

**PLANNING JUSTIFICATION REPORT**  
**ZONING BY-LAW AMENDMENT**  
GIAMPAOLO DEVELOPMENTS  
13291 AIRPORT ROAD  
TOWN OF CALEDON



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## 1.0 INTRODUCTION

Humphries Planning Group Inc., (HPGI) is the planning consultant for Giampaolo Developments, the legally registered owner of the property municipally known as 13291 Airport Road, Town of Caledon (herein referred to as the “Subject Site”). The Subject Site is located approximately 600 metres north of Healey Road on the east side of Airport Road. The property is currently occupied by a rural residential dwelling, barn, shed and agriculture fields. Vehicular access is currently located at the northerly limit of the from Airport Road. The site has a frontage of 131.8 metres along Airport Road, and 665.9 metres of depth with a total area of 19.4 ha (47.9 acres). Immediately surrounding the Subject Site are predominantly rural residential and agriculture lands.

A Preliminary (PARC) Meeting was held with the Town of Caledon on January 30, 2025 to discuss the use of the Subject Site for the storage of trucks and trailers as a temporary use, as well as, to clarify the information required to be submitted at the time of application submission.

This Planning Justification Report (‘Report’) provides a description of the Subject Site, the temporary use proposal along with the approvals required to permit the use of the site for transport truck and trailer parking. It also considers the application in the context of Provincial, Regional and Local Planning Policy and Regulatory documents, and provides a professional planning opinion and justification in support of the development proposal.

In conjunction with the submission of this Report, a concurrent Application for Zoning By-law Amendment has been submitted to the Town of Caledon in order to facilitate the proposed development.

## 2.0 PURPOSE OF REPORT

The purpose of this Report is to outline and evaluate the nature of the proposed use in the context of the Provincial Planning Statement 2024 (PPS), the Region of Peel Official Plan, the Town of Caledon Official Plan, the Future Caledon Official Plan as adopted and the Town of Caledon Zoning By-law 2006-50. This Report provides planning analysis and justification in accordance with good planning as a basis for supporting the development being requested through these applications.

## 3.0 SITE DESCRIPTION AND CONTEXT

### 3.1 *Description of Subject Site*

The Subject Site, identified in Figure 1, is located north of Healey Road on the east side of Airport Road. The Subject Site is partially located in the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor. The Subject Site is 19.4 ha in area and has a frontage of 131.8 metres along Airport Road and 665.9 metres of depth. The Subject Site currently occupies a rural residential dwelling,

barn, shed and agriculture fields. A total of 137 trees have been identified on site and inventoried, as confirmed by the enclosed Arborist Report dated April 7, 2025, prepared by the MBTW Group.



**Figure 1: Air Photo of Subject Site ( — Subject Site)**

### 3.2 Legal Description

The Subject Site is described as two parcels, and is legally described as follows:

PL LT 7, CON 1 (ALBION), DES AS PT1, 43R1993 SAVE & EXCEPT PT 2, 43R21376 SAVE & EXCEPT PT 1 & 2, ON EXPROPRIATION PLAN PR4375381 AS IN PR4375381; CALEDON

### 3.3 Surrounding Land Uses

Land uses and built form characteristics in the vicinity of the Subject Site include:

**North:** The lands located immediately north of the Subject Site is occupied by a rural residential dwelling on 0.19 ha sized lots and agricultural lands with active farming uses. Further north of the Subject Site is the Caledon Equestrian School and a barn. Directly north of the Subject Site is occupied with open fields used for agricultural purposes and rural residential lots.

**South:** Immediately south of the Subject Site, three rural residential lots with dwellings exist. Further south are agricultural uses, truck and trailer parking, truck dealer and rural residential uses.

**East:** Directly east of the Subject Site is occupied with open fields used for agricultural purposes and rural residential lots.

**West:** Immediately west of the Subject Site is Airport Road. The lands west of Airport Road are occupied by rural residential and agriculture fields.

### *3.4 Planned Highway 413 Transportation Corridor*

The Subject Site is partially within the Planned Highway 413 Transportation Corridor. Highway 413 is planned to extend from Highway 400 in the east, to the 401/407 ETR interchange to the west. The highway will have 11 interchanges at municipal roads. Current information further indicates that a full interchange for the 413 at Airport Road, just south of the Subject Site is proposed, refer to Figures 2 and 3 below.



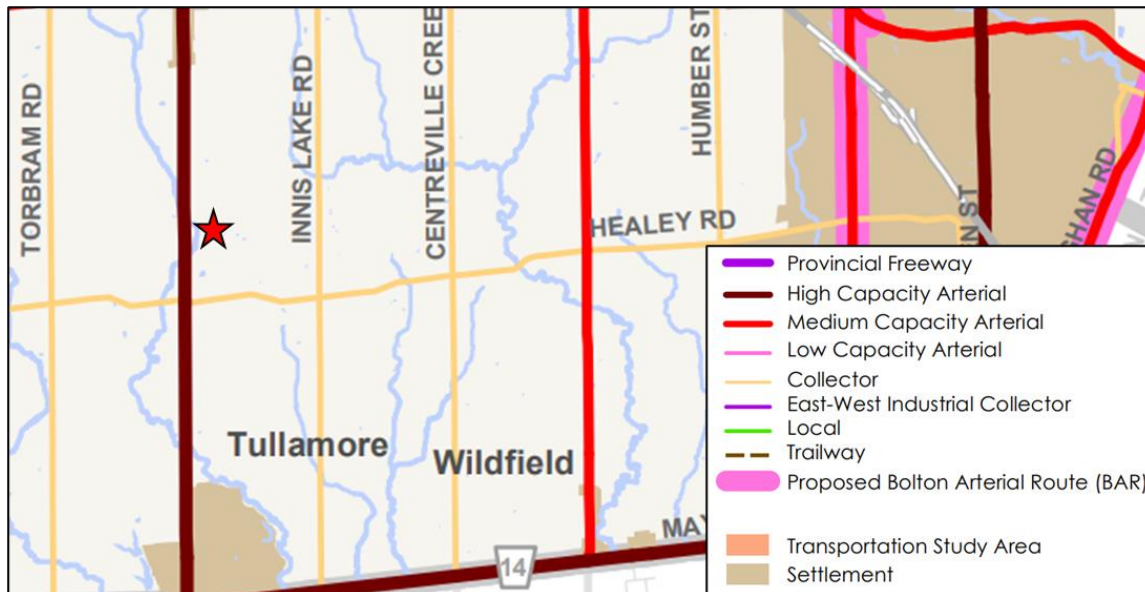


**Figure 2/3: Planned Highway 413 Transportation Corridor – Interactive Map (\* Subject Site)**

### 3.5 Transportation

The Subject Site is served by a network of existing local and arterial roads and is in close proximity to planned transit corridors, which encourages mobility throughout the Town of Caledon, and inter Regions.

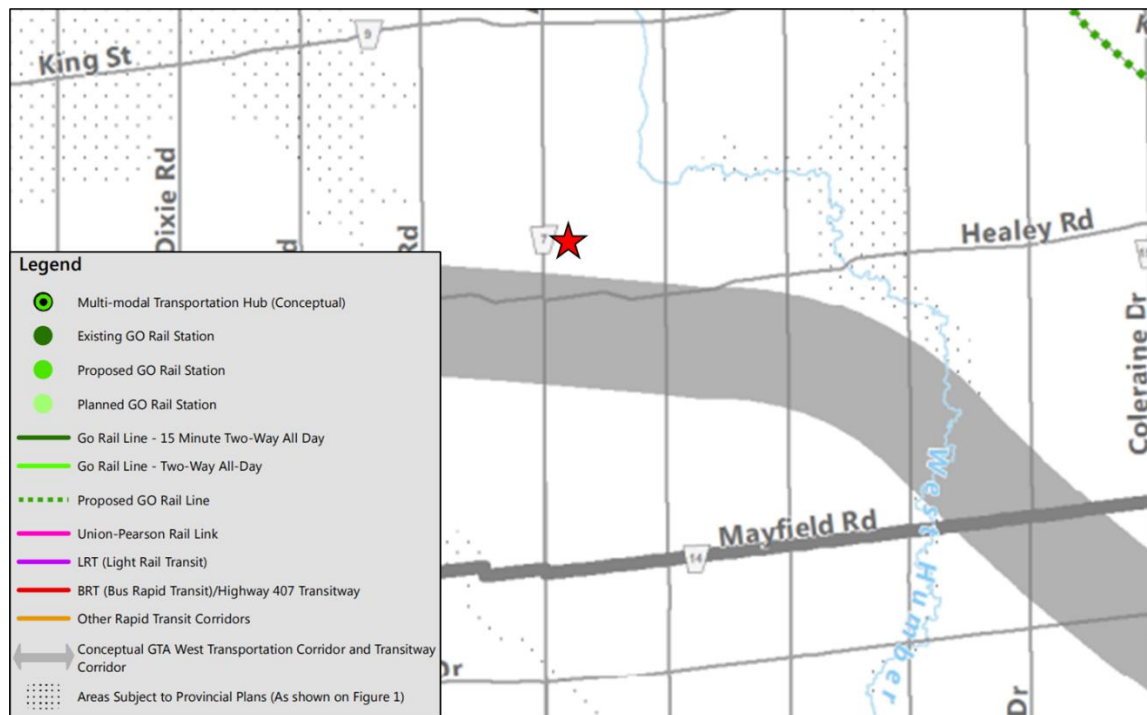
The Subject Site has frontage on Airport Road. Airport Road is classified as a High Capacity Arterial road, per Schedule J – Long Range Road Network of the Town of Caledon Official Plan. High Capacity Arterial roads serve high volumes of medium to long distance inter and intra-regional traffic at moderate speeds. Airport Road has a planned right of way width of 36 metres, per Schedule K – Road Right-of-Way Widths of the Town of Caledon Official Plan.



