accessory - Outside Display or Sales Area, Accessory - Place of Assembly - Place of Worship (4) - Research Establishment - Restaurant (2) - Retail Store, Accessory (1) - Training Facility - Transportation Depot - Trucking - Warehouse - Warehouse, Public Self-Storage - Warehouse, Wholesale	Interior Side Lot Line For the purposes of this zone, all other <i>lot line(s)</i> shall be <i>interior side lot lines</i>. ZONE STANDARDS Entrance Width (minimum) Notwithstanding Section 4.3.6, the minimum <i>entrance width</i> for a two-way <i>entrance</i> serving any <i>use</i> shall be 6 m, and 5 m for a one-way width. Entrance Width (maximum) Notwithstanding Section 4.3.5, the maximum <i>entrance width</i> shall be 17.25m. Illumination Notwithstanding Section 5.2.18, no part of the lighting fixture shall be more than 12.20m above grade. Lot Frontage (minimum): Dixie Road 30 m Building Area (maximum): 50% Front Yard (minimum) Dixie Road: 9 m Rear Yard (minimum) East <i>lot line</i>: 7.5 m Exterior Side Yard (minimum) Old School Road: 7.5m Interior Side Yard (minimum) South <i>lot line</i>: 6 m Abutting a <i>lot</i> containing a residential <i>use</i>: 15 m Building Height (maximum): 30 m; except for <i>Cold Storage Warehouse</i> refrigeration tower where 45 m is permitted. Landscaping Area (minimum): 12.5% Planting Strip Width (minimum): Front Lot Line (Dixie Road): 4.5 m Rear Lot Line (east lot line): 3 m Exterior Lot Line (Old School Road): 4.5m (including areas where trucks are parked) Interior Lot Line (south lot line): 1.5 m Parking Space Setback (minimum): From any <i>street or lot line</i> 3.0 m Parking Requirements: for added clarity, truck and trailer <i>parking spaces</i> count towards parking minimums. Trailer parking is permitted in an <i>exterior side yard</i> with a minimum setback of 6m.

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			Fencing Restrictions: noise attenuation fencing required through the approved <i>noise study</i>, shall be permitted in any <i>yard</i> to the height specified by the <i>noise study</i>. USE SPECIFIC PROVISIONS (1) Retail Store, Accessory (a) An <i>Accessory Retail Store</i> shall only be permitted as accessory to a permitted <i>industrial use</i> and for the retail sale and/or display of products manufactured or assembled on the <i>premises</i>; (b) An <i>Accessory Retail Store</i> shall only be located on the ground floor of the <i>building</i> in which the permitted <i>industrial use</i> is located; (c) The area devoted to an <i>Accessory Retail Store</i> shall not exceed 500 m² or 15% of the total <i>gross floor area</i> devoted to the permitted <i>industrial use</i>, whichever is less; and, (d) An <i>Accessory Retail Store</i> may be permitted in a free-standing <i>building</i> located on the same <i>lot</i> as a permitted <i>industrial use</i>, provided that the total <i>net floor area</i> of the <i>Accessory Retail Store</i> does not exceed 300 m². (e) An <i>Accessory Retail Store</i> is permitted to be located within a building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement. (2) Restaurant The area devoted to the <i>Restaurant</i> shall not exceed a total <i>gross floor area</i> of 300 m² and must be located in a Building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement. (3) Business Office A <i>Business Office</i> is permitted to be located within a Building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement. (4) Place of Worship A <i>Place of Worship</i> is permitted to be located within a Building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement.
MP	_____	- <i>Bulk Storage Facility</i> - <i>Business Office</i> - <i>Cold Storage Warehouse</i> - <i>Contractor's</i>	DEFINITIONS Building Area: For the purpose of calculating the <i>building area</i>, the <i>gross floor area</i> (exclusive of any rooftop mechanical structure) shall be

