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TOWN OF CALEDON  
PLANNING  
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## Planning Justification Report Tullamore Industrial

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# **Planning Justification Report Tullamore Industrial**

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## **1.0 Introduction**

Riepma Consultants Inc was retained to prepare this Planning Justification Report by five individual landowners in the northeast quadrant of Airport Road and Mayfield Road in the Town of Caledon. Properties represented are:

12151 Airport Road owned by Airport 12151 Inc.

6230 Mayfield Road owned by 6230 Mayfield Inc.

6206 Mayfield Road owned by 6206 Mayfield. Inc.

6186 Mayfield Road owned by 2652876 Ontario Limited

6086 Mayfield Road owned by 6086 Mayfield Inc.

## **2.0 Property Description**

The five properties involved form the central area of a larger industrial area located at Airport Road and Mayfield. See the plan in Appendix 1. The lands are generally flat and devoid of vegetation. Much of the property has been filled in the past and used for the parking of trucks. A small watercourse which is a tributary of Salt Creek to the east, crosses the eastern portion of the property.

Davis Lane, which is partly on land owned by the Town of Caledon is located on the south side of the northern parcel (12151 Airport Road).

The properties on both sides of Davis Lane are used for school bus parking and contain buildings that support that use. 6086 Mayfield Road also contains a building that is used as a transport terminal.

## **3.0 Surrounding Land Uses**

Residential development in the City of Brampton is located on the south side of Mayfield Road.

The northeast corner of Airport Road and Mayfield Road is owned by Smart Centers and a two building industrial complex is proposed on that site. This site was previously approved for a commercial use.

A restaurant is located north of the Smart Center lands.

A commercial plaza is currently under construction on the southeast corner of Airport and Mayfield.

On the west side of Airport Road the lands are all developed or designated for industrial uses.

To the north of the subject property are two large industrial warehouses.

To the east of the subject property are vacant agricultural lands that are designated for industrial development.

Salt Creek is located further to the east.

## 4.0 Proposed Development

The draft plan of subdivision (see Appendix 2) proposes to construct a road from Mayfield Road to Airport Road through the subject land and create a series of industrial lots. This road is located along the south limit of the First Student Bus property, connecting with Mayfield across from Maisonneuve Blvd.

The proposed road alignment conforms to the road alignment in the secondary plan.

A storm water management facility is proposed at the intersection of the new road and Mayfield Road. This storm water management facility will be duplicated on the east side of the road in the future. A future environmental protection zone is located on adjacent lands to the east of the road to recognize the existing intermittent watercourse in this area.

## 5.0 Existing Planning Environment

### 5.1 Provincial Policy Statement

Section 1.1.1 of the PPS promotes healthy, livable and sustainable communities by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The approval of the proposed application would be consistent with this Provincial Policy because:

- The proposed development makes efficient use of existing designated industrial lands.
- Accommodates employment lands to meet immediate and long term needs.
- No environmental, public health or safety concerns are indicated
- The lands are within the settlement area and the draft plan design permits the ready development of adjacent lands.
- The proposal represents an intensification of the on site uses and utilizes existing infrastructure in a cost-effective manner.
- The lands will be developed in accordance with the AODA.
- All needed infrastructure is being provided
- The environmental report provided sets out how the existing environmental attributes of the site will be maintained.
- Servicing design will be to current municipal standards with respect to climate change.

Section 1.1.3.2 states that:

*Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive*

The approval of the proposed application is consistent with Provincial Policy because:

- It efficiently uses the available land resource
- Utilizes the available infrastructure

- The design of the infrastructure will meet all air quality and energy efficiency requirements of the province and the municipality.
- The sites will be designed to current municipal and provincial climate change standards.
- The development will meet the active transportation requirements of the municipality.
- The draft plan is designed to accommodate transit if available.
- The proposed uses are freight supportive.

With respect to Employment, the Provincial Policy Statement states in section 1.3.1 that:

*“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) facilitating the conditions for economic investment by 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 compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
  - e) ensuring the necessary infrastructure is provided to support current and projected needs.”*
- Both the Town of Caledon and the Region of Peel have designated these lands for employment uses within a settlement boundary. As a result, the proposed development is consistent with the Provincial Policy.

Section 1.3.2 sets out direction for municipalities when planning employment areas:

*1.3.2.1 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.*

- These lands have been designated for employment purposes by the municipality

*1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area. Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.*

- The lands are designated for employment purposes. Adequate separation is provided to the residential uses to the south.

*1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.*

- No residential or other sensitive uses are proposed. The zoning bylaw provides an appropriate transition to the residential area to the south.

*1.3.2.4 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.*

- No conversion is proposed in this application

*1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:*

*a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;*

*b) the proposed uses would not adversely affect the overall viability of the employment area; and*

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

- No conversion is proposed

*1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.*

- The local Official Plan protects the area for employment uses.

*1.3.2.7 Planning authorities may plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.*

- The Municipality has planned this area for employment uses.

Section 1.6.6 states that:

*1.6.6.1 Planning for sewage and water services shall:*

*a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

*1. municipal sewage services and municipal water services; and*

- 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- Full municipal services are proposed
  - b) *ensure that these systems are provided in a manner that:*
    - 1. *can be sustained by the water resources upon which such services rely;*
    - 2. *prepares for the impacts of a changing climate;*
    - 3. *is feasible and financially viable over their lifecycle; and*
    - 4. *protects human health and safety, and the natural environment;*
- Municipal water supply is the responsibility of the Region of Peel. The Region has indicated no objection to the proposed development.
  - c) *promote water conservation and water use efficiency;*
- Construction will be in full compliance with municipal requirements.
  - d) *integrate servicing and land use considerations at all stages of the planning process; and*
- A Functional Servicing Report is included in the application submission.
  - e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*
- A municipal servicing system is available for the property.
  - 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*
- A municipal servicing system is available to the site.
  - 1.6.6.3 *Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.*
- A municipal servicing system is available to the site.
  - 1.6.6.4 *Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-*



*site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development. At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3. 1.6.6.5 Partial services shall only be permitted in the following circumstances:*

- a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or*
- b) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts. Where partial services have been provided to address failed services in accordance with subsection (a), infilling on existing lots of record in rural areas in municipalities may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In accordance with subsection (a), the extension of partial services into rural areas is only permitted to address failed individual on-site sewage and individual on-site water services for existing development. 1.6.6.6 Subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.*

- A municipal servicing system is available to the site.