**Figure 4: Schedule J: Long Range Road Network, Town of Caledon Official Plan (\* Subject Site)**

Brampton Transit route 30 Tullamore is a local transit line which operates weekdays along Airport Road between Westwood Mall Terminal Route 14 in Brampton to Airport Rd S/Mayfield Rd and to Prologis Caledon only between Monday to Saturday in Caledon. This route services the employment lands along Airport Road. The closest bus stop in proximity to the Subject Site is approximately 3.4 km south near Airport Road and Davis Lane.

In accordance with Schedule F-1 - Rapid Transit Corridors (Long term Concept) of the Region of Peel Official Plan, the Subject Site is just north of Conceptual GTA West Transportation Corridor and Transitway Corridor.

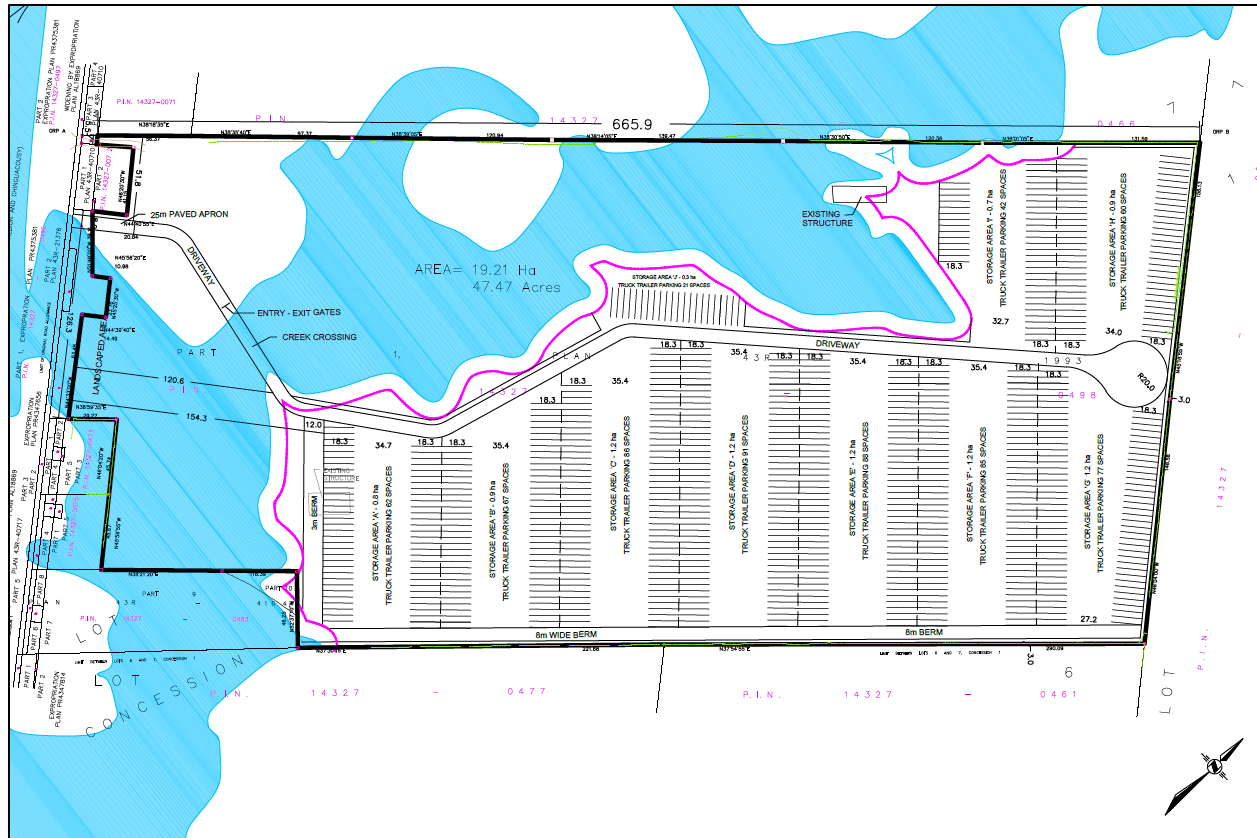


**Figure 5: Schedule F-1– Rapid Transit Corridors (Long Term Concept), Region of Peel Official Plan (\* Subject Site)**

#### 4.0 DEVELOPMENT PROPOSAL

The proposed use contemplates temporary land use permission to permit the use of truck and trailer parking on the Subject Site. The existing barn structure located at the northerly portion of the property line will continue to remain on the Subject Site. The existing driveway is proposed to be relocated further south along its Airport Road frontage. Access to the parking spaces will be provided via an 8-metre-wide paved driveway extending from the site entrance at Airport Road to a turnaround, located to the easterly limit of the Subject Site. The Subject Site will contain several gated parking areas throughout comprising a total area of approximately 11.6 hectares of usable area. The remainder of the site will be left in a natural / existing state as it is located within a TRCA regulated area and is within a floodplain area.





**Figure 6: Proposed Site Plan (extract)**

## 5.0 DESCRIPTION OF PLANNING APPLICATION

Application for a Zoning By-law Amendment to allow for use of the Subject Site for the purposes of truck and trailer parking area on a temporary basis.

### Zoning By-law Amendment

A Zoning By-law Amendment Application has been submitted to zone the Subject Site in support of the proposed parking area for the storage of trucks and trailers on a temporary basis. The Subject Site is currently zoned "Agricultural (A1)", which allows for agricultural uses on the site and "Environmental Policy Area 2 (EPA2)" zone. The EPA2 zone permits detached dwelling, accessory apartment, existing farm, environmental management, etc. In support of the proposed development, the subject Temporary Zoning By-law Amendment Application intends to permit the temporary use of truck and trailer parking in the "Agricultural (A1)" zone with site specific exceptions.

## 6.0 SUPPORTING MATERIALS

A Pre-Application (PARC) Meeting was held on January 30, 2025, with the Town of Caledon Staff/agency staff, to discuss the details of the proposed development and to confirm the required reports, plans and other supporting materials to be submitted to facilitate the proposed development. The following section provides a brief summary of the updated supporting studies and reports being submitted in conjunction with this Report.

### 7.1 Tree Inventory and Arborist Report

An Arborist Report was prepared by MBTW Group for the proposed use at the Subject Site. This report and plan identify tree preservation boundaries and trees marked for removal and retention. An inventory of all trees greater than 10cm DBH located on the Subject Site was undertaken in February 2025. One hundred thirty-seven (137) trees were inventoried as part of this project, none of which are Town owned. Forty-Two (42) trees located on the Subject Site are recommended for removal, while the remainder can be preserved with appropriate mitigation measures. Authorization from the Town of Caledon is required prior to the removal of fifty-seven trees.

### 7.2 Phase 1 Environmental Site Assessment

A Phase One Environmental Assessment (ESA) was prepared by GEMTEC Consulting Engineers and Scientists Limited (GEMTEC) to identify and document current and historical environmental conditions and determine if there are any Areas of Potential Environmental Concern (APECs) in association with the site.

The Phase One ESA, identifies seven (7) Areas of Potential Environmental Concerns (APECs), based on three (3) on-site and four (4) off-site Potentially Contaminating Activities (PCAs), both on the Subject Site and within the Phase One study area, as determined through available historical records. Three (3) identified off-site PCAs did not contribute to an APEC at the Phase One Property. The assessment concluded that a Phase Two ESA is required before a Record of Site Condition (RSC) can be submitted.

### 7.3 Servicing and Stormwater Management Brief

Candevcon Group Inc. prepared a Servicing and Stormwater Management Brief dated April 2, 2025 in support of the proposed temporary truck and trailer parking facility. The purpose of the report is to provide site-specific information with respect to infrastructure required to support the proposed development regarding storm, sanitary, and water servicing requirements.

#### *Watermain Servicing*

There is no existing municipal water supply on Airport Road and the proponent is not proposing a water service to the site.

#### *Sanitary Servicing*

There is no existing municipal sanitary sewers on Airport Road and the proponent is not proposing a sanitary service to the site.

#### *Stormwater Management*

The site borders a tributary of Salt Creek and currently drains to the creek. In order to meet the post-development to pre-development stormwater flow targets, the catch basins will be equipped with inlet control devices (ICDs). These inlet control devices will be installed at the catchbasin lead pipe invert. Storage volume will be provided on the surface of the parking lot to a maximum depth of 0.3m. Quality control will be provided using an oil and grit separator. In summary, the drainage of the adjacent lands will not be adversely affected by the proposed site grading. Erosion and sediment control measures will be implemented and maintained at various stages of construction until adequate ground cover is established.

#### 7.4 Hydrogeological Assessment

GEMTEC Consulting Engineers and Scientists Limited (GEMTEC) was retained to prepare a Hydrogeological Assessment to evaluate the subsurface soils and groundwater conditions in support of the proposed temporary truck and trailer parking area. The assessment for the property consisted of a site visit, drilling boreholes, completed with monitoring wells, and laboratory testing. The boreholes and monitoring wells were constructed concurrently with the enclosed Geotechnical Investigations, prepared by GEMTEC.

For the Subject Site, a total of six (6) boreholes were drilled and five (5) included the installation of shallow monitoring wells. Groundwater level measurements were collected in December 2024 and conclude that the shallow groundwater generally follow topography and drains to the southwest to a drainage feature that discharges to tributaries of Salt Creek. The mitigation of reductions to infiltration will be addressed as part of the detail design.

#### 7.5 Traffic Impact Study & Parking Justification Study

A Transportation Impact Study was prepared by Nextrans Consulting Engineers, dated April 7, 2025. The results of the Transportation Impact Study indicate that the proposed development is projected to generate a total of 31 new two-way trips (16 inbound and 15 outbound) and 89 new two-way trips (49 inbound and 40 outbound) during the weekday AM peak hour and PM peak hour, respectively. The results

of the capacity analysis indicated that the proposed development is projected to have a negligible impact on the future traffic operations of the surrounding road network.

