
PLANNING JUSTIFICATION REPORT - 2023

TEMPORARY USE ZONING BY-LAW AMENDMENT

4848 Mayfield Rd
Town of Caledon

October 2023
GSAI File # 1384-001

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**Temporary Use By-law Application
4848 Mayfield Road
Town of Caledon, Region of Peel**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by 12341433 Canada Inc, to assist in pursuing the required planning approvals to achieve a Temporary Use By-law associated with the subject site – municipally addressed as 4848 Mayfield Road. This will permit for a truck and trailer parking use (and associated office use) for a maximum of three (3) years from the final approval date.

The purpose of this Planning Justification Report (“PJR”) is to provide justification and planning rationale on the merits of the application. This PJR will also provide rational as to why granting a temporary use is appropriate considering the ongoing reviews with the Town’s Official Plan which ultimately shapes the land use pattern for the town as a whole.

We acknowledge that the Town of Caledon Official Plan is currently under review however has not yet received approval or endorsement and therefore is not yet in full force and effect. The Town also requires Secondary Plans to be in place prior to processing site-specific planning applications. It is the landowner’s intent that they wish to utilize the use of the property on a temporary basis while awaiting the Town’s planning processes to be completed for enabling the advancement of a site-specific permanent planning application.

1.1 BACKGROUND INFORMATION.

In March 2021 the landowner received a notice from the Town of Caledon notifying them that the current use was not permitted. Glen Schnarr & Associates was retained to assist with legalizing the truck and trailer parking facility by means of a temporary Zoning By-law.

Two Pre-Consultation meetings have been held with the Town of Caledon. After the first Pre-Consultation meeting, Toronto Region Conservation Authority (TRCA) staff conducted a site visit. During this site visit it was determined that unauthorized fill was placed on the property that encroached in the Natural Heritage System (NHS) area. Three methods of remediation were proposed by TRCA staff to restore the NHS. The landowner retained a consultant team to ensure full environmental due diligence. Details of each report are outlined in section 7.0 of this PJR.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

As shown in Figure 1 – *Aerial Context Plan*, the subject lands are located west of the intersection of Bramalea Road and Mayfield Road. and are approximately 2.8 hectares (6.9 acres) in size. The site is known municipally as 4848 Mayfield Road. The subject site has a frontage of 122 meters (400.26 feet) on Mayfield Road. Legally, the subject site is described as:

PT LT 18, CONC 4 EHS(CHING) AS IN VS88235 S&E PTS 1 TO 4, EXPROP.PL PR1387136,

The subject lands are designated ‘Prime Agricultural Area’ ‘Environmental Policy Area’ and are within the ‘Boundary of the Greenbelt Plan Area’ in the Town of Caledon Official Plan (*Figure 2 – Town of Caledon Official Plan Schedule A, Land Use Plan*). Furthermore, the site is predominantly zoned ‘Agricultural – A1’ in the Town of Caledon Zoning By-law 2006-50 (*Figure 3 – Zone Map 5 – By Law 2006-50*). The site is also partially zoned ‘EPA-2’. The site is occupied by two buildings, which consists of an existing detached dwelling that is used as an office and a metal accessory structure. The subject site also includes a partially covered outdoor storage area and vehicle parking.

The subject site is surrounded by agricultural uses, a landscaping facility is directly west of the site, a large transport depot is directly west of Dixie Rd, and there is an elementary and secondary school east of Bramalea Rd. Residential uses are south of Mayfield Rd. Access to the site is provided from the existing access points/driveways along Mayfield Road.

3.0 DEVELOPMENT PROPOSAL

Figure 4 shows the proposed Site Plan for the Temporary Zoning Application. This application for a Temporary Use By-law will continue to recognize the existing dwelling being used for an office to support the truck and trailer parking facility. There are two on-site accessory structures shown on the site plan to provide storage. We wish to note for staff that there are no new buildings or development proposed on site.

The existing site condition consists of a truck and trailer parking facility with associated office space. No new development is proposed anywhere on the subject site. The only changes proposed are with regards to removing unauthorized fill and restoring the NHS area. The Environmental limits were mapped by Dillon Consulting. More information on this mapping can be found within the included EIS and in section 7.0 of this PJR. The gravel truck parking area will be modified to ensure it does not encroach into the environmentally significant area and all unauthorized fill will be removed. From Mayfield Road the site appears as a rural residence. The truck and trailer parking area is located behind the existing dwelling (office). We find this suitable, understanding that there have been no complaints or otherwise received regarding the business operation.

The business operation poses no microclimatic impacts by way of noise or odor and therefore poses no adverse impacts on the immediate surroundings, including adjacent neighbors. A noise impact study was conducted by SLR as further discussed in section 7.0.

4.0 ITEMS TO BE CONSIDERED FOR THE TEMPORARY USE BY LAW

The following sections of this report are offered to staff in support of our client's request to obtain a Temporary Use By-law for three (3) years. We are of the opinion that the below noted matters present sound justification.

4.1 GENERAL BUSINESS OPERATION AND LONG-TERM IMPACT ON SUBJECT SITE

The current use of the subject lands has demonstrated that it does not adversely affect surrounding uses. Beyond this, the current business use does not limit the property's ability to revert back to an agricultural operation in the future, per the intentions of the parent 'A1' zone or transition to a different use. We are of the opinion that the use being pursued under the temporary zoning by-law continues to be non-intrusive in its nature to any surrounding agricultural use. An Agriculture Impact Study is included as part of this PJR and further discussed in section 7.0. This report confirms that the proposed uses will not limit the viability of surrounding agricultural uses. The remediation work to remove unauthorized fill in the NHS area will further ensure long-term environmental viability on the site.

Aesthetically, we are of the opinion that the site is visually appealing, and the dwelling (office) shields the truck and trailer parking area from public view. The existing dwelling (office) maintains its original orientation and configuration.

4.2 POLICY REVIEW AND MUNICIPAL COMPREHENSIVE REVIEW

4.2.1 REGION OF PEEL OFFICIAL PLAN

On November 4, 2022, the Region's new Official Plan was approved by the Ministry with 44 modifications. Prior to approval and adoption of the 2022 Region Official Plan, the subject site was located within the 'Rural System' and designated 'Prime Agricultural Area' (in the former Regional Official Plan). The recently approved November 2022 Region of Peel Official Plan, now designates the site '2051 New Urban Area' 'Urban System' and 'Rural Area' (Figure 5 Schedule E-1 Regional Structure). This represents a significant shift in applicable land use policy.

While we generally support and agree with the Region's new land use figures and schedules related to the subject site, it is important to note that the Town of Caledon Official Plan has not yet been updated for consistency with the Region's Official Plan and still positions the site within the Rural Area and further, designates the site as Prime Agricultural Area and Environmental Policy Area. This is inconsistent with the Regional Official Plan and will remain that way until such time that the Town of Caledon updates its Official Plan. Lower-tier Official Plans are required to be revised to implement the intention of the Region's Official Plan. We acknowledge that a portion of this site is still designated as 'Rural Area.' This portion follows the course of the NHS and is intended to buffer this sensitive area. The NHS has been mapped as discussed in the Environmental Impact Study (EIS) prepared by Dillon Consulting in section 8.0 of this report. We are not proposing any development within the boundary of the NHS.

For the purposes of this report, to exhibit conformity with the Regional Official Plan, we have cited the relevant policies and schedules referenced in the November 2022 Region of Peel Official Plan , which is considered the in-effect Regional Official Plan.

4.2.2 TOWN OF CALEDON OFFICIAL PLAN REVIEW – MUNICIPAL COMPREHENSIVE REVIEW

The Town of Caledon Official Plan review is still ongoing. At the time of drafting this report, no new Official Plan document has been formally presented for review and/or adopted. Therefore, we have evaluated the existing policies which include, the policies of the Prime Agricultural Area and Rural Area, notwithstanding the fact that these policies are inconsistent with the overarching designations of the Region of Peel Official Plan.

That being said, we do recognize that Caledon has presented a draft Future Official Plan which we believe is consistent with the 2022 Regional direction wherein the Prime Agricultural and Rural Area designations are no longer applicable. Consistent with the Regional Official Plan, the Future Official Plan locates the site within the Urban Settlement Area and Natural Heritage System and designates the site as a New Employment Area and Natural Features Area (Figure 6 – Future Caledon Official Plan - Schedule B4 Land Use Designations).

In response to this policy framework this PJR speaks to the in-effect (2018) Town of Caledon Official Plan. We also find it prudent to address the planning merits of this application in the context of the Future Official Plan within this Report. We have provided a discussion on the in-effect Caledon Official Plan and the Future Official Plan in section 5.0 of this Report.

4.3 TOWN OF CALEDON ZONING BY-LAW 2021-55

The subject property is zoned Agricultural (A1) and Environmental Policy Area 2 (EPA2) in the Caledon Zoning By Law (Figure 3 – Zone Map 5 – By Law 2006-50). A truck and trailer parking facility is not permitted in either of these zones, prompting the need for a temporary zoning by-law.

The Environmental Policy Area 2 (EPA2) area of the site has been studied and mapped, this zone does conform to the Regional and Future Official Plan designations. This area will be maintained, and the parking area will not encroach into this area. Detailed environmental mapping can be found in the included EIS prepared by Dillon Consulting.

No development is being proposed other than the reconfiguration of the gravel parking area. The parking area is being reconfigured per the guidance of our environmental consultant and informed by the EIS to ensure there is no encroachment into the EPA2 area. Further, any unauthorized fill will be removed to satisfy TRCA comments.