**1.6.6.7 Planning for stormwater management shall:**

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*

- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development*
- A Storm water report has been submitted in support of the application.

Section 2.1 states:

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

- A Natural Heritage report is submitted in support of the application.

*2.1.2 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.*

- The Natural Heritage report makes recommendations in support of the natural heritage of the area.

*2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*

- Not applicable

*2.1.4 Development and site alteration shall not be permitted in:*

- a) significant wetlands in Ecoregions 5E, 6E and 7E1; and*
- b) significant coastal wetlands.*

- Not applicable

*2.1.5 Development and site alteration shall not be permitted in:*

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- d) significant wildlife habitat;*
- e) significant areas of natural and scientific interest; and f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. 1 Ecoregions 5E, 6E and 7E are shown on Figure 1.*

- Not applicable

*2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*

- The site does not contain fish habitat

*2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*

- The EIS does not identify any species at risk on the site.

*2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

- There are no negative impacts on the environment identified.

*2.1.9 Nothing in policy 2.1 is intended to limit the ability of agricultural uses to continue*

- There is no agriculture on the site.

Section 2.2 states:

*2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:*

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
  - b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
  - c) evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;*
  - d) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;*
  - e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;*
  - f) implementing necessary restrictions on development and site alteration to:*
    - 1. protect all municipal drinking water supplies and designated vulnerable areas; and*
    - 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;*
  - g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;*
  - h) ensuring consideration of environmental lake capacity, where applicable; and*
  - i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.*
- The design of the site does not impact on the quality or quantity of water in the area.

*2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.*

- Existing surface and ground water features are maintained.

Section 3.1 states:

*3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

- The development proposed is outside of a hazard area,.

*3.1.2 Development and site alteration shall not be permitted within:*

- a) the dynamic beach hazard;*
- b) defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
- c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
- d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*

- The development proposed is not in a flood prone area

*3.1.3 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*

- The development proposed meets all of the design requirements of the municipality.

*3.1.4 Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*

- a) in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
- b) where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*

- The development proposed is not within a flood zone.

*3.1.5 Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:*

- a) an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;*

*b) an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or*  
*c) uses associated with the disposal, manufacture, treatment or storage of hazardous substances.*

- The site does not contain any hazardous lands.

*3.1.6 Where the two zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry.*

- Not applicable

*3.1.7 Further to policy 3.1.6, and except as prohibited in policies 3.1.2 and 3.1.5, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*

*a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*  
*b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*  
*c) new hazards are not created and existing hazards are not aggravated; and d) no adverse environmental impacts will result.*

- Not applicable

*3.1.8 Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.*

- There are no forested lands in the vicinity.

The proposed development is consistent with all of the applicable policies of the Provincial Policy Statement.

## **5.2 Growth Plan**

Section 2.2.1 of the Growth Plan states:

*“Forecasted growth to the horizon of this Plan will be allocated based on the following:*

*a) the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities”*

- The property is within a settlement area set out in the municipal Official Plan and has water and wastewater systems available.

*c) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities*

- The subject lands are within a settlement area with access to public services and potentially future transit.

*d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

- This development is within the settlement area

*e) development will be generally directed away from hazardous lands; and*

- The development is not within a hazard land

*f) the establishment of new settlement areas is prohibited*

- A new settlement area is not proposed.

Section 2.2.5 states:

*“Economic development and competitiveness in the GGH will be promoted by:*

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
- c) planning to better connect areas with high employment densities to transit; and*
- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.”*

- The subject lands are part of a larger industrial area located within this settlement area. Full municipal services are available and the proposed development makes efficient use of the existing lands and services.

*5. Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.*

- The subject lands are adjacent to two Regional roads and the zoning of the sites permits transport related activities.

*6. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas in official plans and protect them for appropriate employment*

*uses over the long-term. For greater certainty, employment area designations may be incorporated into upper- and single-tier official plans by amendment at any time in advance of the next municipal comprehensive review.*

- These lands are designated for employment purposes in the municipal Official Plans

*7. Municipalities will plan for all employment areas within settlement areas by:*

*a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*

- Residential and other sensitive uses are not permitted in the area.

*b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*

- Major retail is not a permitted use on this site.

*c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

- The bylaw provides for an appropriate interface with the residential uses on the south side of Mayfield.

*8. The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.*

- No sensitive uses are proposed.

*9. The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:*

*a) there is a need for the conversion;*

*b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*

*c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*

*d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*

*e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

- No conversion is proposed.

*10. Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:*

*a) satisfy the requirements of policy 2.2.5.9 a), d) and e);*



*b) maintain a significant number of jobs on those lands through the establishment of development criteria; and*  
*c) not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.*

- No conversion is proposed.

Section 3.2.2 states:

*1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.*

*2. The transportation system within the GGH will be planned and managed to:*

- a) provide connectivity among transportation modes for moving people and for moving goods;*
- b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
- c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip making and supporting the use of zero- and low-emission vehicles;*
- d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;*
- e) accommodate agricultural vehicles and equipment, as appropriate; and f) provide for the safety of system users.*

*3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.*

*4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:*

- a) reduce trip distance and time;*
- b) increase the modal share of alternatives to the automobile, which may include setting modal share targets;*
- c) prioritize active transportation, transit, and goods movement over single-occupant automobiles;*
- d) expand infrastructure to support active transportation; and*
- e) consider the needs of major trip generators.*

- The policies and designations in both the Regional Official Plan and the Local Official Plan are approved and are therefor consistent with the policies of the Growth Plan. The proposed development implements the approved Official Plans.

Section 3.2.4 states:

*1. Linking major goods movement facilities and corridors, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment.*

*2. The Province and municipalities will work with agencies and transportation service providers to:*



- a) co-ordinate, optimize, and ensure the long-term viability of major goods movement facilities and corridors;*
  - b) improve corridors for moving goods across the GGH in accordance with Schedule 6;*
  - c) promote and better integrate multimodal goods movement and freight-supportive land use and transportation system planning; and*
  - d) accommodate agricultural vehicles and equipment, as appropriate.*
3. *Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of employment areas and other areas of significant commercial activity and to provide alternate routes connecting to the provincial network.*
- The policies and designations in both the Regional Official Plan and the Local Official Plan are approved and are therefor consistent with the policies of the Growth Plan. The proposed development implements the approved Official Plans.