In accordance with the Region's Road Characterization Study, the proposed site access is adequately spaced from adjacent accesses to permit full movements. Furthermore, the requirement for an inbound left turn auxiliary turning lane will be accommodated by the future two-way left turn lane envisioned in the Region's Airport Road Design Plan. Given the temporary use nature of the development proposal, it is Nextrans' opinion that an auxiliary right turn lane is not required. Finally, it is Nextrans' opinion that the internal queueing capacity of the site is sufficient to accommodate the outbound truck queueing without the need for outbound auxiliary turning lanes.

#### 7.6 Stage 1 & 2 Archaeological Assessment

Archaeological Consultants Canada (ACC) was retained to conduct a Stage 1 and 2 Archaeological Assessments for the Subject Site. The Stage 1 Assessment is intended to inform the Subject Site's history, proximity to registered archaeological sites and watercourse. A Stage 2 Archaeological Assessment was conducted, to document all archaeological resources and recommend the appropriate next steps.

The Stage 2 Assessment concludes no identification of archaeological resources were found on the Subject Site, based on a conducted Test Pit survey analysis. As such, the Stage 1 and 2 Archaeological Assessment enclosed with this submission recommends that no further archaeological assessment of the Subject Site is required.

#### 7.7 Geotechnical Report

A Geotechnical Report, prepared by GEMTEC Consulting Engineers and Scientists Limited (GEMTEC), was completed to obtain information and assess the subsurface conditions and borehole findings to inform geotechnical recommendations for the proposed development. The geotechnical fieldwork consisted of six (6) boreholes drilled to depths ranging between 6.2 metres to 6.6 metres below ground surface. Five (5) of the six (6) boreholes were completed with monitoring wells. The report concludes that the subsurface soil conditions encountered at the site are considered to be generally suitable for the proposed development.

#### 7.8 Environmental Noise Report

Valcoustics Canada Ltd. (VCL) has been retained to prepare an Environmental Noise Study in support of the Temporary Zoning By-law Amendment (ZBA) application. The proposed development is a temporary truck and trailer storage facility. The sound levels at the neighbouring noise-sensitive receptors due to

activities on the site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) guideline limits to determine the need for noise mitigation.

The main noise sources associated with the proposed development with the potential to create noise impact at the neighbouring receptors are the truck movements on site and trailer coupling/uncoupling in the parking area. The analysis shows that a 3.0 m high sound barrier is required along the west side of the westernmost parking spaces to meet the noise guideline limits at the neighbouring receptors, in accordance with Figure 6 of the Environmental Noise Report.

## **7.0 POLICY ANALYSIS**

This section provides a summary of the relevant planning policies and an evaluation of the proposed development. The following policy documents have been reviewed and considered in preparation of this report; Provincial Planning Statement (2024), the Region of Peel Official Plan (2022), the Town of Caledon Official Plan (2018), the Future Caledon Official Plan (2024) and Town of Caledon Zoning By-law 2006-50.

### **7.1 PROVINCIAL POLICY**

#### **8.1.1 PROVINCIAL PLANNING STATEMENT (2024)**

The PPS, prepared under Section 3 of the Planning Act, took effect on October 20, 2024, replacing the Provincial Policy Statement dated May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The PPS is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development in the Province of Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The *Planning Act* requires that all decisions affecting planning related matters be consistent with the policy statements issued under the Act, including the PPS.

#### **Strategic Growth Areas**

The Subject Site is located within a planned transit corridor and further identified as a Strategic Growth Area per Section 8 of the PPS.

Section 2.4 of the PPS, directs intensification and development towards Strategic Growth Areas to support the achievement of complete communities and compact built form. Land use patterns within settlement areas should be based on an appropriate range and mix of housing options and densities that make efficient use of available transit and existing infrastructure. Section 2.4.1 and 2.4.2 include the following applicable policies:



*“2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

*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.*

*2.4.1.3 Planning authorities should:*

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.”*

The Subject Site is partially within the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor area, as well as provides frontage onto a regional road, further classifying as a Strategic Growth Area in accordance with the PPS. The PPS recognizes that the achievement of employment growth in Strategic Growth Areas requires intensification and development in areas that are transit-supportive and provide access to existing transit services and public facilities. The proposed development being located within a Strategic Growth Area is consistent with the above policies as it supports existing employment uses off site through the storage of trucks and trailers that serve other employment uses. The use supports the movement of goods and provides a parking facility associated with such that supports offsite employment areas. The proposed use is aligned with the policies of Section 2.4 of the PPS as it supports employment growth within and around a planned corridor and transportation system.

#### Rural Areas

Section 2.5 of the PPS provides direction for “Rural Areas in Municipalities” and is applicable to the Subject Site as it includes *prime agricultural areas* in accordance with Section 8 of the PPS. Section 2.5 includes the following policies:

*“2.5.1 Healthy, integrated and viable rural areas should be supported by:*

- a) building upon rural character, and leveraging rural amenities and assets;*
- b) promoting regeneration, including the redevelopment of brownfield sites;*
- c) accommodating an appropriate range and mix of housing in rural settlement areas;*
- d) using rural infrastructure and public service facilities efficiently;*
- e) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*
- f) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*
- g) conserving biodiversity and considering the ecological benefits provided by nature; and*
- h) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 4.3.*

*2.5.2 In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.*

*2.5.3 When directing development in rural settlement areas in accordance with policy 2.3, planning authorities shall give consideration to locally appropriate rural characteristics, the scale of development and the provision of appropriate service levels.*

*Growth and development may be directed to rural lands in accordance with policy 2.6, including where a municipality does not have a settlement area.”*

The Subject Site is designated “Prime Agricultural Area” in accordance with the Town of Caledon Official Plan and is therefore subject to the PPS Rural Area policies. However, in accordance with the Future Caledon Official Plan and Growth Management Plan the Subject Site will be redesignated to “Employment Area” and brought into the Urban Boundary. Therefore, the proposed application to permit the temporary use of truck and trailer parking aligns with the future “Employment Area” designation as it supports employment growth and the movement of goods and services.

### Transportation Systems

Section 3.0 of the PPS provides direction related to “Infrastructure and Facilities” and is applicable to the Subject Site. Section 3.2 of the PPS provides policies related to “Transportation Systems”, including but not limited to:

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

*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.”*

The Subject Site is within the Focused Analysis Area and Route Planning Study Area of the Planned Highway 413 Transportation Corridor. The temporary use aligns with the policies of Section 3.2 of the PPS, as it seeks to temporarily utilize the land to support employment uses, while providing an opportunity for permanent development to occur on urban areas that are more compact in nature. Further, the proposed interim use makes efficient use of existing and planned infrastructure by encouraging the movement of goods and supporting surrounding employment uses.

#### Transportation and Infrastructure Corridors

Section 3.3 of the PPS addresses “Transportation and Infrastructure Corridors” policies which call for the protection of planned corridors in order to meet projected needs. The following policies are applicable to the proposal:

*“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.*

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

*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.*

*New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.”*

The proposed use introduces a temporary truck and trailer parking area. The truck and trailer parking area will encourage the movement of goods and services within the Town of Caledon. The proposed use is interim in nature and is intended for future development following the completion of the Planned Highway 413 Transportation Corridor. Further, the temporary use does not negatively impact the Planned Highway 413 Transportation Corridor or the Northwest GTA Transmission Corridor area. Overall, the proposed use aligns with the above policies as it introduces a truck and trailer parking area that will ultimately be redeveloped to support the future planned corridor resulting in minimal disruption.

#### Natural Hazards

Section 5.1 of the PPS discusses general policies for natural and human-made policies. Section 5.1.1 specifically states:

“5.1.1 Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.”

The proposed temporary truck and trailer parking area use aligns with Section 5.1 of the PPS as it does not propose any development within the natural hazard area or flood hazard land.

#### Summary

The proposed development is consistent with policies of the PPS as it:

- Focuses and directs growth and development towards a Strategic Growth Area.
- Encourages economic activity in a planned corridor through the facilitation of legal temporary truck and trailer parking.
- Supports the efficient use of land and planned infrastructure through the movement of goods and services.
- Promotes a temporary parking use on an underutilized property that does not negatively impact the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor area.

For the reasons stated above, it is our opinion that the proposed development and subject applications are consistent with the relevant policies of the PPS.

## 8.2 REGIONAL POLICY

### 8.2.1 REGION OF PEEL OFFICIAL PLAN (2022)

The Region of Peel Official Plan was adopted by Regional Council on July 11, 1996, through By-law 54-96. The Region of Peel Official Plan, April 2022 Office Consolidation (June 2024), is the in-force Regional Official Plan, which provides policies to promote healthy and sustainable communities, encourage a strong economic system and protect and enhance the natural environment and its ecosystems. The Region Official Plan designates the Subject Site “Prime Agricultural Area”, “Employment Area”, “Designated Greenfield Area”, “Urban System”, “2051 New Urban Area”, and “Future Strategic Employment Area.”

Chapter 4 – Regional Forecasts considers the growing and changing urban and rural systems across the Region of Peel. Table 3 of the Region of Peel Official Plan outlines the Region’s population and employment growth forecasts to accommodate growth to the year 2051.

#### 4.1.2 Goal

*To ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner.*

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	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
<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>960,000</b>	<b>2,280,000</b>	<b>730,000</b>	<b>1,070,000</b>

**Table 1 – Population, Household and Employment Forecasts for Peel (Table 3 - Region of Peel Official Plan)**

The Region of Peel is anticipated to grow by 110,000 employment opportunities by the year 2051, which is to be allocated and assigned between the three (3) lower-tier Municipalities (Caledon, Brampton and Mississauga). The Town of Caledon is expected to grow by 45,000 employment opportunities by the year 2051. The Subject Site will not generate new employment or propose new buildings, however the use will support surrounding employment areas that generate jobs. According to the Region of Peel 2020 Development Charge Background Study, Schedule 8 of Appendix A shows the average Floor Space per Worker (FSW). The Region of Peel recognizes 160 square metres (FSW) per employee for industrial uses within the Town of Caledon. As such, the proposed use supports surrounding employment uses which will contribute to the overall employment growth within the Region of Peel.