5.0 LAND USE POLICIES

This report has been structured to extract the relevant policies from the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (GPGGH, Region of Peel Official Plan (ROP) and Town of Caledon Official Plan (In-effect and Future) which are relevant to the subject site.

With specific regard to the Region of Peel Official Plan policies, we reiterate that while the subject site is currently designated Prime Agricultural and situated within the Rural Area per the in-effect Town of Caledon Official Plan, Region of Peel policies surrounding Prime Agricultural and Rural Areas, no longer apply and are not referenced in this Report. That said, per the Town's Official Plan, the policies of the Prime Agricultural and Rural Area remain relevant. In addition, we note that there are instances throughout this report, particularly within the Provincial (PPS, GPGGH) policies, where both the land use designations derived from the in-effect Town and Region designations are referred to.

We have included commentary on the Draft Caledon Official Plan since it is anticipated that the local Official Plan will be adopted in a way that aligns with the Regional Official Plan.

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns.

Sections 1.1.1 and 1.1.4 of the PPS outline policies to recognize the importance of efficient land use and development patterns to create healthy, livable and safe communities.

“1.1.1 Healthy, liveable and safe communities are sustained 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 range and mix of residential (including second units, 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;*

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

- f) *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;*
- i) *providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3.”*

The following discussion on Sections 1.1.5 and 2.3 has been provided in the context of the in-effect Town of Caledon Official Plan, as presently, the Town of Caledon designates the site as “Rural Lands” and “Prime Agricultural” Area¹.

Section 1.1.5 of the PPS provides policies specific to Rural Lands in Municipalities including permitted uses.

“1.1.5 Rural Lands in Municipalities

1.1.5.2 On rural lands located in municipalities, permitted uses are:

- a) *the management or use of resources;*
- b) *resource-based recreational uses (including recreational dwellings);*
- c) *limited residential development;*
- d) ***home occupations and home industries;***
- e) *cemeteries; and*
- f) *other rural land uses.*

*1.1.5.3 Recreational, tourism and **other economic opportunities** should be promoted.*

*1.1.5.4 Development that is **compatible with the rural landscape** and can be sustained by rural service levels should be promoted.*

*1.1.5.5 Development shall be **appropriate to the infrastructure which is planned or available**, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.*

1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses.

1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

1.1.5.8 *Agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices should be promoted and protected in accordance with provincial standards.*

1.1.5.9 *New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.”*

Section 2.3 of the PPS provides policies specific to prime agricultural areas including permitted uses and non-agricultural uses.

“2.3.3 Permitted Uses

2.3.3.1 *In prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses.*

Proposed agriculture-related uses and on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on guidelines developed by the Province or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

2.3.3.2 *In prime agricultural areas, all types, sizes and intensities of agricultural uses and normal farm practices shall be promoted and protected in accordance with provincial standards.*

2.3.3.3 *New land uses, including the creation of lots, and new or expanding livestock facilities shall comply with the minimum distance separation formulae.*

“2.3.6 Non-Agricultural Uses in Prime Agricultural Areas

2.3.6.1 *Planning authorities may only permit non-agricultural uses in prime agricultural areas for:*

- a) *limited non-residential uses, provided that all of the following are demonstrated:*
 1. *the land does not comprise a specialty crop area;*
 2. *the proposed use complies with the minimum distance separation formulae;*
 3. *there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land to be designated to accommodate the proposed use; and*
 4. *alternative locations have been evaluated, and*
 - i. *there are no reasonable alternative locations which avoid prime agricultural areas; and*
 - ii. *there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.*

2.3.6.2 *Impacts from any new or expanding non-agricultural uses on surrounding - agricultural operations and lands are to be mitigated to the extent feasible.”*

Section 2.1 of the PPS provides policies specific to natural heritage including the identification of natural heritage systems and uses that will not be permitted.

“2.1 Natural Heritage

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

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.

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

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.

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

Sections 2.1.1, 2.1.2, 2.1.3, 2.1.8, and 2.1.9 of the PPS provide policies regarding natural features within which development and site alteration will not take place.

5.1.1 PPS Conformity Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 1 of the PPS outlines policies associated with future development and land use patterns.

Presently, per the in-effect Town’s Official Plan, the subject property is located within a Prime Agricultural Area.

The proposed Temporary Use By-law application conforms to Sections 1.1.1 and 1.1.4 as the proposal will in no way impede the efficient development and land use pattern and is compatible with the mix of existing land uses within the Town of Caledon and the immediate area. The application conforms to Sections 1.1.1 c) and d) as the subject property will promote the adaptive use of lands for purposes that are environmentally responsible by continuing to have no impact on the adjacent watercourse and will not have an adverse impact on public health and/or safety in consideration of the on-site operations. The proposed development will not interfere with the municipality’s ability to expand the settlement area, when necessary, due to the temporary nature of the application.

The proposed Temporary Use By-law conforms to section 1.1.5 as the subject property will be used to operate a business in keeping with the types of uses envisioned (i.e. office function).

The proposed Temporary Use By-law application conforms to Section 2.3 of the PPS as the existing truck and trailer parking lot is limited in scope. The temporary nature of the subject application does not threaten the PPS priority on protecting Prime Agricultural lands as the business operation can be relocated and the entire subject lands can revert to agricultural uses or used for other purposes.

5.2 Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (GPGGH) came into effect May 2019, replacing the 2017 Growth Plan. Under the Planning Act, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province’s vision for supporting strong prosperous communities through managing growth in the region through 2041.

The 2019 Growth Plan builds from the progress of the former plan and provides stronger policies regarding the importance of optimizing the use of land and infrastructure as well as the achievement of complete communities. Relevant policies from the 2019 GPGGH are listed below.

The following discussion on Section 2.2.9 and 4.2.6 has been provided in the context of the in-effect Town of Caledon Official Plan, as presently, the Town of Caledon designates the site as “Rural Lands” and “Prime Agricultural” Area. Section 2.2.9 Rural Areas discusses the importance of rural areas in, among others, the Town of Caledon with specific regard to the preservation of rural lands for cultural and economic opportunities.

- 2.2.9.1 *Municipalities are encouraged to plan for a variety of cultural and economic opportunities within rural settlements to serve the needs of rural residents and area businesses.*
- 2.2.9.2 *Subject to the policies in Section 4, development outside of settlement areas may be permitted on rural lands for:*
- *the management or use of resources;*
 - *resource-based recreational uses; and other rural land uses that are not appropriate in settlement areas provided they:*
 - i. are compatible with the rural landscape and surrounding local land uses;*
 - ii. will be sustained by rural service levels; and*
 - iii. will not adversely affect the protection of agricultural uses and other resource-based uses such as mineral aggregate operations.*

The GPGGH states that development outside of settlement areas may be permitted on rural lands for certain purposes, subject to the policies outlined in Section 4 – Protecting What is Valuable.

Section 4 generally speaks to; water resource systems, the natural heritage system, hydraulic features, public open space, cultural heritage resources and mineral aggregate resources. The subject site will not generate adverse impacts on any of the above noted as the unauthorized fill in the EPA2 area of the site will be removed and the parking area will not encroach. Also discussed (Section 4.2.6) is the Agricultural System:

- 4.2.6.2 *Prime agricultural areas, including specialty crop areas, will be designated in accordance with mapping identified by the Province and these areas will be protected for long-term use for agriculture.*
- 4.2.6.3 *Where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed. Where appropriate, this should be based on an agricultural impact assessment.*
- 4.2.6.4 *The geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network will be maintained and enhanced.*
- 4.2.6.5 *The retention of existing lots of record for agricultural uses is encouraged, and the use of these lots for non-agricultural uses is discouraged.*
- 4.2.6.6 *Integrated planning for growth management, including goods movement and transportation planning, will consider opportunities to support and enhance the Agricultural System.*

The following discussion is provided in the context of the 2022 Region of Peel Official Plan, as it has included the subject site within the urban area.

The GPPGH provides population and employment forecasts to the Region of Peel and requires that Peel undertake a municipal comprehensive review to plan for growth to 2051. The Peel 2051 New Urban Area has been modified by adding approximately 246 hectares (ha) of net developable land into the Regional Urban Boundary between the GTA West Corridor and Old School Road in the Town of Caledon. The subject property is now within the Urban Area and designated 2051 New Urban Area and Rural Area. This is discussed further in the proceeding sections of this Report. The 2051 New Urban Area identifies new Designated Greenfield Areas to accommodate growth to 2051.

Section 2.2.7 Designated Greenfield Area speaks to *lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan.* The subject site is situated within a Designated Greenfield Area, within an Urban Area (Figure 7 Schedule E-3 – The Growth Plan Policy Areas in Peel). Relevant policies generally provide that new

development in greenfield areas will be planned, designated and zoned in a manner that supports complete communities, amongst other best practices.

Relevant policies from section 2.2 Policies on Where and How to Grow (2.2.1 Managing Growth) of the GPGGH are as follows:

2. *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;*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up 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;*
3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
 - a) *establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
 - d) *support the environmental and agricultural protection and conservation objectives of this Plan; and*
 - e) *be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

Section 2.2.5 Employment provides the following. The Future Caledon Official Plan designates the subject property as ‘New Employment Area.’

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.*

Similarly, Section 3.2.5 Infrastructure Corridors provides:

2. *The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas.*

5.2.1 GROWTH PLAN CONFORMITY STATEMENT

The policies outlined in Section(s) 2.2.9 and 4.2.6 generally speak to preservation of agricultural and rural lands, the grouping or co-location of agricultural related uses to reinforce the principle of land use compatibility, geographic continuity of the agricultural land base and promoting smart growth. As discussed above, the proposed Temporary Zoning By-law amendment will not have adverse impacts on the adjacent uses. This is evidenced through the technical studies submitted in support of this application discussed in section 7.0.