Section 3.2.6 states:

1. *Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.*
2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
  - a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
  - b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
  - c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
    - i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
    - ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs;*
    - and iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*
  - d) in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and*
  - e) plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies.*
3. *For settlement areas that are serviced by rivers, inland lakes, or groundwater, municipalities will not be permitted to extend water or wastewater services from a Great Lakes source unless:*

- a) the extension is required for reasons of public health and safety, in which case, the capacity of the water or wastewater services provided in these circumstances will be limited to that required to service the affected settlement area, including capacity for planned development within the approved settlement area boundary;*
- b) in the case of an upper- or single-tier municipality with an urban growth centre outside of the Greenbelt Area:
 
  - i. the need for the extension has been demonstrated;*
  - ii. the increased servicing capacity will only be allocated to settlement areas with urban growth centres; and*
  - iii. the municipality has completed the applicable environmental assessment process in accordance with the Ontario Environmental Assessment Act; or c) the extension had all necessary approvals as of July 1, 2017 and is only to service growth within the settlement area boundary delineated in the official plan that is approved and in effect as of that date.**

*4. Municipalities that share an inland water source or receiving water body will co-ordinate their planning for potable water, stormwater, and wastewater systems based on watershed planning or equivalent to ensure that the quality and quantity of water is protected, improved, or restored.*

- The Region's water and waste water systems comply with this provincial directive.

Section 3.2.7 states:

*1. Municipalities will develop stormwater master plans or equivalent for serviced settlement areas that:*

- a) are informed by watershed planning or equivalent;*
- b) protect the quality and quantity of water by assessing existing stormwater facilities and systems;*
- c) characterize existing environmental conditions;*
- d) examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;*
- e) incorporate appropriate low impact development and green infrastructure;*
- f) identify the need for stormwater retrofits, where appropriate;*
- g) identify the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and*
- h) include an implementation and maintenance plan.*

*2. Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*

- a) is informed by a subwatershed plan or equivalent;*
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*

*c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

- A storm water management plan is submitted with this application for review and approval by the municipality.

Section 4.2 requires municipalities to engage in watershed planning to provide long term protection for water resources and natural heritage systems within their Official Plans. Both the Town and Regional Official Plans are approved and are consistent with Provincial policy and the proposed development conforms to these documents.

The proposed development is consistent with the Growth Plan.

### **5.3 Greenbelt Plan**

The subject properties are not within the Greenbelt.

### **5.4 Region of Peel Official Plan**

The subject properties are designated as Employment Area on Schedule E4 within the Urban System as shown on Schedule E1. Both Mayfield Road and Airport Road are designated as Major Road on Schedule F2 and Schedule F3 requires a right-of-way width of 45m for Airport Road and 50m for Mayfield Road. The property is not designated as Greenbelt Plan Area on Schedule B-5 or on Schedule C-1 Greenlands System of the Plan. The proposed development conforms to the Region of Peel Official Plan.

Section 2.13 and 2.14 give direction to development containing natural heritage and hydrologic features.

- While the subject property is not located within or adjacent to such features, An Environmental Impact Study is included in this submission. The study provides direction with respect to the environmental management of the site.

Section 5.4 gives direction to local municipalities with respect to the management of growth and requires all growth to be within established settlement boundaries where municipal services are available. The policy encourages the intensification of land uses while protecting natural features.

- The application is located within a settlement boundary with full municipal services available and represents an appropriate level of intensification.

Section 5.6 defines the Urban System in the Region and directs development to the Urban system.

- The subject property is within the Urban System as set out in the Regional Plan

Section 5.8 seeks to protect Employment lands and encourage a higher intensity of use. Employment areas are encouraged to achieve a minimum of 26 jobs per hectare in Caledon.

- The proposed development conforms to the land use designation of the Regional Official Plan and is expected to meet the minimum target for jobs.

Section 5.10 seeks to optimize existing regional transportation infrastructure for the movement of people and goods to support economic growth.

- The Region has reviewed the first submission of this application and has advised of their road widening requirements and access restrictions. Both Mayfield and Airport Roads have the capacity to accommodate the traffic generated by the site. A Traffic Impact Study has been completed for the proposed development.

Section 6.5 sets out Regional policy with respect to the provision of municipal water services.

- The subject site has regional water supply available to it. The Region reviewed the FSR with respect to this matter and has agreed that services are available.

Section 6.6 deals with waste collection.

- Waste collection in this development will be private. The Region in its first review is satisfied.

### **5.5 Town of Caledon Official Plan and Tullamore Secondary Plan**

Schedule N of the Caledon Official Plan is the Secondary Plan for the Tullamore area. This schedule is attached at Appendix 3. The lands fronting onto Mayfield Road are designated as Prestige industrial and the lands at the corner and fronting onto Airport Road are designated as Highway Commercial. The area in the interior is designated General Industrial. An Environmental Policy area designation follows a small intermittent watercourse. Salt Creek is shown to the east of the industrial designations.

The road pattern in the proposed draft plan follows the pattern set out on the Secondary Plan schedule.

Section 3.2 of the Town's Official Plan sets out the Town's policy with respect to environmental management. And requires that all developments containing or adjacent to Natural features undertake studies that ensure that the protection of those resources.

- An Environmental Impact Study has been submitted as part of this application. That study details the existing environmental features and how they are to be managed as development occurs.

Section 3.3.3.2 requires that an Archeological study be undertaken before development is permitted.

- An archeological study has been submitted as part of this application and approved by the Ministry and the Town.

Section 5.5 of the Official Plan deals with Employment Areas and sets out policies for both Prestige and General Industrial Areas. The policies provide for a range of uses within each category.

More particularly the following sections are relevant to the subject application:

*5.5.3.16 Employment lands with a prominent visual exposure and lands adjacent to major roads and highway routes shall be encouraged to be developed for prestige industrial uses.*

- The Secondary Plan designates the lands adjacent to Airport and Mayfield Roads as Prestige Industrial

*5.5.3.17 Employment Areas that abut the City of Brampton or Mayfield Road shall be developed as Prestige Industrial. The lands shall be developed in a manner that shall minimize the impact on adjacent uses in the City of Brampton by utilizing such provisions as buffering, berming, landscaping and site design.*

- The lands adjacent to the City of Brampton will be developed for prestige industrial purposes and will be designed to minimize impact during the site design process.