#### Urban System

Chapter 5 of the Region of Peel Official Plan outlines policies and framework with regards to the urban, rural and natural systems within the Region. In accordance with Schedule E-1 – Regional Structure, the



Subject Site is within the “Urban System” and “2051 New Urban Area.” Chapter 5.6 of the Official Plan provides policies for the Urban System.

The following objectives and policies outlined in Chapter 5.6 - Urban System of the Region of Peel Official Plan, are applicable to the Subject Site:

**Objectives**

*5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*

*5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

*5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*

*5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

*5.6.5 To promote crime prevention and improvement in the quality of life.*

*5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.*

*5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*

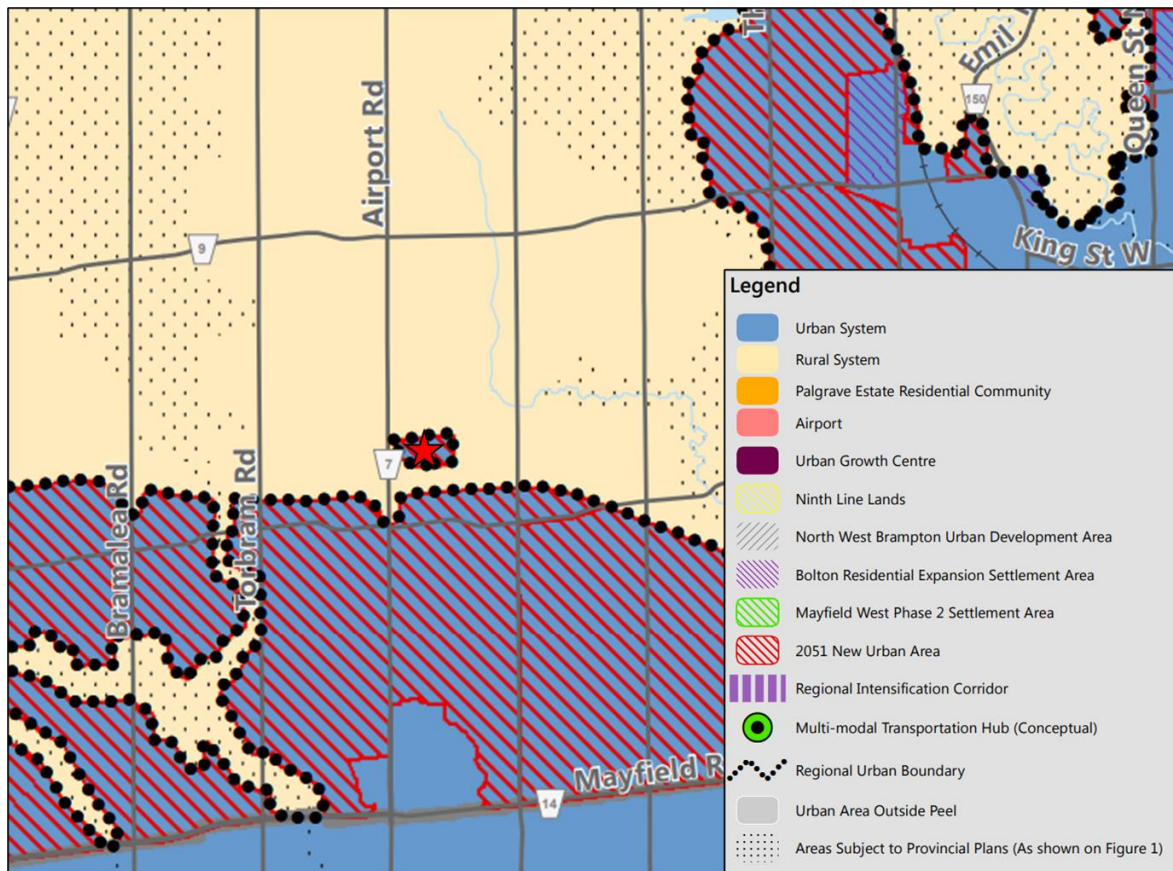
**Policies**

*5.6.10 Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.*

*5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*

*5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.*

*5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*



**Figure 7: Schedule E-1: Regional Structure, Region of Peel Official Plan (\* Subject Site)**

The Subject Site is located within the “Urban System” of the Town of Caledon. The proposed use is consistent with the above-noted policies of the Region of Peel Official Plan as it supports employment growth in the Urban System of the Region of Peel through the provision of legal parking area accessory to the operation of employment uses located elsewhere. The proposed use does not require services or large investments which will allow the re-use of the site for more intensified employment uses in the future with minimal throw away costs and impacts.

Further, the proposed use is interim and provides an opportunity for permanent development to occur on other lands that are compact in nature. The temporary use seeks to utilize the land today with the intent of future development following the completion of the Highway 413 expansion. The Subject Site will ultimately contribute to the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor area through future development resulting in minimal disruption.

#### Designated Greenfield Area

Chapter 5.6.20 of the Region of Peel Official Plan provides policies for lands within the “Designated Greenfield Area” and “2051 New Urban Area”, providing a framework that is committed to achieving

complete communities, support active transportation and encourage the integration and sustained viability of transit services within the Region of Peel. In accordance with Schedule E-1 – Regional Structure and E-2 – Strategic Growth Areas, the Subject Site is designated “2051 New Urban Area” and “Designated Greenfield Area.” The objectives and policies of Section 5.6.20 of the Official Plan, which are relevant to the proposed use are highlighted below:

**Objectives**

*“5.6.20.14.1 To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres.*

*5.6.20.14.2 To stage and sequence secondary plans in accordance with the logical phasing of development in Designated Greenfield Areas.*

*5.6.20.14.3 To ensure that planning for the 2051 New Urban Area is undertaken in a manner that provides for the robust protection and management of natural heritage and water resources, and recognizes the importance of conserving and enriching cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.*

*5.6.20.14.4 To require staging and sequencing of development within the 2051 New Urban Area to support orderly development of new communities, ensure the efficient delivery of infrastructure and the protection of the financial and economic well-being of the Region and its local municipalities.*

*5.6.20.14.5 To ensure that planning for the 2051 New Urban Area incorporate plans to mitigate emissions and adapt to a changing climate.*

*5.6.20.14.6 To ensure that development of the 2051 New Urban Area is supported by a Caledon-wide and multi-modal transportation system that provides for transit and active transportation, and integrates new residential, retail and employment uses.*

*5.6.20.14.7 To establish complete healthy communities that contain, living, working and recreational activities, which respect the natural environment, resources, and characteristics of existing communities and services.*

*5.6.20.14.8 To ensure development in the 2051 New Urban Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.”*

**Policies**

*“5.6.20.14.10 Should any portions of the GTA West Transportation Corridor identified on Schedule F-2 be released from corridor protection by the Province and the Region of Peel, lands which are located between the 2051 New Urban Area on both sides (to the north and south or east and west) on Schedule E-1 shall be added to the Urban System and will assume the adjacent Designated Greenfield Area designation of Community Area or Employment Area as per Section 5.6.20.14. In instances where the Corridor forms the boundary between Community Area and Employment Area, local municipal official plans may determine*

*new the boundary within the limits of the GTA West Transportation Corridor that was released from corridor protection.*

*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:*

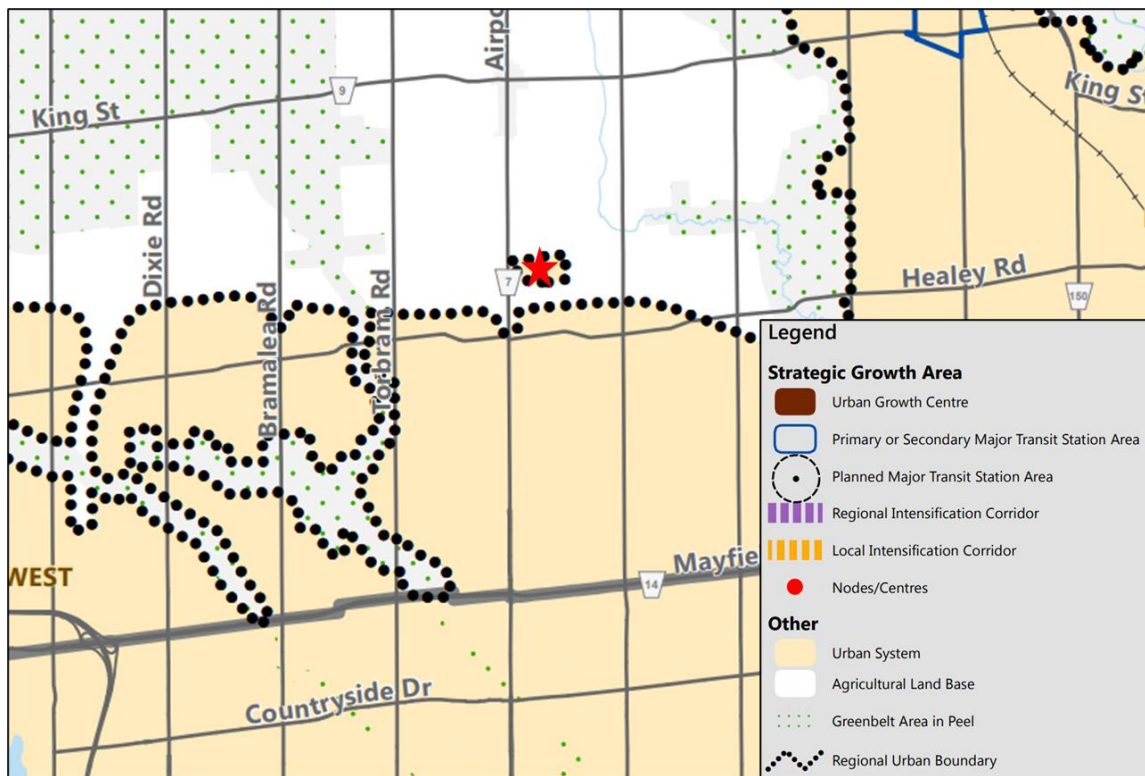
- a) the conceptual alignment of a transit system that includes an East-West higher order transit corridor; and*
- b) the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of policies in this plan regarding the GTA West Transportation Corridor and support for alternatives to a highway.*

*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:*

- 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;*

*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:*

- 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;"*



**Figure 8: Schedule E-2: Strategic Growth Areas, Region of Peel Official Plan (\* Subject Site)**

The Subject Site is partially situated within the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor. In accordance with Schedule E-3 of the Region's Official Plan, the Subject Site is designated "Designated Greenfield Area", as well as "2051 New Urban Area" per Schedule E-1. The proposed use of truck and trailer parking area is consistent with the policies noted above as it is interim in nature and supports employment growth to the surrounding area. The Subject Site will be temporarily used for truck and trailer parking upon the completion of the Highway 413 expansion and implementation of full urban infrastructure in which then future development can occur.