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		Facility - Data Centre - Distribution Facility - Dry Cleaning or Laundry Plant - Dwelling, Detached (5) - Equipment Storage Building - Factory Outlet - Financial Institution - Gasoline Pump Island, Accessory - Industrial Use - Light Equipment Rental Establishment - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Compound - Motor Vehicle Gas Bar - Motor Vehicle Repair Facility - Motor Vehicle Towing Facility - Open Storage Area, Accessory - Outside Display or Sales Area, Accessory - Place of Assembly - Place of Worship (4) - Research Establishment - Restaurant (2) - Retail Store, Accessory (1) - Training Facility - Transportation Depot - Trucking - Warehouse - Warehouse, Public Self-Storage - Warehouse, Wholesale	divided by the <i>lot area</i>. <i>Lot area</i> is to be calculated on the entirety of the <i>lot</i> municipally known as 12489 Dixie Road (inclusive of any portion of the <i>lot</i> within the Environmental Policy Area 2 Zone). Data Centre For the purpose of this <i>zone</i>, a <i>Data Centre</i> shall mean a physical room(s), <i>building(s)</i> or facility(ies) that stores information technology (IT) infrastructure and associated components for building, running, and delivering applications and services. Front Lot Line For the purposes of this <i>zone</i>, the <i>lot line(s)</i> abutting Dixie Road shall be the <i>front lot line</i>. Rear Lot Line For the purposes of this <i>zone</i>, the most easterly <i>lot line</i> directly opposite of the <i>front lot line</i> shall be the <i>rear lot line</i>. Interior Side Lot Line For the purposes of this <i>zone</i>, all other <i>lot line(s)</i> shall be the <i>interior side lot lines</i>. ZONE STANDARDS Entrance Width (minimum) Notwithstanding Section 4.3.6, the minimum <i>entrance width</i> for a two-way <i>entrance</i> serving any <i>use</i> shall be 6 m, and 5 m for a one-way width. Entrance Width (maximum) Notwithstanding Section 4.3.5, the maximum <i>entrance width</i> shall be 17.25m. Illumination Notwithstanding Section 5.2.18, no part of the lighting fixture shall be more than 12.20m above grade. Lot Frontage (minimum): Dixie Road30 m Building Area (maximum): 50% Front Yard (minimum) Dixie Road:9 m Rear Yard (minimum) East <i>lot line</i>:7.5 m Interior Side Yard (minimum) North <i>lot line</i>:6 m South <i>lot line</i>:6 m Abutting a <i>lot</i> containing a residential use:15m Building Height (maximum):30 m; except for <i>Cold Storage Warehouse</i> refrigeration tower where 45 m is permitted.

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			Landscaping Area (minimum): 10% Planting Strip Width (minimum): Front Lot Line (Dixie Road): 4.5 m Rear Lot Line (east lot line): 3 m Interior Lot Line (north lot line): 1.5 m Interior Lot Line (south lot line): 1.5 m Parking Space Setback (minimum): From any <i>street</i> or <i>lot line</i> 3.0 m Parking Requirements: for added clarity, truck and trailer <i>parking spaces</i> count towards parking minimums. Fencing Restrictions: noise attenuation fencing required through the approved <i>noise study</i>, shall be permitted in any <i>yard</i> to the height specified by the <i>noise study</i>. USE SPECIFIC PROVISIONS (1) Retail Store, Accessory (a) An <i>Accessory Retail Store</i> shall only be permitted as accessory to a permitted <i>industrial use</i> and for the retail sale and/or display of products manufactured or assembled on the <i>premises</i>; (b) An <i>Accessory Retail Store</i> shall only be located on the ground floor of the <i>building</i> in which the permitted <i>industrial use</i> is located; (c) The area devoted to an <i>Accessory Retail Store</i> shall not exceed 500 m² or 15% of the total <i>gross floor area</i> devoted to the permitted <i>industrial use</i>, whichever is less; and, (d) An <i>Accessory Retail Store</i> may be permitted in a free-standing <i>building</i> located on the same <i>lot</i> as a permitted <i>industrial use</i>, provided that the total <i>net floor area</i> of the <i>Accessory Retail Store</i> does not exceed 300 m². (e) An <i>Accessory Retail Store</i> is permitted to be located within a <i>building</i> designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement. (2) Restaurant The area devoted to the <i>Restaurant</i> shall not exceed a total <i>gross floor area</i> of 300 m² and must be located in a Building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement. (3) Business Office A <i>Business Office</i> is permitted to be located within a Building designated under Part IV of the Ontario Heritage Act and subject to a

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			Heritage Easement Agreement. (4) Place of Worship A <i>Place of Worship</i> is permitted to be located within a Building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement. (5) Dwelling, Detached A <i>Dwelling, Detached</i> is permitted to be located within a Building designated under Part IV of the Ontario Heritage Act and subject to a Heritage Easement Agreement.