The proposed Temporary Zoning By-law Amendment does not impede on the geographic continuity of the agricultural land base, and has the capacity to revert to agricultural lands once the business operation stops.

The temporary use does not require a severance application and further, is not isolated in terms of its operation as it generally is in keeping with the surrounding land uses, therefore minimizing land use conflicts.

5.3 REGION OF PEEL OFFICIAL PLAN (NOVEMBER 2022)

The Regional Official Plan is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

We have reviewed the most recent (April 2022) Regional Official Plan as well as the Minister's Modifications (November 2022) in order to inform this section of the Report.

The Provincial Growth Plan allocated population and employment forecasts to the Region and required that Peel undertake a municipal comprehensive review to plan for growth to 2051. A Settlement Area Boundary Expansion Study is one of the studies that was conducted as part of the Region's Municipal Comprehensive Review. The Peel 2051 process identified locations for settlement area boundary expansions to accommodate employment and community (residential) growth. The RPOP includes policies and mapping for the "2051 New Urban Area" which is based on the Settlement Area Boundary Expansion (SABE) study which has been approved by the Region.

The subject property is designated 'Urban System' 'Rural System' and '2051 New Urban Area' in the Region of Peel Official Plan (Figure 5 – Schedule E-1 Regional Structure).

The 2051 New Urban Area will include "Community Areas" for accommodating approximately 175,000 people and 19,000 supporting jobs as the focus for new residential communities and Employment Areas accommodating approximately 38,000 jobs as the focus for new clusters of business and economic activities. The subject site is identified as part of an "Employment Area".

Section 5.5 of the Regional Official Plan speaks to the Regional Urban Boundary (related to the above discussion). Relevant objectives are as follows:

- 5.5.1 To provide an appropriate amount of land to accommodate urban growth to 2051*
- 5.5.2 To maintain a firm Regional Urban Boundary to provide long term certainty to the development industry, the agricultural industry and residents;*
- 5.5.3 To phase urban development within the Regional Urban Boundary to ensure development occurs in a well planned and cost-effective manner and contributes to achieving the goals, objectives and targets of this plan*
- 5.5.4 to maintain the Rural System outside of the 2051 Urban Boundary*
- 5.5.5 Direct local municipalities to delineate the Regional Urban Boundary in their municipal official plans in accordance with Schedule E-1 of this Plan*

Section 5.6 of the Regional Official Plan discusses the Urban System. Relevant policies are as follows:

- 5.6.11 Direct urban development and redevelopment to the Urban System withi the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan*
- 5.6.13 Require development and redevelopment in the urban system to proceed according to the growth management and phasing policies of this Plan and the plans provision of necessary services.*
- 5.6.16 Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes and major truck terminals and major facilities to serve as a transition buffer with sensitive uses.*

Section 5.6.20 of the Regional Official Plan discusses the Designated Greenfield Area. Relevant policies generally discuss the requirement for municipalities to undertake policy formulation and mapping to guide secondary planning and future development in their respective Official Plan(s) including staging and sequencing plans. Similarly, Section 5.6.20.14 provides policies for the 2051 New Urban Area that would establish policy frameworks to guide planning at a community and neighbourhood scale providing robust protection for natural features and generally, comprehensive and logical planning.

5.3.1 REGION OF PEEL OFFICIAL PLAN CONFORMITY STATEMENT

The above noted sections outline the policies associated with the Urban Boundary Expansion, which in turn, was undertaken in order to provide the land base for future growth.

Per the Region of Peel Official Plan (and as drafted, Future Town of Caledon Official Plan), the subject site is situated within a Designated Greenfield Area, within an Urban Area and therefore subject to the policies of Section 2.2.7 Designated Greenfield Area. Relevant policies generally provide that new development in greenfield areas will be planned, designated and zoned in a manner that supports complete communities, amongst other best practices. This proposal supports the policies captured under Section 2.2.7 (in an interim condition) as it provides opportunities for employment in a target area. This effectively supports policy 2.2.5 surrounding areas for Employment Uses.

Within the ROP, designated Greenfield Area policy directives in Section 5.6.20 (relevant to this site) provide:

Designated Greenfield Areas policies will be implemented by the local municipalities through secondary planning and community/neighbourhood level block planning.

and,

To stage and sequence the development within delineated secondary planning areas in accordance with the logical phasing of development in Designated Greenfield Areas.

In the absence of a secondary planning process for this area (designated as a Greenfield Area), this use continues to be an appropriate interim use capable of reverting back to a more sensitive agricultural use, although with the latest Regional OP land use designation and potential “Employment Area” it does not appear the site would be retained or used in the future for agricultural uses. As there is a presently a lack of clarity for the future of this site in relation to the Town-wide Official Plan review and secondary planning for the future Employment Area, permission for this site to continue to operate on an interim basis remains appropriate from a land use planning process and policy perspective consistent with the direction of upper lower tier policy intentions.

The subject property is now situated within the Settlement Area Boundary which identifies Greenfield Areas to accommodate growth to 2051. The 2051 New Urban Area will include “Employment Areas” for accommodating approximately 175,000 people and 19,000 supporting jobs as the focus for new residential communities and Employment Areas accommodating approximately 38,000 jobs as the focus for new clusters of business and economic activities. The jobs created through this use are supportive of this policy and function of the new settlement area.

5.4 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan sets out the goals, objectives and policies to guide future development within the Town of Caledon.

As outlined above, based on upper tier policy direction, municipal Official Plans are required to be revised to implement the intention of the Region’s Official Plan. Therefore, at this time, although the Town will be updating their OP, a discussion on the technically in-effect land use designation(s) of the in-effect Town of Caledon Official Plan, has been provided (Section 5.4.1 of this Report). A

discussion on the future (draft) land use designation(s) has also been provided (Section 5.4.2 of this Report).

5.4.1 TOWN OF CALEDON OFFICIAL PLAN – APRIL 2018 CONSOLIDATION

Per the in-effect Town of Caledon Official Plan, the subject property is designated ‘Prime Agricultural Area’ ‘Environmental Policy Area’ and are within the ‘Boundary of the Greenbelt Plan Area’ in Schedule A – Land Use of the Official Plan (*Figure 2 – Town of Caledon Official Plan Schedule A*). The area of the property subject to this temporary zoning application is designated ‘Prime Agricultural.’ The ‘Environmental Policy Area’ or NHS has been mapped as further discussed in the EIS. The truck and trailer parking area will not encroach into the NHS.

Section 5.1.1.4 (Permitted Uses) of the Official Plan states that permitted uses for the ‘Prime Agricultural Area’ shall primarily be for agricultural uses but other uses such as agri-tourism uses, agricultural-related commercial and agricultural-industrial uses may also be permitted.

Section 5.7 of the Official Plan provides provisions relating to Environmental Policy Area. Policy 5.7.3.1.2 states the following:

“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.”

Section 6.2.13 of the Official Plan provides provisions relating to Temporary Use By-laws. The following policies are relevant to this Temporary Use By-law application:

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

Further, Section 6.2.13.2 of the Town of Caledon Official Plan provides conditions which must be satisfied prior to the passing of the Temporary Use By-law.

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

- a) That it is compatible with neighbourhood land use activities;*
- b) That adequate parking can be provided;*
- c) That an adverse impact on traffic will not be created;*

- d) *That the construction of a permanent building or structure is not encouraged;*
- e) *That the use cannot become permanent and difficult to terminate; and,*
- f) *That adverse environmental impacts will be avoided, minimized or mitigated”*

5.4.1.1 CALEDON OFFICIAL PLAN CONFORMITY STATEMENT

Section 6.2.13.1 of the Town of Caledon Official Plan (In-Effect) discusses how temporary use by-laws can be used strategically to permit for a use in the short term, where appropriate.

Section 6.2.13.2 speaks generally to the conditions for approval of a Temporary Use By-law. In this light, the subject proposal conforms to the Official Plan conditions of Section 6.2.13.2 by allowing for a use which is both respectful and desirable to the area:

a) That it is compatible with neighbourhood land use activities

The subject property continues to be surrounded by predominantly agricultural uses. However, there is a Landscaping Company on the adjacent property to the east. There are several distribution facilities directly west of Dixie Road with several trucks and trailers on site at anyone time. Directly south of Mayfield Road in Brampton the open fields are being developed for commercial and residential purposes. On the east side of Bramalea there is a secondary and elementary school. The operation of the business is compatible with the surrounding uses considering the nature of the subject site operation and the limited interaction with external users given the relatively small nature of the truck and trailer parking facility. Technical investigation has shown no adverse noise, or other engineering considerations or impacts resulting from the existing operation.

b) That adequate parking can be provided

As discussed in the TIS prepared by TraffMobility the proposed development is able to accommodate all required onsite parking. The proposed truck and trailer parking spaces conform to the dimensions outlined in the zoning by-law.

c) That an adverse impact on traffic will not be created

The operation will not adversely impact traffic with evidence provided in the included TIS prepared by TraffMobility. The analysis results indicate that all movements at the study intersections are operating with acceptable level of service and residual capacity during the weekday AM and weekday PM peak hours under existing conditions. Study does acknowledge that future movements at Dixie Rd and Mayfield Road will be challenged and require mitigation beyond 2027. 2027 is beyond the 3 year temporary zoning being requested.