### Employment Areas

Section 5.8 of the Region of Peel Official Plan provides policies for lands within the "Employment Areas" designation, providing a framework that is committed to achieving a healthy economy and accommodate future jobs and economic opportunities to meet the Region's employment forecast. Schedule E-4 of the Region's Official Plan designates the Subject Site "Employment Area" and "Future Strategic Employment Area." The objectives and policies of Section 5.8 of the Official Plan, which are relevant to the proposed use are highlighted below:

### **Objectives**



*“5.8.1 To provide sufficient lands in Employment Areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.*

*5.8.2 To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.*

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

*5.8.7 To plan for, protect and preserve, Employment Areas for employment uses, including preserving the long-term viability by avoiding, minimizing, or mitigating the adverse impacts of residential development and other sensitive land uses on Employment Areas.*

*5.8.8 To align current and planned transit service investments with current and planned Employment Areas.*

*5.8.10 To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.”*

### **Policies**

*“5.8.15 Designate and protect Employment Areas in Peel as shown on Schedule E-4.*

*5.8.16 Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.*

*5.8.22 Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.*

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

*5.8.27 Employment Areas are encouraged to be planned to achieve a minimum employment density of:*

- 26 jobs per hectare in Caledon*
- 30 jobs per hectare in Brampton*
- 45 jobs per hectare in Mississauga*

*5.8.28 Protect and support existing and future Employment Areas in the vicinity of the Toronto Pearson International Airport, the Brampton-Caledon Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.”*

Section 5.8.52 specifically discusses policies related to the “Future Strategic Employment Areas”, including policies to identify and protect strategically located Employment Areas adjacent to or in the vicinity of future goods movement transportation and transit infrastructure for employment uses. The objectives and policies of Section 5.8.52 of the Official Plan are highlighted below:

### **Objectives**

*“5.8.52.1 To protect Future Strategic Employment Areas identified through a municipal comprehensive review that require additional comprehensive study and assessment with respect to long-term planning beyond the horizon of this Plan for employment needs. Future Strategic Employment Areas shall be adjacent to or in the vicinity of future transportation infrastructure.”*

**Policies**

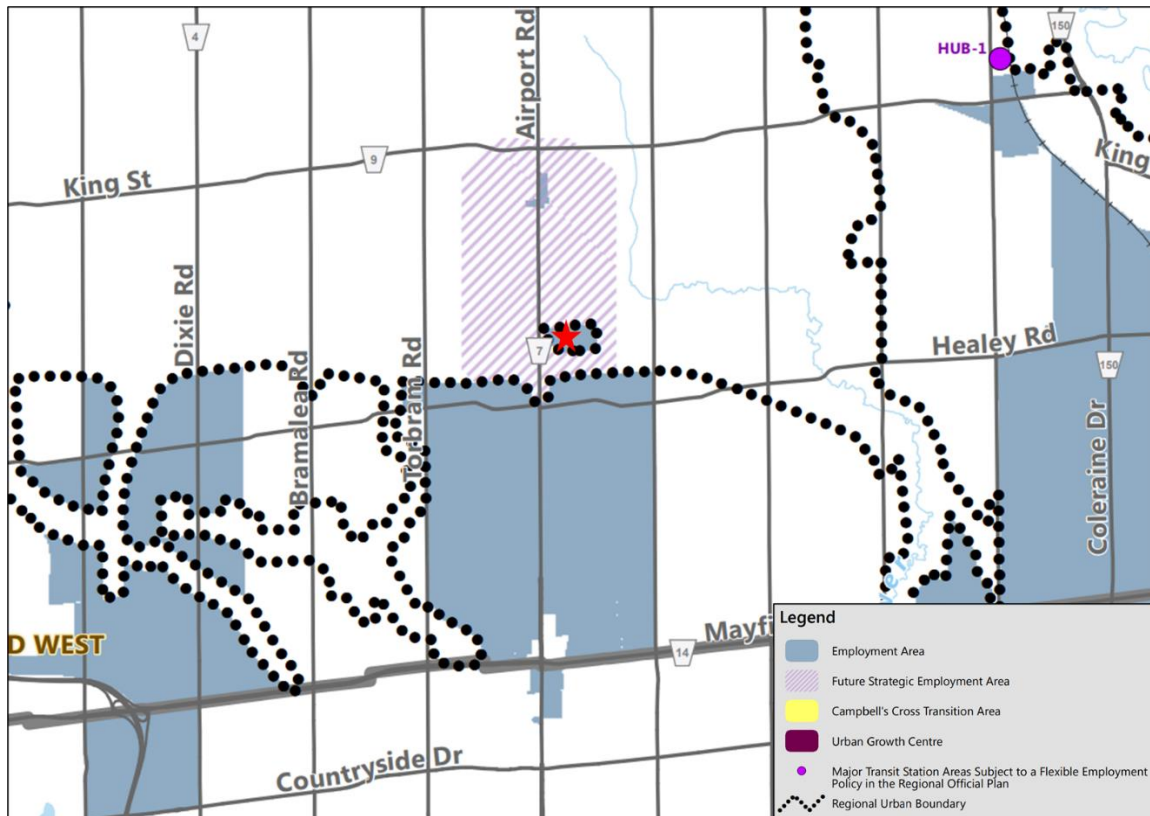
*“5.8.52.2 Work in partnership with the Town of Caledon, the City of Brampton, adjacent municipalities, and the Province, to identify and protect the Future Strategic Employment Area to maximize employment growth.*

*5.8.52.3 Direct the local municipalities to identify and protect Future Strategic Employment Areas in their local municipal official plans in accordance with Schedule E-4. Future Strategic Employment Areas are not land use designations and confer no permitted uses.*

*5.8.52.4 Investigate and consider the feasibility and costs to service the Future Strategic Employment Areas and the economic and employment potential.*

*5.8.52.5 Ensure the Regional Urban Boundary may only be expanded to include Future Strategic Employment Areas only through a Region of Peel Official Plan Amendment and municipal comprehensive review initiated by the Region.*

*5.8.52.6 Recognize that as part of a regional municipal comprehensive review the lands around Sandhill were identified as having long-term potential to support employment uses as per the Future Strategic Employment Area on Schedule E-4.”*



**Figure 9: Schedule E-4: Employment Areas, Region of Peel Official Plan (\* Subject Site)**

The Subject Site is designated “Employment Areas” and “Future Strategic Employment Areas” and is partially located within the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor area. The proposed truck and trailer parking area is supportive of the above noted policies as it provides a use that is accessory to existing employment uses and interim until the future Highway 413 expansion which will include an interchange on Airport Road, directly south of the Subject Site is complete.

### **Summary**

The proposed development conforms to the policies of the Region of Peel Official Plan as it:

- The interim truck and trailer parking area supports employment uses within the Region of Peel by providing necessary truck and trailer parking.
- The proposed use supports the protection of Employment Area for the long term.
- The proposed use accommodates efficient use of land on a temporary basis without additional infrastructure.

- The Subject Site will be utilized for a more intense employment generating use that will support the future transit corridor and transit service infrastructure.

Based on the above analysis, the proposed development conforms to the relevant policies of the Region of Peel Official Plan.

### 8.3 LOCAL POLICY

#### 8.3.1 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan, March 2024 Office Consolidation is the in-force and effect Official Plan document which provides general policy direction and planning framework to guide and manage growth within the Town of Caledon. The Official Plan outlines the Town's goals, objectives and policies for land use development within the Town. The Town Official Plan designates the Subject Site "Environmental Policy Area" and "Prime Agricultural Area."

Section 4.2 of the Town of Caledon Official Plan outlines policies which guide and regulate growth within the Town of Caledon. Table 4.1, of the Town of Caledon Official Plan outlines the population and employment forecasts for the Town of Caledon for years 2021 and 2031.

**TABLE 4.1 Population and Employment Forecasts**

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

Note: Population figures include a Census undercount of 4.2%.

**Table 2 – Population and Employment Forecasts (Table 4.1 – Town of Caledon Official Plan)**

The development proposal locates employment opportunities adjacent to the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor area. According to the Town of Caledon 2024 Development Charge Background Study, Table A-7 of Appendix A shows the average floor space per worker. The Town of Caledon recognizes 130 m<sup>2</sup> per employee ("FSW") for Employment Land Employment. Although the temporary use does not generate onsite jobs, it will provide critical support to employment generating uses.

Sections 4.1 of the Town of Caledon Official Plan outline the hierarchy of settlement areas across the Town of Caledon. Schedule A1 – Town Structure of the Town of Caledon Official Plan identifies the Subject Site

as being located within the “Agricultural and Rural Areas of the Growth Plan” settlement. Prime Agricultural Areas and General Agricultural Areas are intended to protect and promote agricultural uses and support the conservation of agriculturally productive soils and lands.