2. Schedule “A”, and Schedule “C”, Zone Map 5 of By-law 2006-50, as amended is further amended for PIN: 143470356 - Pt Lt 21 Con 4 Ehs Chinguacousy; Parts 1 and 2, 43R21832, Save and Except Pts 1, 2, 3, 4 & 5, Plan 43R-36717; W 1/2 Lt 22, Con 4, Ehs Chinguacousy, Save and Except Pt. 1, 43R1097, Pts 1, 2 & 3, 43R14412, Pts 1 & 9, 43R-20416, S/T RO1084506; Town of Caledon, Regional Municipality of Peel; and PIN: 143470007 - Pt Lt 20 Con 4 Ehs Chinguacousy; Pt Lt 21 Con 4 Ehs Chinguacousy Pt 1, 43R1769 Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345; Town of Caledon; Regional Municipality of Peel, municipally known as 12489 and 12861 Dixie Road, from Agricultural Zone (A1) and Environmental Policy Area Zone 2 (EPA 2) to Prestige Industrial Zone (MP-XX), Environmental Policy Area Zone 2 (EPA 2), and Open Space Zone (OS) in accordance with Schedule “A” attached hereto.
3. Schedule “B” _____ attached hereto, outlining the *lot lines* for the property is hereby added to Schedule “B”, Maps of By-law 2006-50, as amended, for the lands legally described as PIN: 143470356 - Pt Lt 21 Con 4 Ehs Chinguacousy; Parts 1 and 2, 43R21832, Save and Except Pts 1, 2, 3, 4 & 5, Plan 43R-36717; W 1/2 Lt 22, Con 4, Ehs Chinguacousy, Save and Except Pt. 1, 43R1097, Pts 1, 2 & 3, 43R14412, Pts 1 & 9, 43R-20416, S/T RO1084506; Town of Caledon, Regional Municipality of Peel.
4. Schedule “C” _____ attached hereto, outlining the *lot lines* for the property is hereby added to Schedule “B”, Maps of By-law 2006-50, as amended, for the lands legally described as PIN: 143470007 - Pt Lt 20 Con 4 Ehs Chinguacousy; Pt Lt 21 Con 4 Ehs Chinguacousy Pt 1, 43R1769 Except Pt 1 To 4 43R15365 & Pt 3, 5 & 6 43R20345; Caledon; Regional Municipality of Peel.

Read three times and finally
passed in open Council on the
____ day of _____, ____.

Annette Groves, Mayor

Kevin Klingenberg, Municipal Clerk

OLD SCHOOL ROAD

DIXIE ROAD

MP-XX

EPA-2

OS

OS

EPA-2

EPA-2

EPA-2

Key Plan - Not to Scale

Old School Rd.

Heart Lake Rd.

Dixie Rd.

Subject Site

Bramalea Rd.

410

410

Mayfield Rd.