d) That the construction of a permanent building or structure is not encouraged

No development is proposed onsite, all existing buildings will remain in their current configuration. The only site modification is the reductions to the gravel parking area to end the encroachment into the environmentally significant area.

e) That the use cannot become permanent and difficult to terminate

The use proposed under the Temporary Use By-law application is Truck and Trailer Parking Facility. The facility in this case does not become permanent when considering the elements of the use. The office/administrative use of the operation is contained within the existing dwelling which can easily revert back to a residential use at a future date. The gravel parking area can easily be removed and used for agricultural purposes.

f) Adverse environmental impacts will be avoided, minimized or mitigated

The following issues have been examined and can satisfy the policies outlined in 6.3.30 f) as follows:

- i. Noise: A report by SLR has been submitted with this application indicating that the existing operation has no impact on the surrounding uses.
- ii. TRCA Regulation Line confirmation: As discussed, the EPA zone is not subject to development through this application. We have been working with the TRCA along with our Environmental Consultant Dillon who have prepared an included EIS over the lifecycle of the application to confirm the accuracy of the limit of the on-site hazard and maintaining a sufficient buffer. Encroachment into the environmental area was identified by the TRCA. Removal of unauthorized fill will be conducted as part of this application.
- iii. Engineering considerations: A Functional Servicing and Stormwater Management report prepared by TYLin and is included with this application. These reports address stormwater management considerations and best management practices but also includes information regarding grading and drainage, and erosion and sediment control measures to satisfy Town requirements.
- iv. Lighting: A Photometric Plan was prepared by Spine and is included with this application. This plan lays out an appropriate lighting plan for the site. The light locations and positioning are designed to ensure no light spillage on any adjacent parcels of land or unnecessary positioning upwards impacting night sky conditions.

5.4.2 TOWN OF CALEDON FUTURE OFFICIAL PLAN

As described above, we anticipate that the Town's Future Official Plan may be approved at some time in 2024 (which may be during the final stages of processing this application) per the requirements of the Planning Act which stipulate that municipalities have one year to bring their Official Plan(s) into conformity with the Region's Official Plan (November 4, 2022). In response to this, we have provided the following discussion on the Future Official Plan.

The subject property is within the Urban Area and Natural Features area (Figure 8 Schedule B1 Town Structure) and designated as New Employment Area and Natural Features Area (Figure 6 Schedule B4 Land Use Designations) in the Future (Draft) Caledon Official Plan.

The proposed New Employment Area designation is more favorable for the proposed use than the in-effect Prime Agricultural designation.

Granting temporary use By-laws is regulated under the Town of Caledon Official Plan. Section 6.3.29 provides the following:

Council may pass a Temporary Use By-law to permit a specific use on a site for renewable periods up to three (3) years in accordance with the provisions of the Planning Act, where it has been deemed such a by-law would permit a specific use that is appropriate in the short-term.

Related section 6.3.30 provides the following policies related to Council granting a Temporary Use By-law, which are slightly amended from the in-effect OP:

- a) It is compatible with neighbouring land use activities;*
- b) Adequate parking can be provided;*
- c) An adverse impact on traffic will not be created;*
- d) Appropriate servicing can be provided;*
- e) The construction of a permanent building or structure is not encouraged;*
- f) It conforms with the Official Plan and the use will not impede the long-term vision of the Official Plan;*
- g) The use cannot become permanent and difficult to terminate; and*
- h) Adverse environmental impacts will be avoided, minimized or mitigated*

The intent of this policy regulating temporary use permission largely remains the same as that provided in the 2018 office consolidation.

5.4.2.1 FUTURE CALEDON OFFICIAL PLAN CONFORMITY STATEMENT

As outlined above, the draft Future OP provides updated criterion to evaluate the appropriateness of a temporary use by-law. These criteria largely remain the same, however the **bolded** text below, represents new criterion:

- a) It is compatible with neighbouring land use activities;*
- b) Adequate parking can be provided;*
- c) An adverse impact on traffic will not be created;*
- d) Appropriate servicing can be provided;***
- e) The construction of a permanent building or structure is not encouraged;*
- f) It conforms with the Official Plan and the use will not impede the long-term vision of the Official Plan;***
- g) The use cannot become permanent and difficult to terminate; and*
- h) Adverse environmental impacts will be avoided, minimized or mitigated*

Section 6.3.30 d) has been satisfied through the preparation of the Functional Servicing Report. This is spoken to above in matter iii). As exhibited, there is no issue with the servicing strategy or capacity proposed to continue the business operation.

Section 6.3.30 f) has been satisfied as it does not preclude future (re)development of the site for alternative uses. Further, we have noted that there is no Secondary Plan available for this area at this time and it remains unclear when one will become available.

Based on the above noted evidence, we are of the opinion that the proposed Temporary Use By-law is in keeping with those policies listed above and is subsequently supportable. The above-noted also justifies Policy 6.3.29 related to Temporary Use By-laws.

6.0 PROPOSED TEMPORARY USE ZONING BY-LAW AMENDMENT TO TOWN OF CALEDON ZONING BY-LAW

Details of the existing zoning are shown on *Figure 3 – Town of Caledon Zoning By-law*. The proposed implementing zoning by-law has been prepared to allow for the existing business to continue in operation on the subject lands and to also regulate certain aspects of the business activities to areas in the rear yard that are not environmentally significant. The following provisions in addition to the base zoning by-law are proposed:

- to permit a Truck Parking Facility, and a Business Office, as additional uses in the A1 zone;

In 2019 the Town of Caledon brought a Town-Initiated Zoning By-law Amendment forward under town file RZ19-08 which was ultimately adopted (with some modification) as By-law 2021-55. By-law 2021-55 was related to *various definitions and provisions relating to transportation depots, commercial motor vehicles, open storage, trailers, and driveways*. As mentioned, this was adopted by the Town of Caledon however is presently under appeal and therefore is not in full force and effect. That said, in the event that By-law 2021-55 does become in full force and effect, we have reviewed that By-law against this proposal.

Section 5.2.21 Parking and Storage of Tractor Trailers

- 5.2.21.1 The parking or storage of a tractor trailer on any lot that is subject to Residential Zone, Environmental Policy Area Zone or Agricultural and Rural Zone provisions is prohibited.
- 5.2.21.2 The parking or storage of a tractor trailer on any lot shall be screened by a building, a solid board fence or chain link fence with opaque fencing material which is a minimum of 2.0 metres high.

The proposed site-specific Temporary ZBL is attached in Appendix 1.

7.0 PUBLIC ENGAGEMENT STRATEGY

Public engagement and consultation are important components of the planning process. The purpose of a Public Consultation Strategy is to ensure that the planning process is open and transparent and provides opportunities for all stakeholders to be actively engaged in any consultation process involving the proposed Temporary Zoning By-law Amendment application. The applicant and the project team are committed to working cooperatively with Town staff and the community to respond appropriately and efficiently with additional detail, where helpful, and to ensure the timely delivery of accurate information pertaining to the proposal.

The applicant will employ the strategies outlined for the purpose of ensuring continued dialogue amongst stakeholders, openness of the proposal, and to provide notice of all meetings and consultation sessions to stakeholders, which will ensure that active engagement opportunities are maximized at various points of the planning process. The requirements of the Planning Act will provide the minimum standard to be followed for all notifications.

- The Applicant will engage in discussions with Town Staff and relevant agencies and authorities, and to obtain feedback prior to submitting the development application.
- Following the submission for the DART review, the applicant will issue notices to residents and property owners within a radius of 120 meters (400 feet) of the subject site. These notices will inform them about the development's specifics and nature. If this engagement yields significant feedback from the community, the applicant will convene an informal public information meeting to engage with residents further.
- Following the submissions of the Temporary Zoning Bylaw Amendments Application, and once the application has been deemed complete by Town staff, a Notice of Complete Application will be posted publicly. The Notice will advise residents that the applications have been submitted and that public input is requested.
- Following the Notice of Complete Application, “Public Notice” signs will be posted on the frontage of the Subject Property – facing Mayfield Road. The sign will advise that a Zoning By-law Amendment application has been submitted. The wording and information for the sign is subject to confirmation with Town staff and will include all required statements as per the applicable regulations.
- Residents and stakeholders will have the ability to access and review the submission materials, including drawings and reports in person at Caledon Town Hall (6311 Old Church Rd., Caledon) or online via the Town’s Web Site; and,
- A statutory Public Meeting will be held at the by the Town’s Planning and Development Committee at Town Hall, or a location designated at the discretion of the Town, or virtually to consider the applications and Town Staff’s Public Meeting Report. Town Staff will notify all residents within 120 metres (400 feet), or within an area to be determined, of the Subject Property of the statutory meeting at least 20 days prior to the meeting date. At the meeting, any person will be provided the opportunity to provide comments or ask questions regarding the applications at the Public Meeting. Please note the scheduling of a Public Meeting is held at the discretion of Town Staff.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the application and will assist the proponent in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the Zoning By-Law Amendment process will follow and exceed the requirements of the Planning Act for statutory meetings and offer the community members in the Town of Caledon to be fully informed and engaged in the planning process.

If there is extensive interest expressed, the proponent will explore convening additional informal meeting(s) with existing surrounding residents and landowners to discuss the proposal, and advancements and updates related to the proposal. This communication program will assist in better informing the local population and managing the implementation of planning and development of the Subject Property.

GSAI has had correspondence with Town of Caledon Planning Staff and have communicated our desire to help facilitate this engagement.