*5.5.3.18 Reverse frontage development onto provincial highways and major arterial roads shall be discouraged.*

- The Region has granted access to Mayfield Road thus avoiding the need for reverse frontages in this area. The existing residential uses are protected as open storage is not permitted in the Prestige Industrial area.

*5.5.3.19 Development of Employment Areas will generally be by plan of subdivision or plan of condominium. Exceptions may be permitted where appropriate provision is made for access, internal road networks, and servicing for the industrial area.*

- The application is to develop the lands by way of a plan of subdivision

Section 5.7 provides further policy with respect to Environmental Areas.

Section 5.7.3.1.4 states:

*As more detailed environmental information becomes available, such as information derived from approved studies or site investigations/inspections, minor refinements to the limits of lands designated EPA on the Schedules to this Plan, including minor additions or deletions, may be permitted without an amendment to this Plan, provided such a minor refinement is satisfactory to the Town and other relevant agencies.*

- The Environmental Studies submitted with this application provide for the adjustment of part of the EPA designation. This is required in order to properly deal with the outflow from the existing storm pond on the adjacent bus company property as a result of the agreed location of the road. The change is minor and the impact is proposed to be mitigated when the lands to the east develop.

Section 5.9 provides policies with respect to transportation within the Town. The policies are intended to develop a safe and efficient transport system for the movement of people and goods.

- As part of this submission a Traffic Impact Study has been submitted. This report concludes that the traffic generated can be accommodated on the existing road system and makes recommendations with respect to detailed implementation of the draft plan.

Specific policies with respect to the Tullamore area are set out in Section 7.8 of the Caledon Official Plan. Section 7.8.1.3.1 states that:

*Tullamore will serve primarily as an industrial centre and to a lesser extent as a highway commercial centre in accordance with the Official Plan policies as set out in Section 5.4.5 and 5.5. It is recognized that the Tullamore Industrial/Commercial Centre is transitioning toward a more urban development pattern. A wider range of retail and service uses shall be permitted at the northeast corner of Mayfield Road and Airport Road in the Tullamore Industrial/Commercial Centre in accordance with Policy 5.10.7.2.2.*

- The proposed draft plan implements this policy.

*7.8.1.3.2 Joint access will be encouraged for lands within the centre to limit conflicts with arterial roads.*

- The Region of Peel has approved a joint entrance from Mayfield Road.

*7.8.1.3.3 Land use compatibility with lands in the City of Brampton and adjacent residential uses is maximized.*

- The Secondary Plan designates the Mayfield frontage as Prestige Industrial. The draft plan implements this land use.

*7.8.1.3.4 Only prestige industrial and highway commercial development will be permitted along Mayfield Road.*

- The Secondary Plan designates the Mayfield frontage as Prestige Industrial. The draft plan implements this land use.

*7.8.1.3.5 Existing residential uses shall be permitted to continue, but new residential uses are discouraged in this centre.*

- The existing residential uses within the plan will be demolished.

*7.8.1.3.6 The principal means of access will be from Airport and Mayfield Road as well as from the internal collector road system.*

- The draft plan proposes an internal road to service the development.

*7.8.1.3.7 High quality industrial development can be achieved through the adoption of community design guidelines for land uses within the Secondary Plan.*

- The Town will ensure this requirement is met through the site plan process.

*7.8.1.3.8 New development shall proceed by way of full municipal services*

- The development is proposed to be fully serviced.

The requested approval of the draft plan for this site conforms to all of the policies of the Town of Caledon Official Plan.

### **5.6 Future Official Plan**

The future Official Plan does not apply to the subject application. The subject properties are within the urban area shown on Schedule B1. The lands are intended to be developed for employment uses on full municipal services. Policy 23.1.2 seeks to intensify employment uses and policy 23.1.4 requires buffering between employment uses and adjacent non-employment uses.

- The proposed draft plan develops the land for employment purposes and will intensify the current use. The secondary plan provides for buffering between the general employment uses and the residential uses on the south side of Mayfield.

The development policies set out in Sections 23.7.4 and 23.8.4 regulate site design, streetscape, building height, outside storage, etc.

- Development of the blocks in the plan will be subject to site plan control to implement these development policies

The proposed draft plan conforms to the future Town of Caledon Official Plan.

### **5.7 Tullamore Community Design Guidelines**

The community design guidelines focus on the landscape requirements of boulevards and landscaped areas on properties subject to site plan control. The Guidelines also propose secondary entrance features at the intersections of the internal road with Airport Road and Mayfield Road.

The implementation of the design guidelines will be part of the subdivision approval conditions and site plan approval for individual sites. There is nothing in the design of the proposed draft plan of subdivision that would prevent the implementation of the design guidelines.

### **5.8 Town Wide Design Guidelines**

Chapter 11 of the Town Wide Design Guidelines sets out design requirements with respect to Industrial and Employment lands. The guidelines make recommendations concerning building and site design, parking and loading, landscaping, lighting and outdoor storage.

The existing zoning bylaw already regulates the location of outdoor storage and the permitted uses adjacent to Airport and Mayfield Roads. The draft plan conforms to the Secondary Plan and the existing zoning bylaw. All of the matters identified in the Town Wide Guidelines are matters of site plan control and will be addressed through that mechanism and the subdividers agreement.



### 5.9 Town of Caledon Zoning Bylaw

The zoning of the subject lands is shown in Appendix 4. The lands are zoned in conformity with the Tullamore Secondary Plan. The frontage along Mayfield Road is zoned Prestige industrial; the corner and the frontage along Airport Road are zoned Highway Commercial and the interior lands are zoned General Industrial. All zoning categories are subject to a holding provision. The holding provision requires the following to be completed in order to permit the hold to be lifted:

*“With respect to any of the lands zoned CH-480- H13, CH-481-H13, MP-482-H13 and MS-483-H13, the holding symbol “H” shall not be so removed until such time as the following conditions have been met to the satisfaction of the Town of Caledon, the Region of Peel and any other applicable public authority having jurisdiction:*