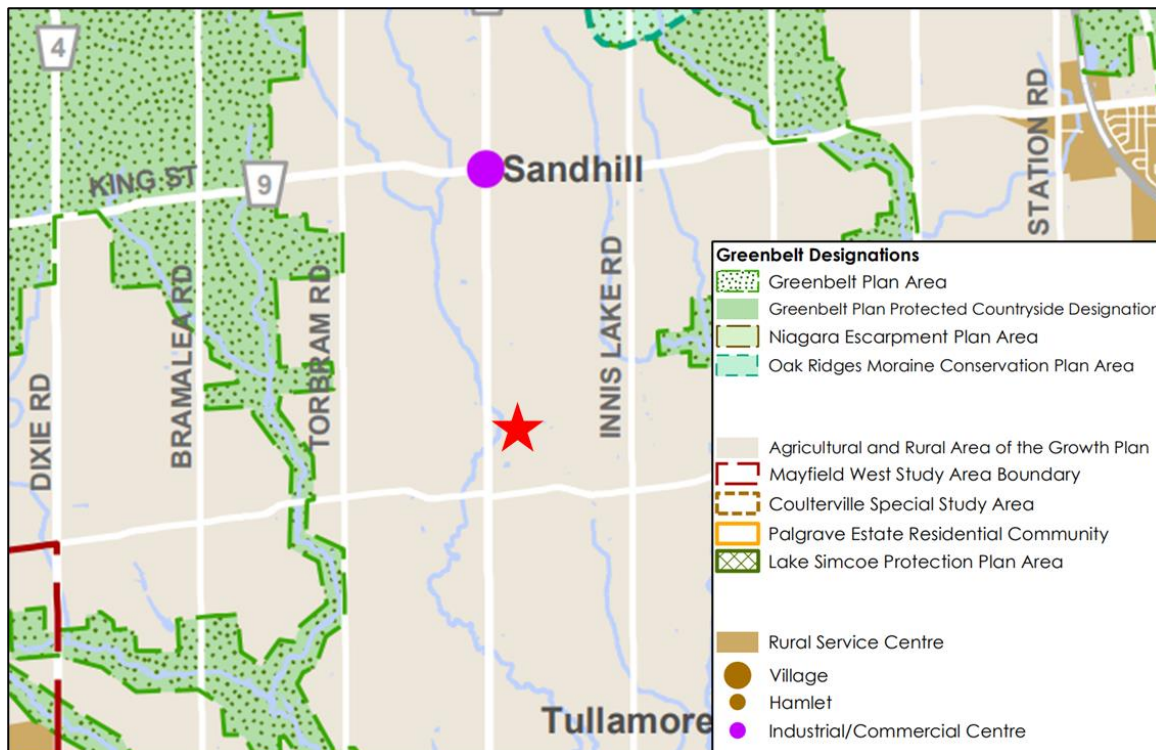


Figure 10: Schedule A1 – Town Structure, Town of Caledon Official Plan (\* Subject Site)

### Prime Agricultural Areas

Section 5.1.1 of the Official Plan outlines specific policies related to Prime Agricultural Areas. Schedule A – Land Use Plan designates the Subject Site “Prime Agricultural Area” and “Environmental Policy Area.” The objectives and policies of Section 5.1.1 of the Official Plan, which are relevant to the proposed use are highlighted below:

### Objectives

*5.1.1.3.1 To protect and promote agricultural uses and normal farm practices in the Prime Agricultural Area as permitted by the Official Plan.*

*5.1.1.3.2 To ensure all new land uses are compatible with surrounding agricultural uses.*

### Permitted Uses

*5.1.1.4 Permitted uses in areas designated as the Prime Agricultural Area shall primarily be for agricultural uses and high impact agricultural uses. Other uses permitted include On-farm Diversified Uses, Agri-tourism Uses, a single-detached dwelling on an existing lot of record subject to Section 5.1.1.11 and Section*



*5.1.1.12 and all other applicable policies of this Plan, Agriculture-related Commercial or Agricultural-related Industrial Uses, accessory residential uses to a farm operation including a second dwelling for farm help, second dwellings for heritage preservation, home occupations including establishments accessory to a non-agricultural single-detached dwelling and in accordance with Section 5.14, nonintensive recreation, stewardship and environmental protection activities, and, public uses in accordance with Section 5.15.*

The subject application seeks to temporarily permit the use of truck and trailer parking until such time as the site can be properly developed with full urbanized infrastructure that will support a more intensified job generating employment use as envisioned by the Future Caledon Official Plan. The proposed application to permit temporary truck and trailer parking is not a permitted use in the “Prime Agricultural Area” but is consistent and further complements the Future Caledon Official Plan as it proposed a temporary employment use in a future “Employment Area” designation.

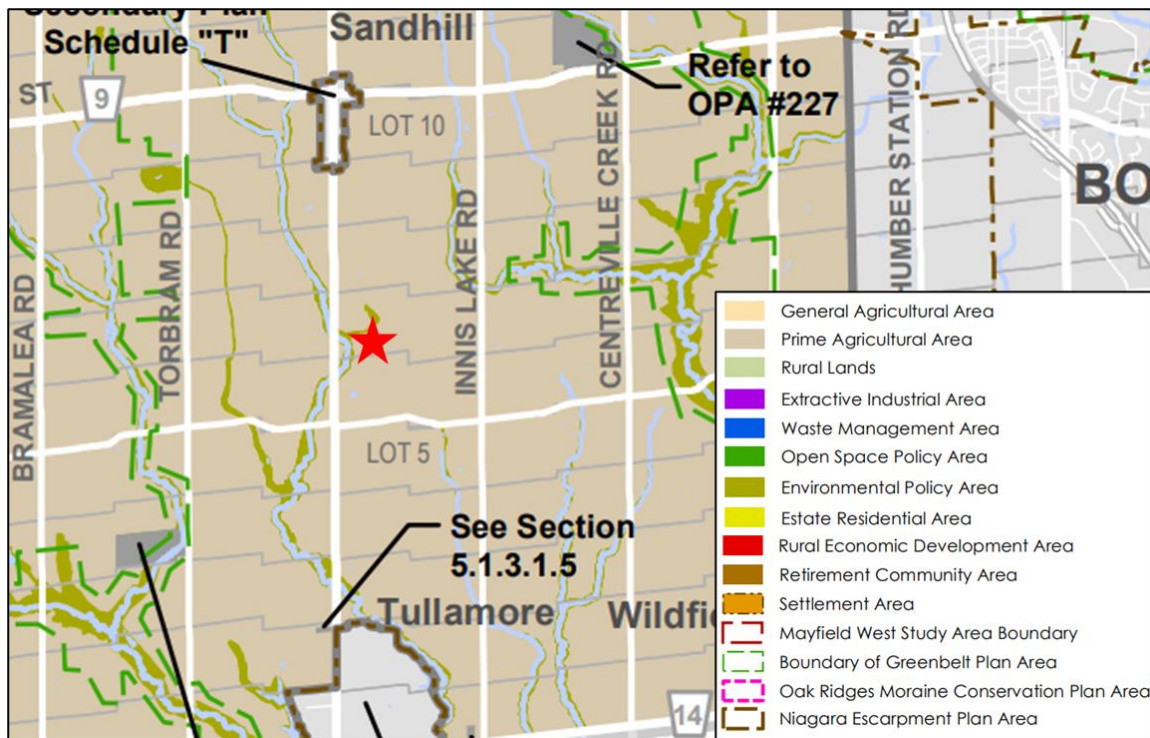
#### Environmental Policy Area

Section 5.7 discusses policies related to the Environmental Policy Area. Schedule A – Land Use Plan partially designates the Subject Site “Environmental Policy Area.” The policies of Section 5.7.3 of the Official Plan, which are relevant to the proposed use are highlighted below:

*5.7.3.1.1 New development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in policy 5.7.3.1.2.*

*5.7.3.1.2 The uses permitted in EPA shall be limited to: legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure. Detailed policies with respect to each of these permitted uses are provided in Sections 5.7.3.2 to 5.7.3.7 inclusive. Within the ORMCPA or the Greenbelt Protected Countryside designation, permitted uses are also subject to the provisions of Sections 7.10 and 7.13, as applicable. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the PPS and Provincial Plans.*

The proposed use is consistent with the policies noted above as it does not propose new permanent structures. The subject application seeks to temporarily permit the use of truck and trailer parking until such time as the site can be properly developed with full urbanized infrastructure that will support a more intensified job generating employment use as envisioned by the Future Caledon Official Plan. The temporary truck and trailer parking spaces are located outside and away from the “Environmental Policy Area” and flood hazard lands.



**Figure 11: Schedule A – Land Use Plan, Town of Caledon Official Plan (\* Subject Site)**

The proposed use conforms to the above noted policies of the Caledon Official Plan as it does not seek to propose new/permanent development. The proposed truck and trailer parking spaces will be oriented away from the designated “Environmental Policy Area” and include a 10m buffer around the flood hazard lands, further mitigating any impacts to the flood hazard lands.