Through our correspondence with Town of Caledon Planning Staff it was stated that the Town is in the process of drafting a new DART process. It was acknowledged that consultation with the public and Indigenous groups will be required however the process is still being developed and the Town will be providing detailed instructions when the process is fully drafted.

We have been encouraged to make our first DART submission and initiate the public and indigenous engagement when the process is finalized. GSAI is available to facilitate this engagement when prompted. In addition, our retained Archaeology consultant AMICK has stated that they are available to assist with engagement with the relevant indigenous communities.

We will await Staff direction on when/how they would like us to proceed with this engagement.

8.0 SUPPORTING STUDIES

8.1 Agricultural Impact Assessment

An Agricultural Impact Assessment was prepared by Orion dated October 27, 2022. This report concluded that the proposed temporary rezoning of the subject site will have no adverse impact on the future use of the adjacent agricultural lands. The Region of Peel's Official Plan adoption of the proposed designation of the surrounding agricultural lands as Settlement Area Plan has effectively eliminated the long-term use of the adjacent lands for agriculture. The adjacent lands have continued to be used for crop production from the initial use of the site for truck and trailer parking and there is no expectation a temporary rezoning to bring the site into compliance will change the use of the lands for crop production.

8.2 Archaeological Resource Assessment

A Stage 1 and 2 Archaeological Assessment was conducted by AMICK dated September 28, 2023. This report concludes that no archaeological sites or resources were found during the Stage 2 survey of the study area. AMICK has stated that are willing to work with Town Staff and GSAI to assist with engaging with Indigenous communities and present their findings and explain any potential impact of the proposed temporary zoning.

8.3 Cultural Heritage

A Heritage Impact Assessment was conducted by LHC dated October 30, 2023. This report concluded that the Property is currently listed on the Town of Caledon Heritage Register but not designated. LHC found that the Property meets some criteria for physical/design value and historical/associative value and the property is eligible for designation. The HIA also determined that no potential direct adverse impacts were identified for the Property in relation to the proposed truck and trailer parking lot. Potential indirect impacts related to vibrations and accidental damage were identified. The HIA offers presents mitigation options.

8.4 Stormwater Management and Servicing Report

A Stormwater Management and Servicing Report was completed by TYLin dated September 2023. The report concluded that the proposed development meets the TRCA's criteria for release rates to the Humber River Sub Basin 36 and applicable erosion storage and water balance criteria. It was found that the parking lot can be graded to maintain the existing property line elevations and graded to drain to an internal stormwater sewer system and bioretention facility. The proposed internal storm system meets the applicable TRCA criteria for providing quality and quantity control. The site will require quantity control storage to match the TRCA release rate requirements. For the 100-year storm event, 206 meter cube of storage is required and is being provided via underground an storage tank. In terms of servicing the current dwelling (office use) is serviced by onsite well and septic.

8.5 Arborist Report

Strybos Barron King Ltd. prepared an Arborist Report dated October 25, 2023. Based on the proposed Site Plan the report states that most of the trees within the development area can be preserved and protected. The Natural Heritage System identified along the north and east property limits are also to be preserved and protected to the limits shown on the Tree Inventory & Preservation Plan. A small number of tree removals are required to accommodate the driveway and grading, drainage requirements

8.6 Landscape Plan

A Landscape Plan has been prepared by MSLA dated September 2023. This plan shows the landscaping improvements that will be made as part of the remediation work of the Environmental areas of the site.

8.7 Traffic Impact Study

A Traffic Impact Study was conducted by TraffMobility dated October 17, 2023. This TIS concludes indicate that all movements at the study intersections are operating with acceptable level of service and residual capacity during the weekday AM and weekday PM peak hours under existing conditions. The site is expected to generate a maximum of 15 outbound truck trips and 15 inbound truck trips during the weekday AM and weekday PM peak hours, respectively. Mitigation measures are recommended for future conditions in 2027 and 2032. However, under current conditions the site is suitable. This is a temporary zoning for 3 years and by the time the time mitigation measures are required the zoning permission will have expired. The proposed parking spaces will have a width of 3.5 metres and a length of 18.0 metres with an aisle width of 20.0 metres which can the design vehicle's movements. Moreover, trailers can be accommodated and stored within the designated parking spaces.

8.8 Noise Study

An Environmental Noise and Vibration Assessment was conducted by SLR dated July 19, 2023. This report concludes that the predicted sound levels from continuous sources including truck movements, truck idling, and minor truck maintenance work are predicted to meet the minimum exclusionary limits for a Class 2 area at all nearby noise-sensitive points of reception during predictable worst-case operation. Predicted sound levels from impulses associated with truck and trailer coupling/decoupling are also predicted to meet the minimum exclusionary limits for a Class 2 area at all nearby noise-sensitive points of reception during predictable worst-case operation. Environmental vibration from sources at the Facility are not anticipated to be of concern at the nearest residences located south of Mayfield Road.

8.9 Environmental Impact Study

An Environmental Impact Study was prepared by Dillon Consulting dated October 2023. The environmentally significant areas of the site were mapped as a result of this study. Any unauthorized fill will be removed from this area and the proposed development will be outside of this area. This EIS concluded that no vegetation removals or clearing is proposed to occur directly within the adjacent woodland or watercourse. The proposed development will be limited to the area shown on the site plan. A FSSWM was prepared to ensure the post-construction conditions maintain existing surface water runoff patterns. In addition, an Erosion and Sediment Control Plan has been developed to ensure the natural features located in proximity to the proposed development are not adversely affected as a result of construction activities. Lastly, an Environmental Monitoring Plan is recommended during construction to monitor impacts on the natural environment and to ensure mitigation measures are implemented.

8.10 Geotechnical Report

A Geotechnical Report and Slope Stability assessment was conducted by Soils Engineers dated October 2023. This report concludes that the proposed development is suitable and the proposed underground bioretention is viable. This report also provides gravel options for the parking area and

driveway. Overall, the conclusions of this report are favorable to proposed development if the recommendations are considered.

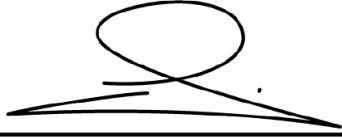
9.0 CONCLUSION

It is our opinion that the proposed Temporary Use By-law application is justified and represents good planning for the following reasons:

1. The proposal conforms to, promotes, or meets the intent of the applicable policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan;
2. The proposal does not threaten or erode the short-term or long-term policy planning objectives of the Town with respect to the protection of Prime Agricultural Areas that apply to the subject lands or surrounding lands;
3. The proposal will not hinder nor preclude the Town from advancing Secondary Planning for the future Employment Area (per the future Town of Caledon Official Plan) and presents an appropriate interim use while the planning is underway;
4. The proposal conforms to the specific Town of Caledon Official Plan policy framework with regards to conditions which must be satisfied prior to the passing of the Temporary Use By-law (in-effect and future Official Plan policies, inclusive);
5. The proposed application is not proposing any development and the character of the established on-site buildings and site layout/arrangements and landscaping is consistent with other surrounding rural properties and is compatible with adjacent neighbouring agriculturally-zoned lands;
6. No adverse impacts result from the current operation which in turn is expected to continue with further use of the subject lands for the proposed use. This is confirmed by the environmental remediation work that will be conducted as result of this application.
7. The proposal does not impact upon existing servicing, the road network, or other Town or Regional services.

On this basis, we respectfully recommend to Town staff and Town Council to approve the subject application.

RESPECTFULLY SUBMITTED BY:

A handwritten signature in black ink, consisting of a large loop at the top and a horizontal line at the bottom.

**Colin Chung, MCIP RPP
Managing Partner**

A handwritten signature in black ink, written in a cursive style.