- 1. Any required development agreement, cost sharing agreement, any other financial planning agreement or plan approval is obtained and is executed by the owner in accordance with the provisions of the Planning Act, the Development Charges Act or other applicable legislation.*
- 2. a) Sufficient land has been acquired by the applicant to accommodate a permanent stormwater management facility consistent with the updated Tullamore Secondary Plan Master Environmental Servicing Plan and such facility is secured and In addition to the above provisions, all applicable provisions of Sections 5 & Section 6 as well as the parent zone shall apply. Town of Caledon Zoning By-law 13.3-6 Section 13.3 – Holding Provisions Revised: August 26, 2022 will be constructed, or has been constructed and conveyed, to the satisfaction of the Town of Caledon and the Toronto Region Conservation Authority (TRCA), and b) Confirmation has been received that any interim solution regarding stormwater management has been provided by the applicant solely at the applicant’s cost and solely at the risk of the applicant to the satisfaction of the Town of Caledon and TRCA.*
- 3. The applicant has made or secured a financial contribution in accordance with applicable law to pay for the cost of the services for the Tullamore South Industrial Park including such matters as a permanent stormwater management facility, full municipal services, municipal roads, traffic signalization, landscaping, streetscaping, utilities, and studies to the satisfaction of the Town of Caledon and the Region of Peel.*
- 4. All required complete application materials and reports required pursuant to the Planning Act, including the following studies of the lands to be developed (and the lands to be serviced if Condition 6 is applicable) have been filed and accepted to the satisfaction of the Town of Caledon and the Region of Peel and the TRCA and any other applicable authority:*
  - a) archaeological assessment;*
  - b) cultural heritage impact statement;*
  - c) environmental impact study and management plan;*
  - d) Phase 1 Environmental Site Assessment;*



e) full urban services functional servicing report in accordance In addition to the above provisions, all applicable provisions of Sections 5 & Section 6 as well as the parent zone shall apply. Town of Caledon Zoning By-law 13.3-7 Section 13.3 – Holding Provisions Revised: August 26, 2022 with the updated Tullamore Secondary Plan Area Master Environmental Servicing Plan;

f) geotechnical study;

g) fiscal impact analysis;

h) traffic impact study;

i) a planning rationale report attesting to compliance with the Tullamore Community Design Guidelines and the Tullamore Secondary Plan general site design principles and other applicable policies, including;

j) in conjunction with clause

i), a Community Design Brief to the satisfaction of the Town of Caledon;

k) an updated Master Environmental Servicing Plan (MESP) to the satisfaction of the Town of Caledon and TRCA, and;

l) such other studies determined to be applicable to the proposed development by the Town of Caledon and any other appropriate public authority.

5. An analysis of tributary enhancements and an appropriate linkage corridor as required in the updated MESP be submitted to the satisfaction of the Town of Caledon and TRCA.

6. a) Each development shall be adjacent to an existing or contemporaneous development in order that all development in the Tullamore South Industrial Park shall proceed in an orderly, sequential, logical manner in accordance with good planning principles and practices.

b) Where an adjacent existing or contemporaneous development is not present, the applicant may proceed with development provided these Conditions and In addition to the above provisions, all applicable provisions of Sections 5 & Section 6 as well as the parent zone shall apply. Town of Caledon Zoning By-law 13.3-8 Section 13.3 – Holding Provisions Revised: August 26, 2022 the provision of Part III of the Development Charges Act respecting front ending agreements are complied with to the satisfaction of the Town of Caledon and the Region of Peel. Despite the foregoing, an application requiring a front ending agreement under this subsection 5(b) shall be at the applicant's sole cost and expense, subject to eligible recoveries, in terms of preparation, land acquisitions, if any, and implementation.

7. Lands required for the construction of roads and appurtenances thereto required by the Town of Caledon or the Region of Peel within the Tullamore South Industrial Park have been secured or conveyed.

8. Access to all existing and proposed lots shall be from internal collector roads only to the satisfaction of the Town of Caledon and the Region of Peel

The land uses proposed by the draft plan of subdivision are in conformity with the zoning on the properties. Many of the documents required by the Holding provision of the bylaw have

been provided as part of the draft plan review process. The draft plan approval conditions will address any remaining items that are more appropriately dealt with at a subsequent stage.

## **6.0 Draft Plan of Subdivision**

The draft plan design conforms to the requirements of the Secondary Plan.

### **6.1 Natural Heritage**

Azimuth Environmental Consulting undertook the Headwater Drainage Assessment and concluded that 5 sections of the creek area qualified for Protection management status and another 5 sections were assigned Mitigation status. The draft plan has been designed to accommodate these requirements.

Azimuth has also produced an Existing Conditions Report that provides a series of recommendations with respect to the development of the site. The draft plan and the associated engineering have both been designed to implement the recommendations of the report.

### **6.2 Engineering Requirements**

Jones Consulting Group has been engaged to prepare a Functional Servicing Report as well as a Storm Water Management Report. A storm water management pond is required at the intersection of Davis Lane and Mayfield Road as shown on the draft plan of subdivision. All proposed municipal services are set out in the Functional Servicing Report. There are no outstanding concerns with the servicing of the area.

The owners are preparing to enter into a cost sharing agreement with Smart Centres to ensure the equitable distribution of costs among the parties.

### **6.3 Traffic**

A traffic Impact Study was prepared by CGE. This report concluded that the traffic generated by the proposed development can be accommodated on the existing road network. This traffic supports the proposed joint right-in-right-out entrance from Mayfield Road serving the future development on 6086 and 6186 Mayfield Road and Smart Centres.

### **6.4 Fiscal review**

A fiscal report has been completed by Urban Metrics. This report indicates that the proposed development will yield a positive tax return for the municipality.

### **6.5 Archeology**

The stage 1 and stage 2 archeological work undertaken by Archeoworks Inc. concludes that there are no Archeological resources located on the subject properties.

## **7.0 Draft Approval**

The draft plan is in a position to be approved, subject to the standard conditions.

## **8.0 Public Consultation**

Draft Plans of subdivision and the lifting of Holding bylaws do not require public consultation. All of the required public consultation was completed during the Official Plan and zoning processes.

## **9.0 Summary**

The Draft Plan of Subdivision can now be approved and the Holding bylaw lifted as the proposed development is in conformity with all of the applicable policies.