### **Summary**

The Town of Caledon Official Plan provides a strategic planning framework to guide development of agricultural areas throughout the Town. The proposed development conforms to the general intent of the Official Plan and is representative of good planning based on the following considerations:

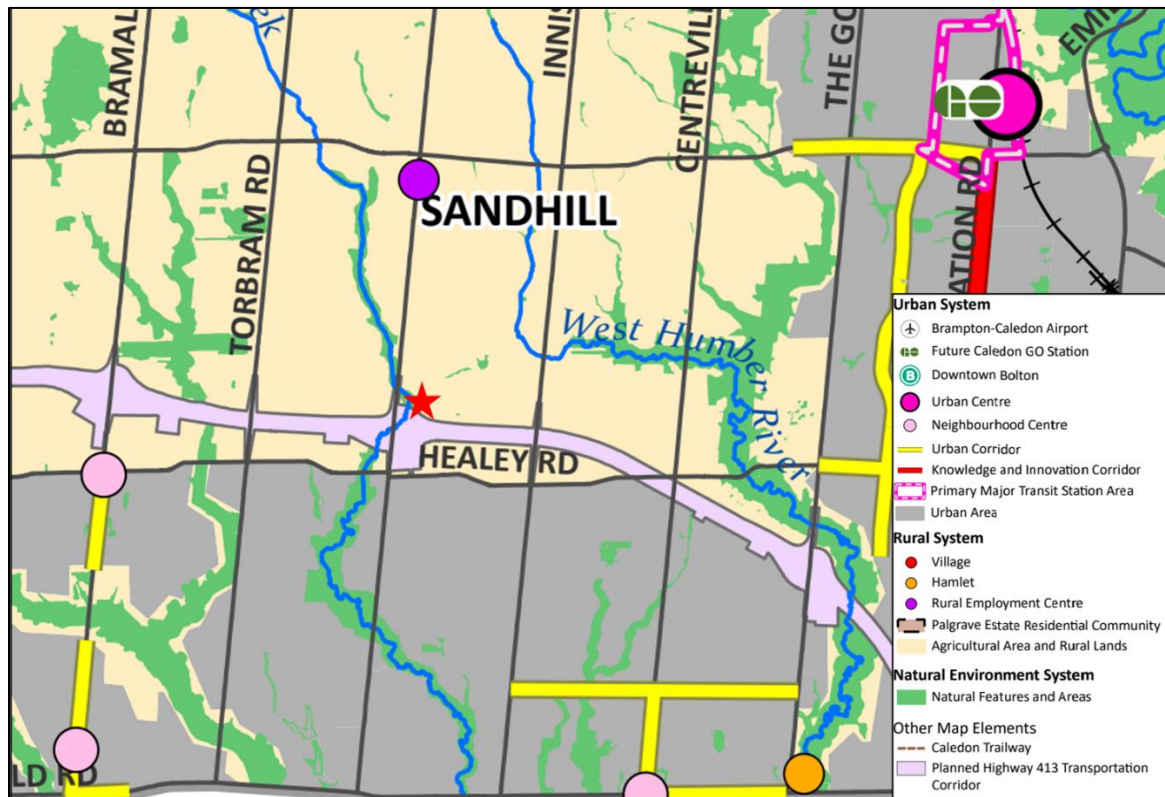
- The proposed use includes temporary truck and trailer parking spaces and will ultimately be removed for future development on full municipal infrastructure.
- The proposed use does not impose any impacts to the Environmental Policy Area as it does not propose new development and situates the parking spaces away from the EPA area.
- The proposed use supports the movement of goods along Airport Road, which is classified as a High Capacity Arterial road, per Schedule J – Long Range Road Network of the Town of Caledon Official Plan.

For the above noted reasons, the proposed development meets the general intent of the Town of Caledon Official Plan.

### 8.3.3 FUTURE CALEDON: OUR OFFICIAL PLAN

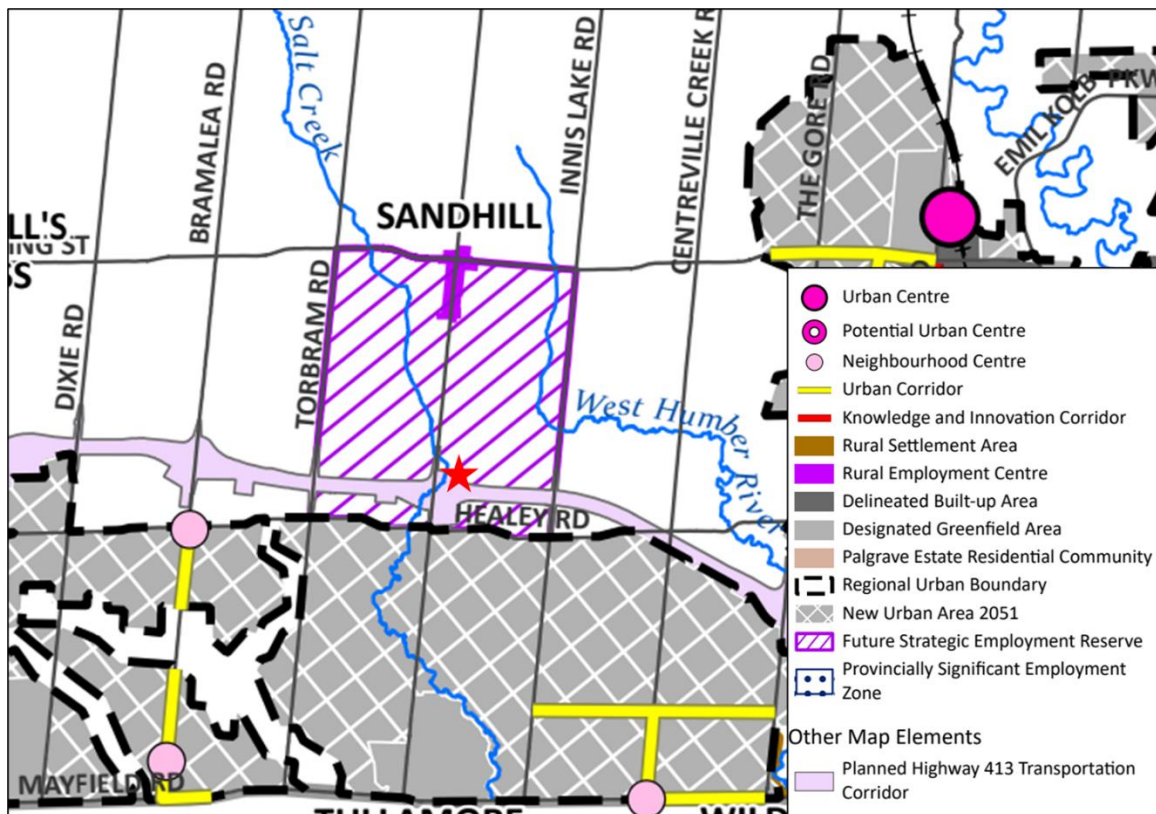
The Future Caledon: Our Official Plan, has been adopted by Council on March 26, 2024, and has been submitted to the Region of Peel for approval. This Official Plan provides general policy direction and planning framework to guide and manage growth within the Town of Caledon to 2051.

In accordance with Schedule B1 – Town Structure, the Subject Site is identified as Agricultural Area and Rural Lands and is partially located within the Planned Highway 413 Transportation Corridor, which was approved through the Region of Peel Official Plan update in 2022. Schedule E1 – Rural System further designates the site as Prime Agricultural Area.



**Figure 12: Schedule B1 – Town Structure, Future Caledon Official Plan (\* Subject Site)**

Schedule B2 – Growth Management of the Future Caledon Official Plan further identifies the Subject Site as Future Strategic Employment Reserve. The Town will protect the Future Strategic Employment Area for comprehensive study and assessment with respect to long-term planning for employment needs adjacent to or in the vicinity of future transportation infrastructure.

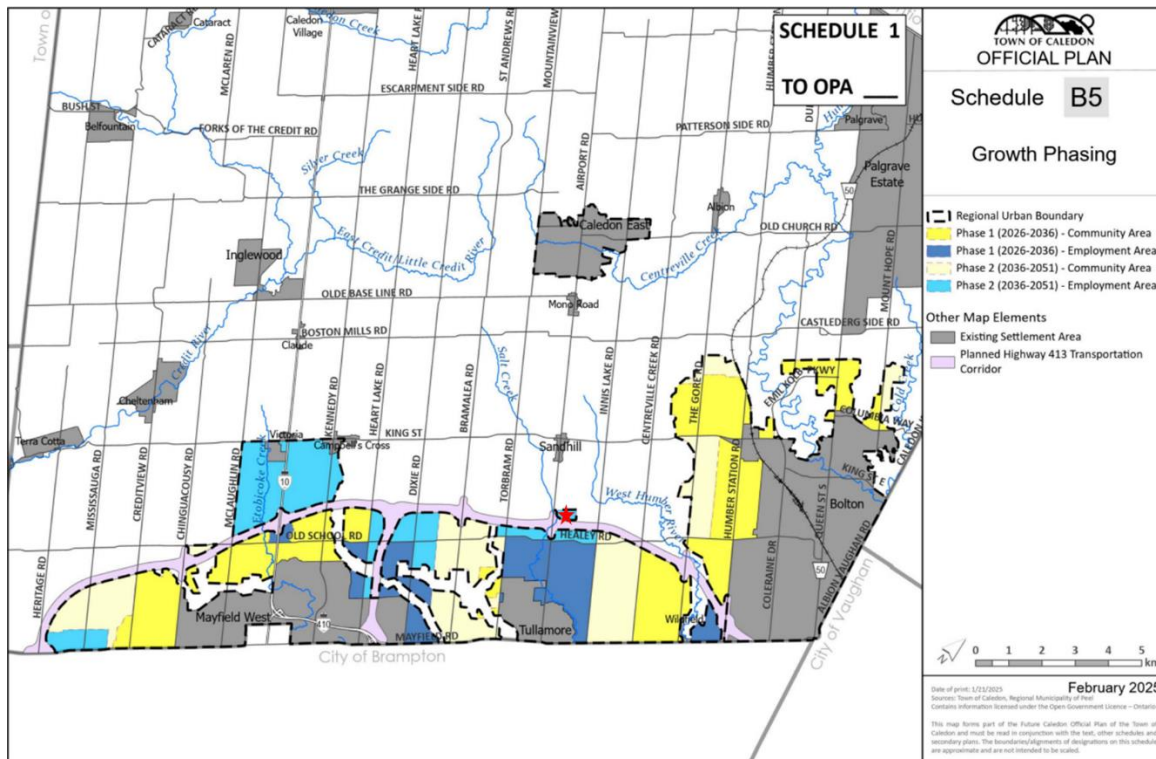


**Figure 13: Schedule B2 – Growth Management, Future Caledon Official Plan (\* Subject Site)**

On March 4, 2025 a public meeting was held by the Town to initiate a Town-Wide Official Plan Amendment to implement its 2024 Growth Management and Phasing Plan. The Official Plan Amendment has been circulated and is expected to receive comments from all internal and external agencies. The proposed Amendment includes growth management policy updates, and a new schedule related to growth phasing in the Future Caledon Official Plan.

Schedule 1 – Growth Phasing of the Official Plan Amendment designates the Subject Site as Phase 2 – Employment Area and Regional Urban Boundary, refer to Figure 14 below.