**Ethan Bohnert
Planner**



MAYFIELD ROAD

BRAMALEA ROAD

FIGURE

1

AERIAL CONTEXT PLAN

LEGEND

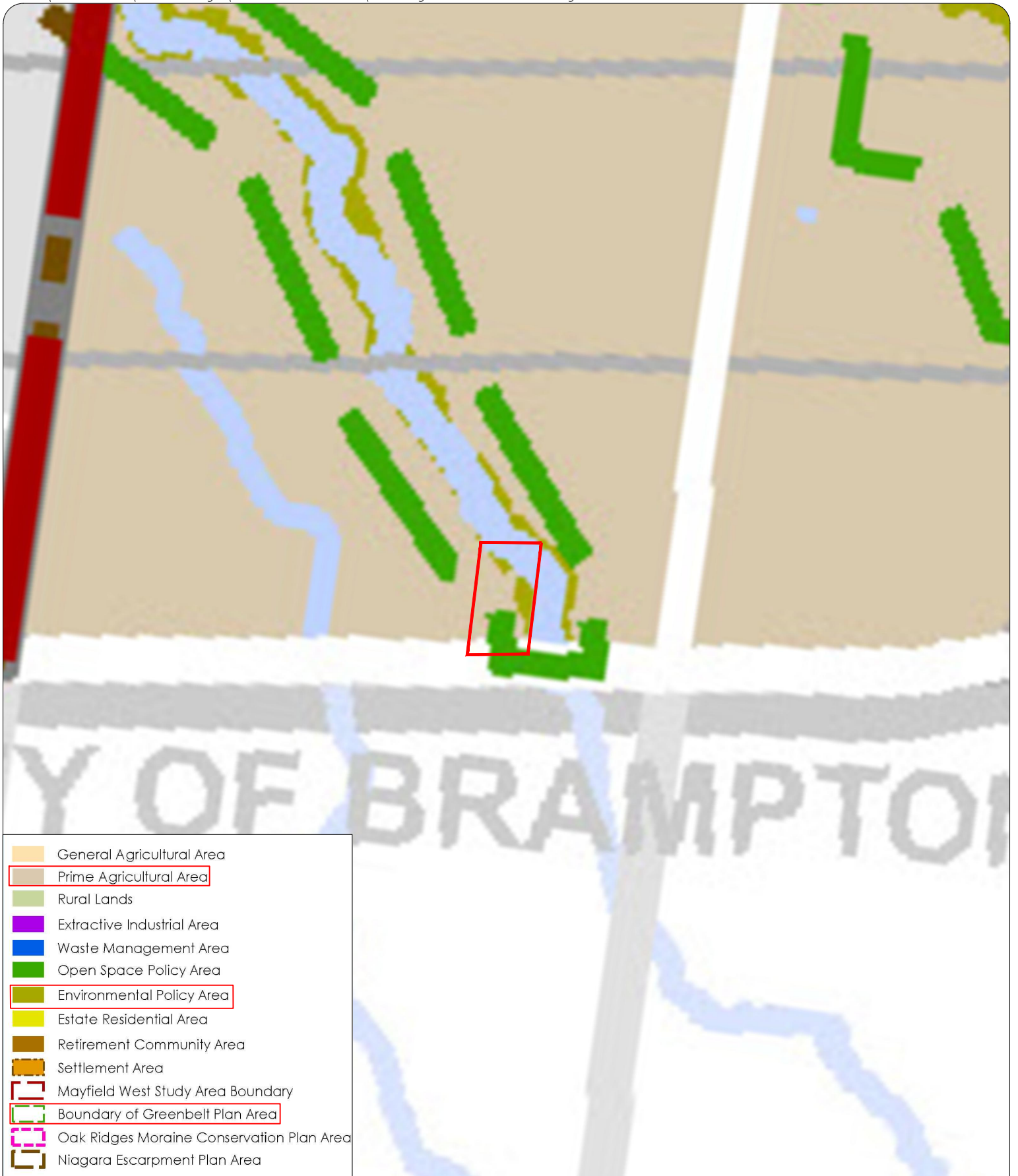
 Subject Lands

4848 MAYFIELD ROAD
PART OF LOT 18, CONCESSION 4, EHS
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 23, 2023





- General Agricultural Area
- Prime Agricultural Area
- Rural Lands
- Extractive Industrial Area
- Waste Management Area
- Open Space Policy Area
- Environmental Policy Area
- Estate Residential Area
- Retirement Community Area
- Settlement Area
- Mayfield West Study Area Boundary
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Niagara Escarpment Plan Area

FIGURE 2 TOWN OF CALEDON OFFICIAL PLAN SCHEDULE 'A' - LAND USE PLAN

4848 MAYFIELD ROAD
PART OF LOT 18, CONCESSION 4, EHS
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
OCTOBER 23, 2023

LEGEND
 Subject Lands



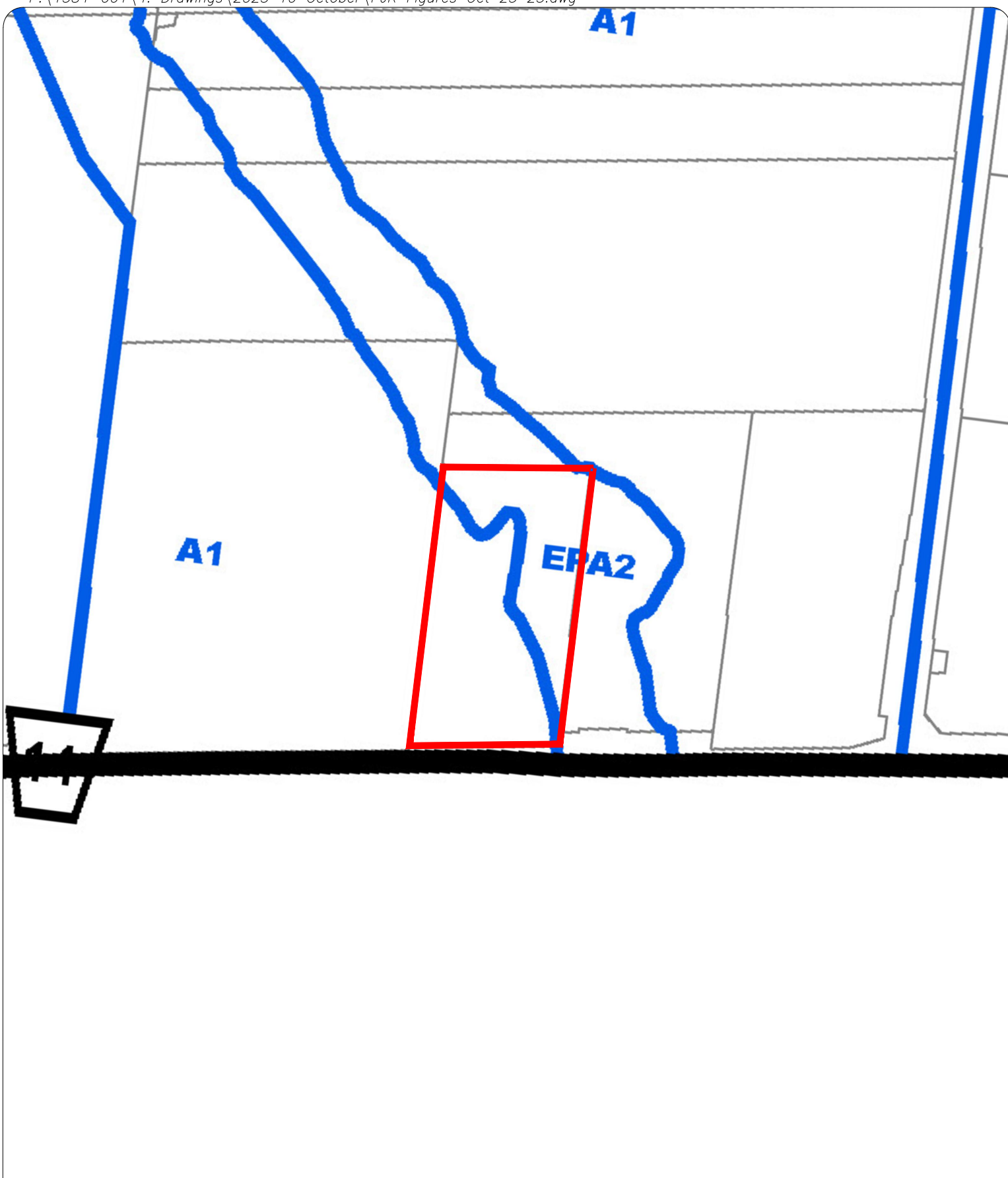



FIGURE **3** **TOWN OF CALEDON ZONING BY-LAW**
ZONE MAP '5' - BY-LAW 2006-50

4848 MAYFIELD ROAD
PART OF LOT 18, CONCESSION 4, EHS
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

 SCALE NTS
OCTOBER 23, 2023


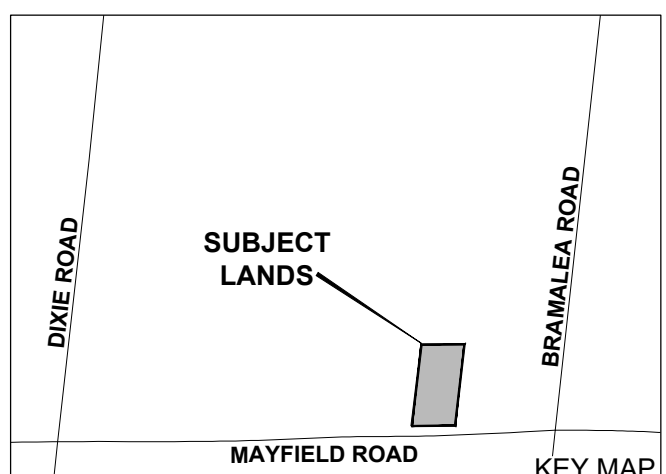
LEGEND
 Subject Lands



FIGURE 4



DEVELOPMENT CONCEPT PLAN
12341433 CANADA INC.
 4848 MAYFIELD ROAD
 PART OF LOT 18, CONCESSION 4, EHS
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL

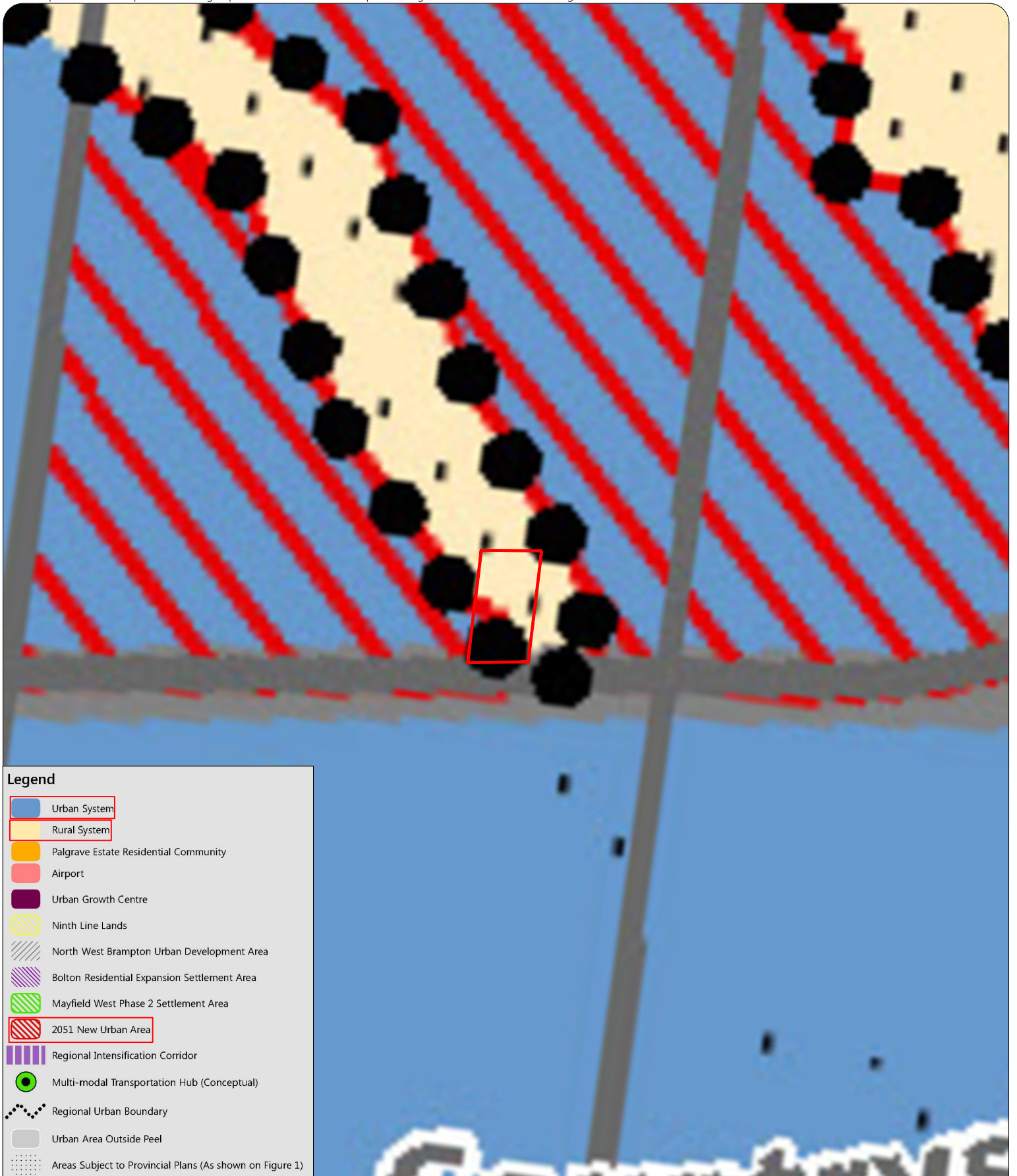
DEVELOPMENT STATISTICS
 SITE AREA: 2.79ha (6.89ac)
 TOTAL PARKING PROVIDED: 15 SPACES

NOTES:
 -TYPICAL TRAILER PARKING SPACE = 18m x 3.5m
 -CONSTRAINT INFORMATION AS PER DILLON CONSULTANTS
 -EPA2 BOUNDARY IS APPROXIMATE ONLY AND BASED ON THE TOWN OF CALEDON'S ZONING BY-LAW

Preliminary Development Concept Plan for discussion purposes only


 SCALE 1:750
 August 14, 2023

 **GSAI**
 Glen Schnarr & Associates Inc.



Legend

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

FIGURE 5 REGION OF PEEL OFFICIAL PLAN SCHEDULE 'E-1' - REGIONAL STRUCTURE

LEGEND

Subject Lands

4848 MAYFIELD ROAD
PART OF LOT 18, CONCESSION 4, EHS
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 23, 2023





Land Use

- Natural Features & Areas
- Parks and Open Space
- Extractive Industrial
- Rural Economic Development Area
- Estate Residential Area
- New Community Area
- New Employment Area
- Prime Agricultural Area
- Rural Lands
- Waste Management
- Dry Industrial
- Highway Commercial

Other Features

- Refer to 1976 Official Plan
- See Schedules E2 to E11 for Land Use Designations; Wildfield HA
- Highway 413 Transportation Corridor

FIGURE 6 CALEDON DRAFT OFFICIAL PLAN SCHEDULE 'B4' - LAND USE DESIGNATIONS

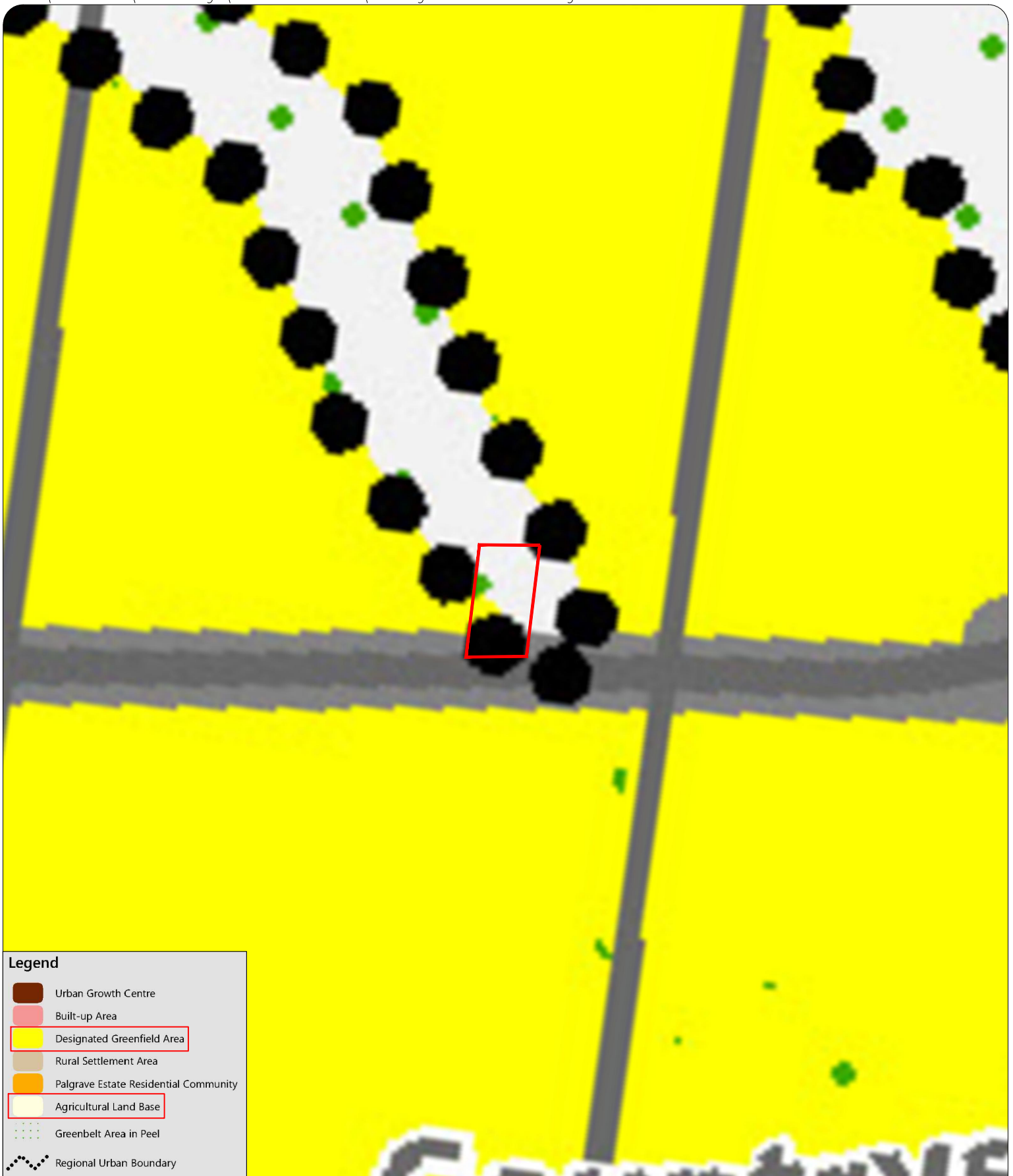
4848 MAYFIELD ROAD
PART OF LOT 18, CONCESSION 4, EHS
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 23, 2023