Respectfully submitted

**Riepma Consultants Inc.**

Clare Riepma P.Eng., RPP, MCIP  
President

## **Appendices**

- 1. Location Plan**
- 2. Draft Plan**
- 3. Tullamore Secondary Plan**
- 4. Area Zoning**

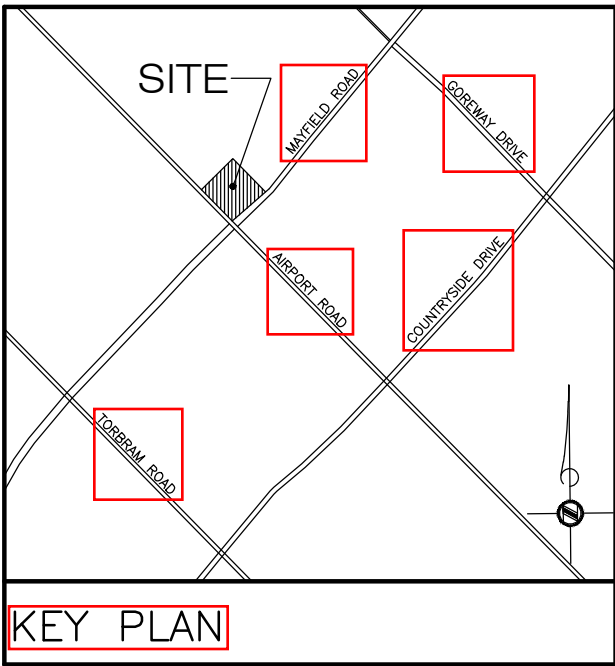
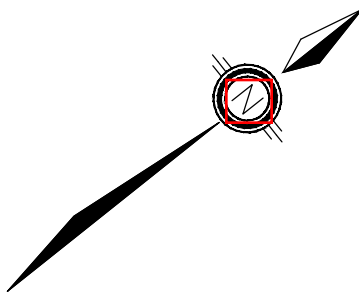
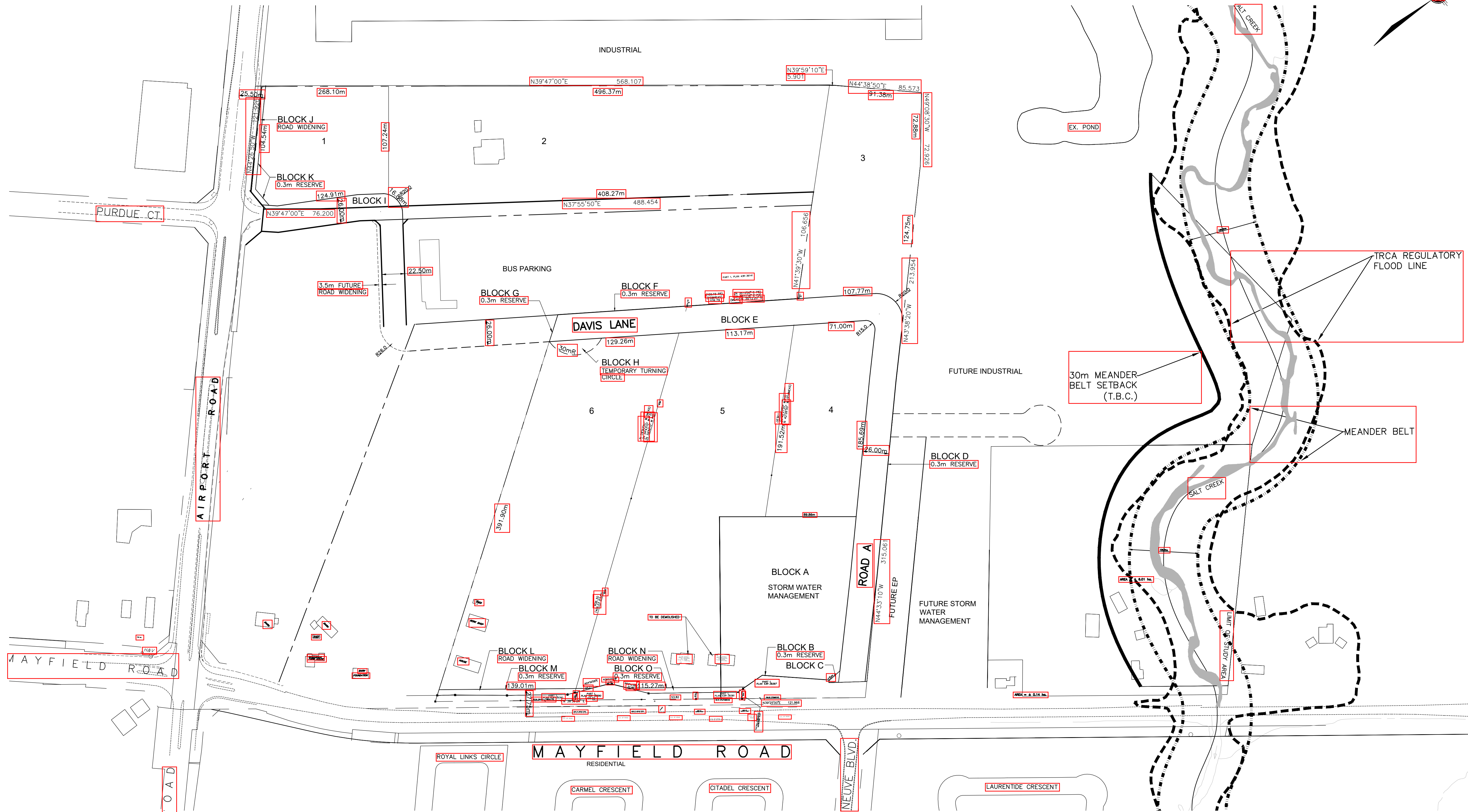
# Appendix 1







# Appendix 2



SECTION 51. PLANNING ACT. ADDITIONAL INFORMATION.