**Figure 14: Schedule 1 – Growth Phasing, Future Caledon Official Plan (\* Subject Site)**

The proposed use aligns with the Future Caledon Official Plan as it seeks to permit the temporary use of truck and trailer parking until the completion of the Planned Highway 413 Transportation Corridor and Northwest GTA Transmission Corridor and future employment uses are able to be located on site with full urbanization.

#### **8.4 TOWN OF CALEDON ZONING BY-LAW 2006-50**

The Subject Site is currently zoned 'A1 - Agricultural' Zone and 'EPA2 – Environmental Policy Area 2' Zone, in accordance with the in-force and effect Town of Caledon Zoning By-law 2006-50.

The current zoning for the site does not permit a Transportation Depot (truck and trailer parking) on the Subject Site. As such, a site-specific amendment to the Zoning By-law is required to facilitate the proposed use of truck and trailer parking. The Zoning By-law Amendment ("ZBLA") seeks to permit the temporary use of a Transportation Depot in the "Agricultural (A1)" Zone.

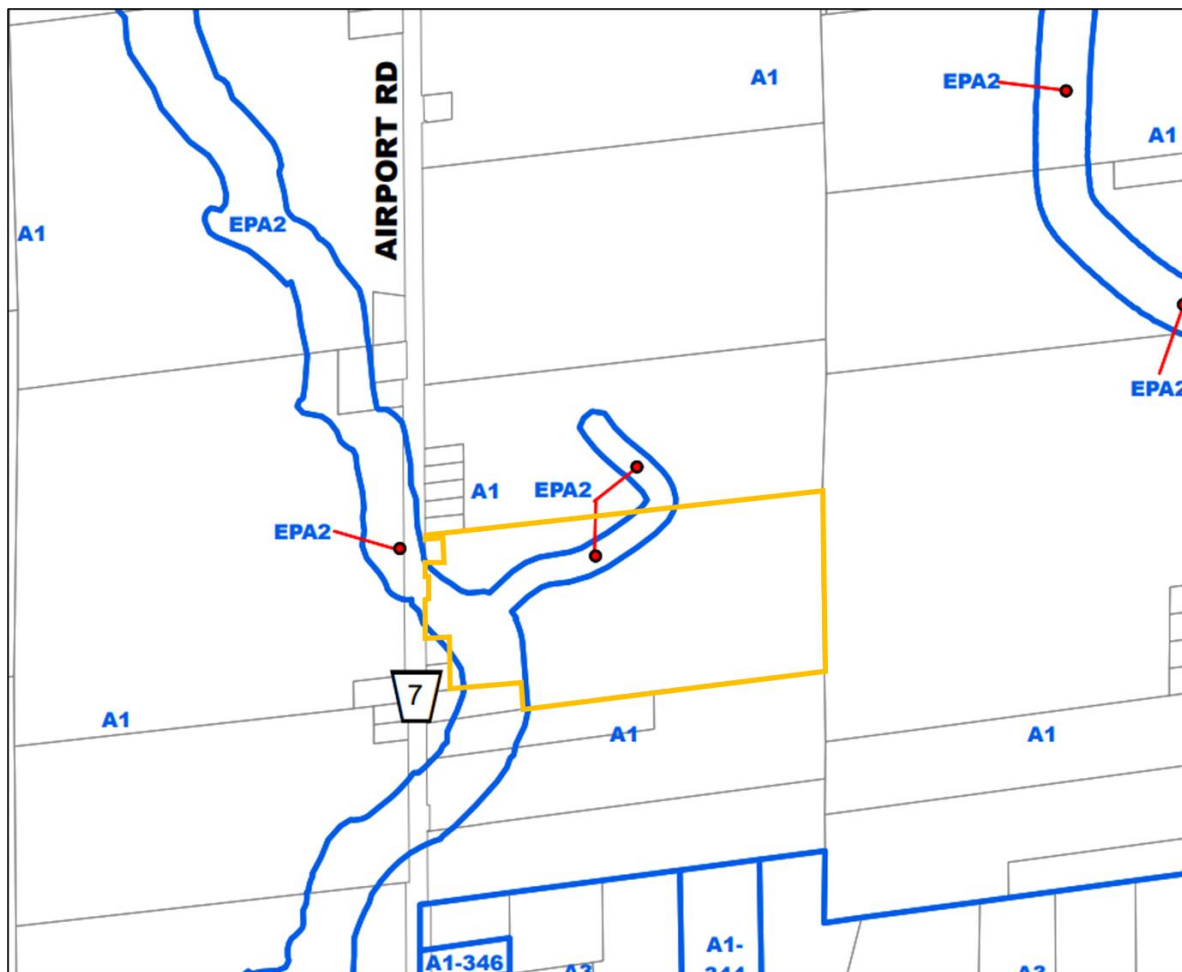


Figure 15: Schedule A – Zone Map 13, Town of Caledon Zoning By-law 2006-50 (--- Subject Site)

The proposed exceptions are outlined in the Zoning Matrix below (the **bold** text indicates provisions for which the provisions of By-law 2006-50 are not met):

Zoning Matrix		
Zone Standard	Requirements Lot Zone A1	Provided
<b>Lot Area (Min)</b>	8ha	19.4ha
<b>Lot Frontages</b>	120m	131.8m
<b>Building Area (Max)</b>	Lesser of 5% or 1ha	N/A
<b>Yards</b>		
<b>Front Yard (Min)</b> Airport Road	18m	120.6
<b>Exterior Side Yard (Min)</b>	18m	N/A

<b>Rear Yard (Min)</b>	<b>10m</b>	<b>3m</b>
<b>Interior Side Yard (Min)</b>	<b>15m (Other lots)</b>	<b>3m</b>
<b>Building Height (Max)</b>	10.5m (Residential uses) 12.2m (Non-Residential uses)	N/A
<b>Landscape Area (Min)</b>	10%	45.96%
<b>Accessory Gasoline Pump Island Setback (Min)</b>	9m	N/A
<b>Driveway Setback (Min)</b>	3m	51.8m
<b>Parking Space Setback (Min)</b>		
From any street line (Airport Road)	3m	154.3m

The following uses are permitted in the Agriculture (A1) Zone:

- *Agriculture-related Commercial Use;*
- *Agriculture-related Industrial Use;*
- *Agri-Tourism Use;*
- *Apartment, Accessory;*
- *Agricultural Uses;*
- *Bed and Breakfast Establishment;*
- *Bunkhouse, Accessory;*
- *Cannabis-Related Use-Outdoor;*
- *Dwelling, Accessory;*
- *Dwelling, Detached;*
- *Environmental Management;*
- *Farm-based Alcohol Production Facility;*
- *Farm Equipment Storage Building;*
- *Farm Produce Outlet, Accessory;*
- *Forest Management;*
- *Gasoline Pump Island, Accessory;*
- *Home Occupation;*
- *Industrial Hemp-Related Use Outdoor;*
- *Nursery, Horticultural;*
- *On Farm Diversified Use;*
- *Open Storage, Accessory; and*
- *Produce Storage Building*

Within the Environmental Policy Area 2 (EPA2) the following uses are permitted:

- Apartment, Accessory;
- Dwelling, Detached;
- Bed and Breakfast Establishment;
- Environmental Management;
- Farm, Existing;
- Forest Management;
- Home Occupation; and
- Recreation, Non-Intensive

The proposed use of truck and trailer parking, also known as Transportation Depot, is not a permitted use in the Agriculture (A1) Zone. As such, a Draft Zoning By-law Amendment is enclosed with this submission to facilitate the proposed development.

## **9 LAND USE COMPATIBILITY**

The proposed use has been designed with consideration of the surrounding area which primarily includes rural residential dwellings and agricultural uses. Specific measures have been taken into consideration to mitigate potential impacts to the surrounding area. The driveway access has been relocated further south to prevent trucks and trailers from entering the site near the residential dwellings to the north of the property. Further, the proposed parking spaces have been setback from the westerly portion of the property to maintain a significant distance from the existing residential properties, which reduces any visual and noise impact to the streetscape along Airport Road. A berm is proposed surrounding the flood hazard lands to assist with the removal of topsoil.

In addition to the above, a further indicator of the compatibility of the proposed development at the Subject Site can be supported by the enclosed supporting technical studies completed for the subject development which recognize the capability of the site to support this use. Overall, in consideration of the above, the proposed use and orientation of the truck and trailer parking spaces are appropriate and compatible with the adjacent surrounding rural residential dwellings.

## **11 POLICY ANALYSIS & JUSTIFICATION**

The proposed development encourages the opportunity for employment growth within the Town of Caledon and further complements the Future Caledon Official Plan. The development conforms to relevant policies of the Provincial Planning Statement. It also supports growth management policies contained in the Region of Peel Official Plan, as well as the guiding principles and objectives of the Future Caledon Official Plan.

The proposal promotes temporary parking use on an underutilized property which supports existing employment activities elsewhere. The development is consistent with provincial policies as it supports an increase in employment opportunities. Upon the implementation of full urban infrastructure to the area,



the Subject Site will be utilized for a more intense employment generating use that will support the planned inter regional transportation infrastructure for the area.

The proposed use supports the policies of the Region of Peel Official Plan as it provides for support to/for employment growth in the Region. The proposed use will accommodate efficient use of land and support future transit corridor and transit service infrastructure.

Lastly, the proposed development supports the goals and objectives of the Town of Caledon Official Plan and Future Caledon Official Plan. The proposal seeks to permit temporary truck and trailer parking in a future “Employment Area” designation. The proposed use aligns the property with the Future Caledon Official Plan, which will ultimately designate the Subject Site as an “Employment Area.”

## **12 CONCLUSION**

In summary, the proposed development introduces a compatible built form for the Subject Site and the surrounding community. The subject applications are supported by applicable Provincial, Regional and Municipal planning policies and the technical and supporting studies referenced herein.

As outlined throughout this Report, it is our professional planning opinion that the proposed use represents good planning, achieves conformity and consistency with applicable policy regime and should proceed through the planning approvals process as prescribed by the *Planning Act*.