LEGEND

Subject Lands



Legend

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

FIGURE 7 REGION OF PEEL OFFICIAL PLAN

SCHEDULE 'E-3' - THE GROWTH PLAN POLICY AREAS IN PEEL

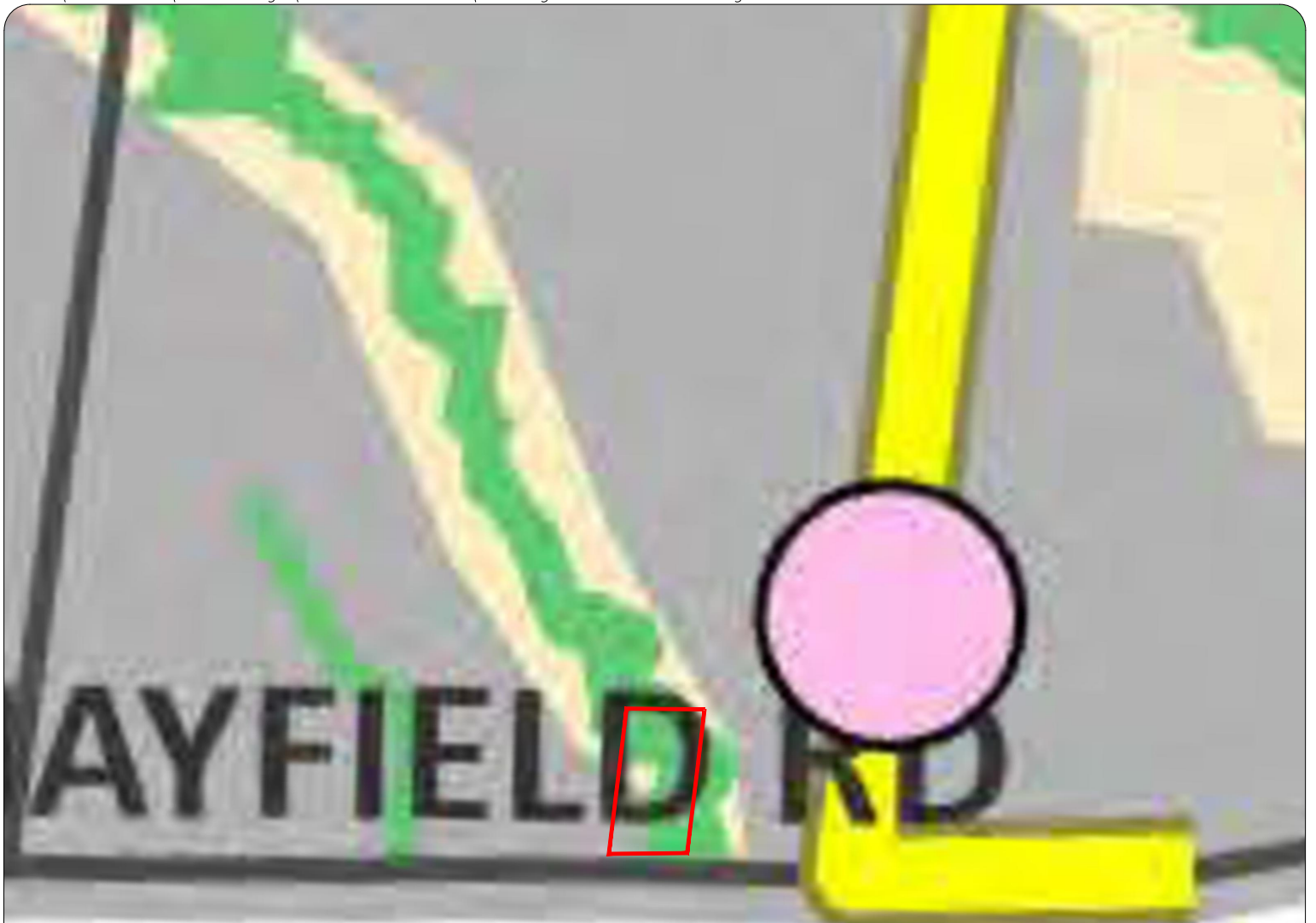
4848 MAYFIELD ROAD
 PART OF LOT 18, CONCESSION 4, EHS
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 OCTOBER 23, 2023

LEGEND

Subject Lands



- Urban System**
- Brampton/Caledon Airport
 - Future Caledon GO Station
 - Downtown Bolton
 - Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Knowledge and Innovation Corridor
 - Urban Area
- Rural System**
- Village
 - Hamlet
 - Rural Employment Centre
 - Palgrave Estate Residential Community
 - Agricultural Area and Rural Lands
- Natural Environment System**
- Natural Features and Areas
- Other Features**
- Caledon Trailway
 - Highway 413 Transportation Corridor

FIGURE 8 CALEDON DRAFT OFFICIAL PLAN
SCHEDULE 'B1' - TOWN STRUCTURE

4848 MAYFIELD ROAD
 PART OF LOT 18, CONCESSION 4, EHS
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 OCTOBER 23, 2023

LEGEND

Subject Lands

**THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. [By-law Number Inserted by Town]**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,
with respect to:

[Part of Lot 18, Concession 4 (EHS) Chinguacousy, designated as Part 4 of
Expropriation Plan PR1387136]

Town of Caledon, Regional Municipality of Peel,
municipally known as: 4848 Mayfield Rd, Caledon

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

AND WHEREAS Section 39 of the Planning Act, as amended, permits the councils of local municipalities, in a by-law passed under Section 34 of the Planning Act, as amended, to authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of: [Part of Lot 18, Concession 4 (EHS) Chinguacousy, designated as Part 4 of Expropriation Plan PR1387136] Town of Caledon, Regional Municipality of Peel, for [Truck and Trailer Parking with associated Office Use] purposes.

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

1. The following is added to Table 13.4:

Zone Designation	Temporary Uses Permitted	Expiry	Special Provisions
A1	Parking of trucks and transport trailers Associate Office Use (dwelling)	[expiry date]	[list only standards that will apply to the temporary use]
A1	Lot area of 2.78ha whereas the zoning by-law requires a minimum lot area of 8ha	[expiry date]	[list only standards that will apply to the temporary use]

2. Schedule "A", Zone Map '5' of By-law 2006-50, as amended is further amended for [Part of Lot 18, Concession 4 (EHS) Chinguacousy, designated as Part 4 of Expropriation Plan PR1387136], Town of Caledon, Regional Municipality of Peel, , from Agricultural (A1) and Environmental Policy Area 2 (EPA2) to Agricultural – Temporary XX (A1 – TXX) and Environmental Policy Area 2 –TOWN OF CALEDONPLANNING RECEIVED October XX, 2023 Zoning By-law Amendment (Temporary Use) Temporary XX (EPA2 – TXX),

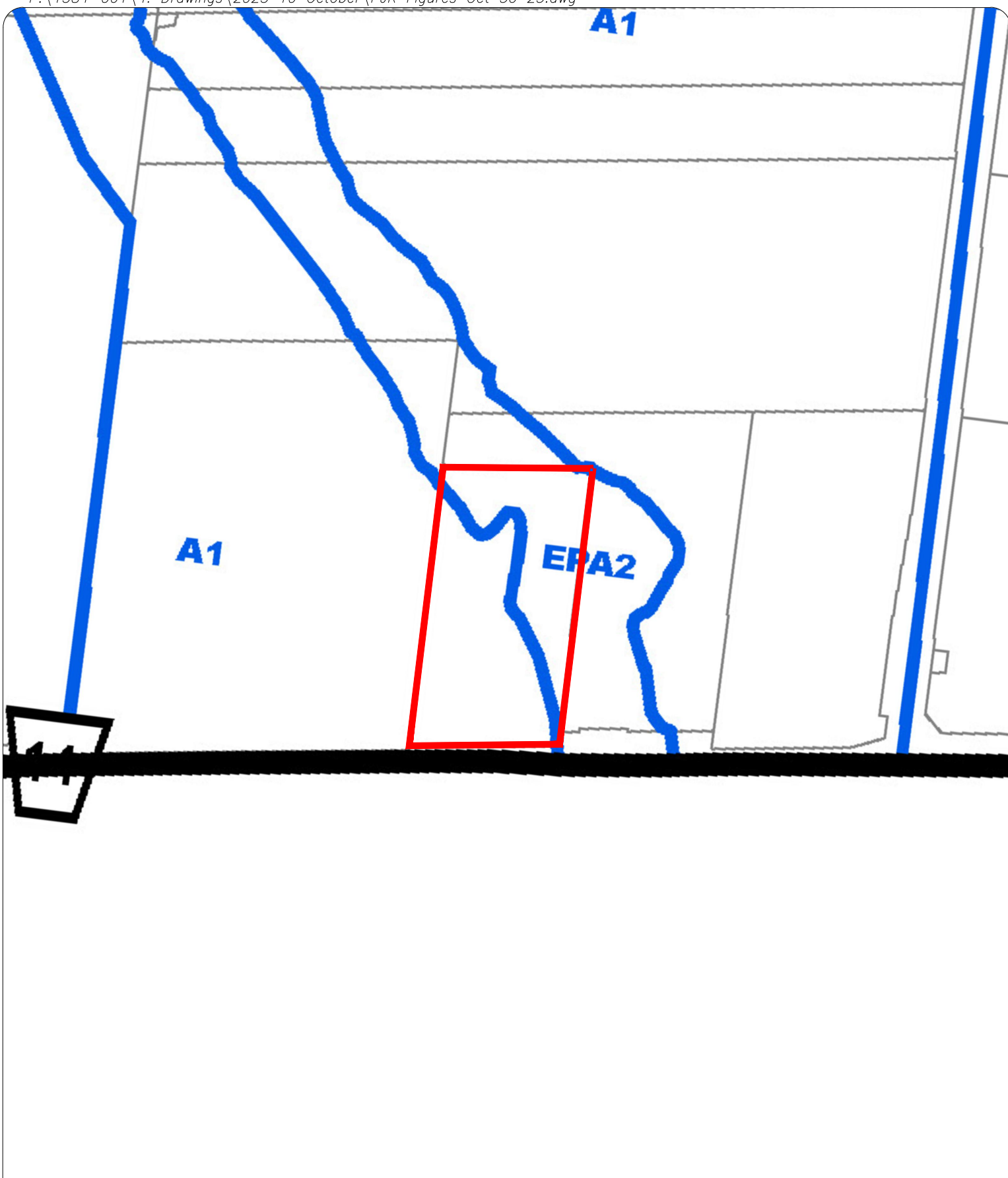
for a period of three (3) years in accordance with Schedule "A" attached hereto

Read three times and finally passed in open Council on the [XX] day of [XXXXXX], [20XX].

Annette Groves, Mayor

Laura Hall, Clerk

DRAFT



TOWN OF CALEDON ZONING BY-LAW

ZONE MAP '5' - BY-LAW 2006-50

LEGEND

 Subject Lands

4848 MAYFIELD ROAD
PART OF LOT 18, CONCESSION 4, EHS
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 30, 2023