A) AS SHOWN ON PLAN  
B) AS SHOWN ON PLAN  
C) AS SHOWN ON PLAN  
D) AS SHOWN IN SCHEDULE OF LAND USE  
E) AS SHOWN ON PLAN  
F) AS SHOWN ON PLAN  
G) AS SHOWN ON PLAN  
H) AVAILABLE  
I) LOAM  
J) AS SHOWN ON PLAN  
K) ALL MUNICIPAL SERVICES AVAILABLE  
L) AS SHOWN ON PLAN

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS HAVE BEEN ACCURATELY AND CORRECTLY SHOWN

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: AIRPORT 12151 INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 6230 MAYFIELD INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 6206 MAYFIELD INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 2652876 ONTARIO LTD.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 6086 MAYFIELD INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

14/8/24	REVISED FOR SECOND SUBMISSION	DN
19/1/24	REVISED FOR SUBMISSION	DN
DATE	DESCRIPTION	CHECKED BY
REVISIONS		



220 Kempenfelt Drive  
Barrie, Ontario  
L4M 1C4

416-346-8258  
www.riepma.ca  
riepma@riepma.ca

Project Title

TULLAMORE SUBDIVISION

Having

DRAFT PLAN

DATE	REVISION
July 2024	
JOB NUMBER	DRAWN BY
2107	D.N.
SCALE	CHECKED BY
1:2000	C.R.
SHEET NUMBER	

DP.1

LAND USE SCHEDULE

BLOCK A	SWM POND	21,391.5m <sup>2</sup>	2.14ha
BLOCK B	ROAD WIDENING	1,058.7m <sup>2</sup>	0.11ha
BLOCK C	DAYLIGHT TRIANGLE	115.3m <sup>2</sup>	0.01ha
BLOCK D	0.3m RESERVE	112.5m <sup>2</sup>	0.01ha
BLOCK E	ROAD 'A'	18,421.2m <sup>2</sup>	1.84ha
BLOCK F	0.3m RESERVE	71.3m <sup>2</sup>	0.01ha
BLOCK G	0.3m RESERVE	8.4m <sup>2</sup>	0.00ha
BLOCK H	TEMPORARY TURNING CIRCLE	543.6m <sup>2</sup>	0.05ha
BLOCK I	ROAD 'A'	1,193.8m <sup>2</sup>	0.12ha
BLOCK J	ROAD WIDENING	467.0m <sup>2</sup>	0.05ha
BLOCK K	0.3m RESERVE	36.9m <sup>2</sup>	0.00ha
BLOCK L	ROAD WIDENING	337.9m <sup>2</sup>	0.03ha
BLOCK M	0.3m RESERVE	39.5m <sup>2</sup>	0.00ha
BLOCK N	ROAD WIDENING	519.2m <sup>2</sup>	0.05ha
BLOCK O	0.3m RESERVE	76.2m <sup>2</sup>	0.01ha
TOTAL AREA		44,393.0m <sup>2</sup>	4.43ha

BLOCK 1	COMMERCIAL	14,626.3m <sup>2</sup>	1.46ha
BLOCK 2	INDUSTRIAL	47,926.4m <sup>2</sup>	4.79ha
BLOCK 3	INDUSTRIAL	20,883.3m <sup>2</sup>	2.09ha
BLOCK 4	INDUSTRIAL	16,297.7m <sup>2</sup>	1.63ha
BLOCK 5	INDUSTRIAL	42,583.3m <sup>2</sup>	4.26ha
BLOCK 6	INDUSTRIAL	46,522.1m <sup>2</sup>	4.65ha
TOTAL AREA		188,839.1m <sup>2</sup>	18.88ha
TOTAL AREA OF LAND			23.127ha