Schedule "A" - By-law 2025-XXX

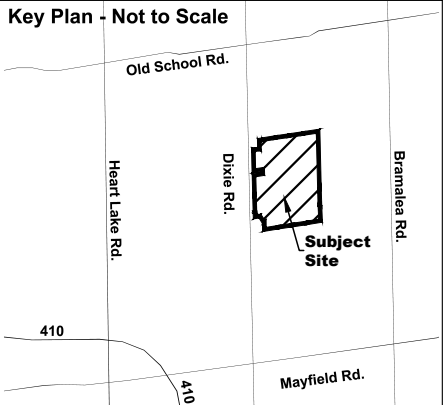
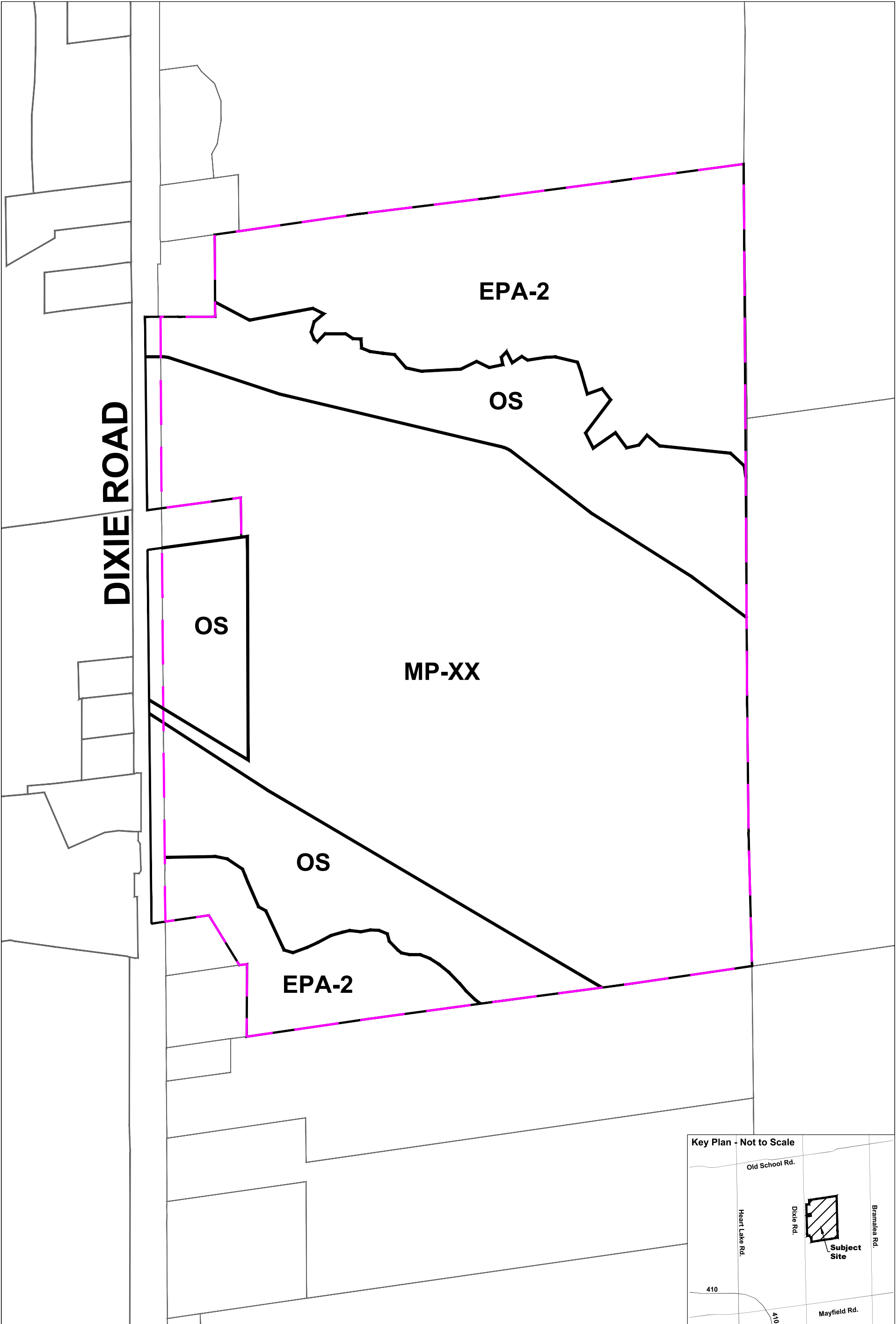
12861 DIXIE ROAD
TOWN of CALEDON
REGION OF PEEL

 12861 Dixie Road

DATE:
JULY 2025



armstrong
planning | project management



Schedule "B" - By-law 2025-XXX
12489 DIXIE ROAD
TOWN of CALEDON
REGION OF PEEL

 12489 Dixie Road

DATE:
JULY 2025



armstrong
planning | project management