# Appendix 3

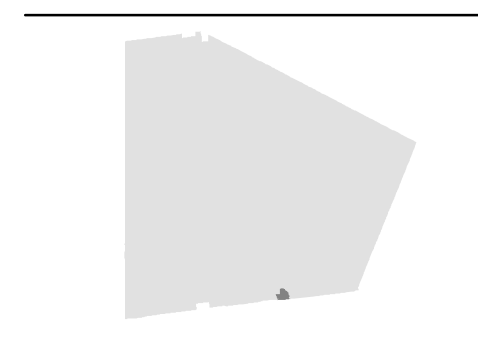




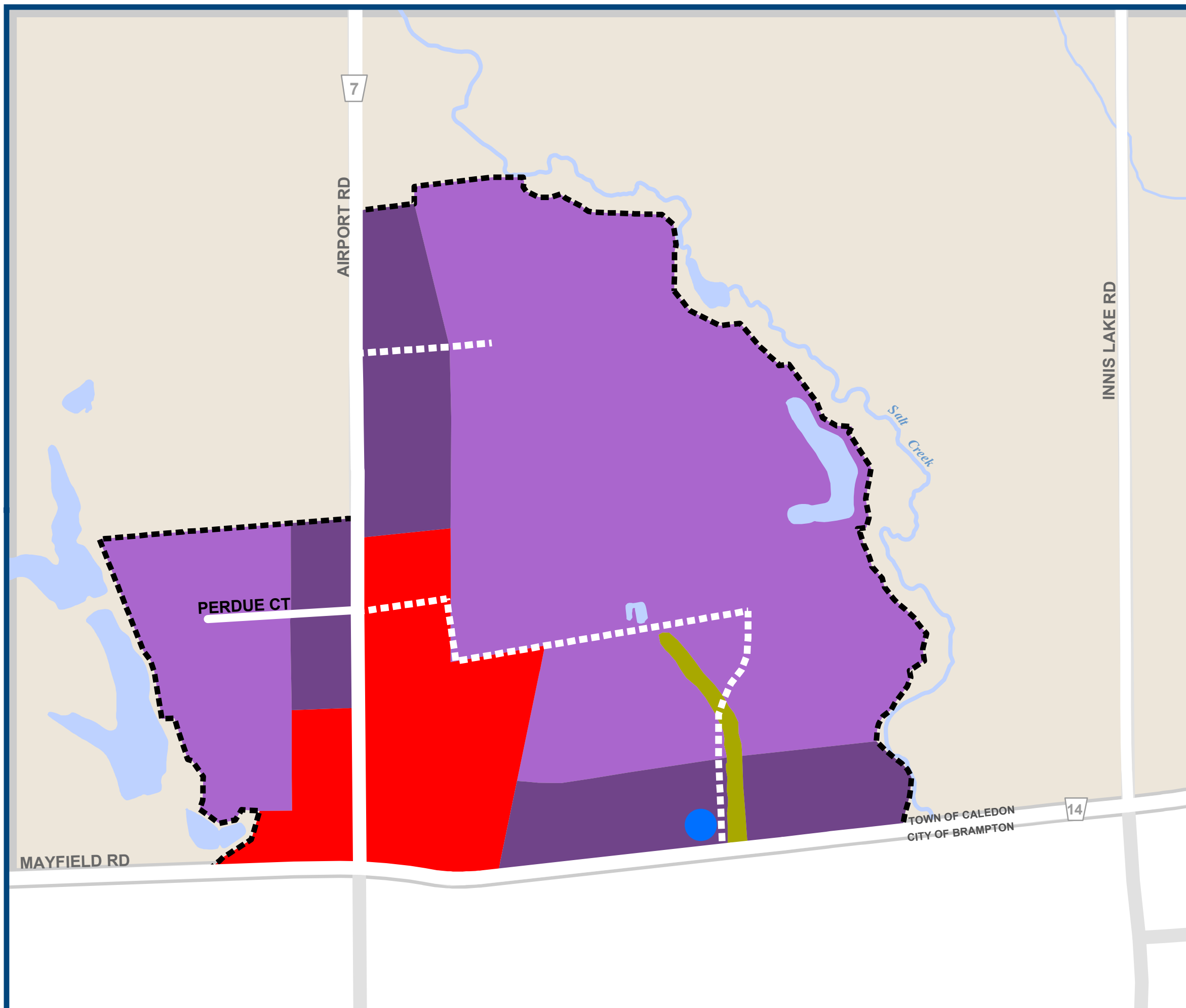
# Schedule N

## TULLAMORE LAND USE AREA

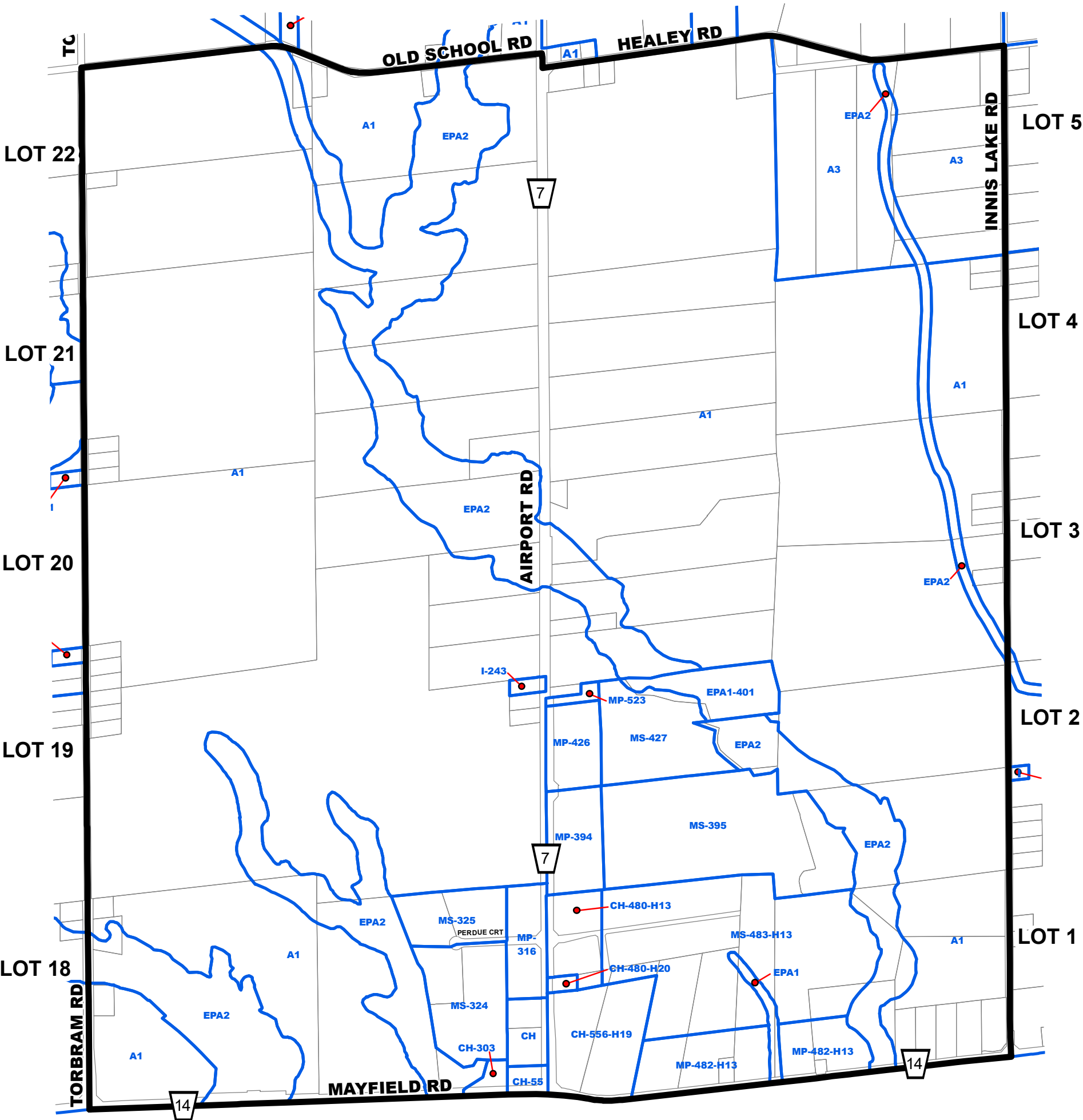
- Prestige Industrial
- General Industrial
- Highway Commercial
- Environmental Policy Area
- Settlement Area Boundary
- Conceptual Stormwater Management Facility
- Conceptual Road Network
- Regional Road
- Local Road



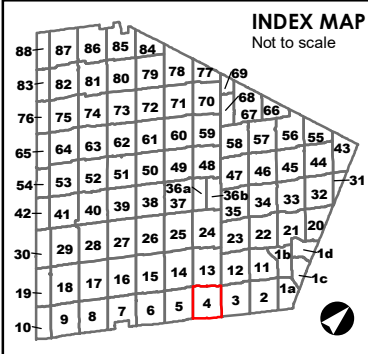
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# Appendix 4



This copy is provided for convenience only. If necessary, the original may be referred to in the office of the Town Clerk.



**A2 ZONE SYMBOL**

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

**ZONE BOUNDARY**

**STRUCTURAL ENVELOPE MAP**

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

**OAK RIDGES MORaine CONSERVATION PLAN AREA BOUNDARY**

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

**WP-2 WP-5 WP-10 WP-25**

BY-LAW 2006-50

**ZONE MAP 4**

**SCHEDULE "A"**

0 137.5 275 550 m

TOWN OF CALEDON

Date: 3 April 2006 Revised: August 2, 2016

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

**4**