

PLANNING RATIONALE REPORT

12415 COLERAINE DRIVE, BOLTON

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cover photo by: Google Maps

1	Introduction	1
2	Proposal	2
2.1	Location	2
2.2	Subject Site and Proposed Development.....	3
2.3	Official Plan Amendment.....	14
2.3.1	Existing Official Plan Designation.....	14
2.3.2	Proposed Official Plan Amendment	15
2.4	Zoning By-law Amendment	15
2.4.1	Existing Zoning.....	15
2.4.2	Proposed Zoning By-law Amendment.....	16
3	Supporting Studies	17
3.1	Air Quality Study	17
3.2	Functional Servicing and Preliminary Stormwater Management Report.....	18
3.3	Geotechnical Report.....	19
3.4	Hydrogeology Study.....	19
3.5	Noise and Vibration Study.....	20
3.6	Traffic Impact Study	20
3.7	Urban Design Brief.....	21
3.8	Tree Inventory and Preservation Plan.....	21
4	Planning Policy and Overview & Assessment	22
4.1	Provincial Policy Statement.....	22
4.2	Growth Plan for the Greater Golden Horseshoe	25
4.3	Region of Peel Official Plan.....	27
4.4	Town of Caledon Official Plan	28
4.5	South Simpson Industrial Secondary Plan	33
4.6	ZONING BY-LAW	35
5	Conclusion.....	36

1 INTRODUCTION

This Planning Justification Report has been prepared in support of Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications submitted by the owners of 12415 Coleraine Drive, MJJJ Developments Inc. The purpose of this report is to assess consistency and conformity of the applications, as applicable, with the Provincial Policy Statement Growth Plan for the Greater Golden Horseshoe, the Peel Region Official Plan and the Town of Caledon Official Plan, as well as whether the proposal is appropriate and represents good planning.

Section 2 of this report provides details of the subject site, 12415 Coleraine Drive and details of the proposed development and applications.

Section 3 provides a summary of the studies supporting this application.

Section 4 of this report assesses the consistency or conformity, as applicable, with the relevant policy.

Section 5 provides a summary and conclusions.

The draft Official Plan Amendment and draft Zoning By-law Amendment are found in **Appendix A**.

2 PROPOSAL

2.1 LOCATION

The subject site, 12415 Coleraine Drive, is located on the east side of Coleraine Drive, north of the Mayfield Road (**Figure 1**). The property is located to the north of Parr Boulevard and to the south of George Bolton Parkway, and it extends between Coleraine Drive and the constructed, but not yet fully open, Simpson Road.

Figure 1: Subject site Location



Base Map Source: Google Maps

The subject site is located in the southern portion of Bolton in an employment area.

The property's legal description is Part of Lot 3, Concession 6 (Geographic Township of Albion) Town of Caledon, Region of York.

2.2 SUBJECT SITE AND PROPOSED DEVELOPMENT

Subject Site

The subject site is approximately 2.78 hectares in size, with approximately a 60 metres frontage along Coleraine Drive. There is currently a dwelling on the subject site which will be demolished to accommodate the subject proposal. The remainder of the site is farmed. **Figure 2** shows an aerial view of the subject site.

Figure 2: Aerial view of the subject site



Base Map Source: Google

Figure 3 shows the subject site from Coleraine Drive, including the existing dwelling on the left to be demolished and the entrance that provides access to the rest of the property, on the right.

Figure 3: Subject site from Coleraine Drive



Source: Google Streetview

Figure 4 shows the rear of the property from Simpson Road.

Figure 4: Subject site from rear, from Simpson Road



To the southeast of the subject site is a Hydro One facility. (**Figure 5**)

Figure 5: Hydro One facility to the southeast of the subject site



To the east of the subject site, across Simpson Road, is a recently developed office building, also owned by Dig-Con International Limited (**Figure 6**). This recently constructed office is the head office for the operating company of the facility, Dig-Con International Limited. It is located directly to the rear of the subject site, across from Simpson Road. It is an approximately 1,900 square metre, 3-storey building. It was built to accommodate approximately 10 employees.

The proposed office on the subject site will serve as a satellite office to this larger office.

Figure 6: Dig-Con Office building to the East of the Subject Site



To the north of the subject site, on the west side of Coleraine Drive, are a series of rural residences both to the north and south of George Bolton Parkway. It is noted that the residential dwelling directly north of the subject site is currently being converted to office uses.

To the west of the subject site, across from Coleraine Drive is farmland, including two rural residences to the south-west of the subject site. While currently used for residential uses, the abutting properties across Coleraine Drive have recently been designated and zoned for employment uses.

To the south of the subject site, are a series of employment uses, including Stone ARCH/Global Arch Inc., a natural landscaping stone wholesaler, which directly abuts the subject site to the south. DB Schenker, a logistics firm, is located to the south of Stone ARCH/Global Arch Inc.

An aerial photo depicting these surrounding uses is shown in **Figure 7**.

The subject site, along Coleraine Drive, is generally located at what is currently the western boundary of an employment area. However, as mentioned, the current agricultural lands to the west of Coleraine Drive have recently been designated as Prestige and General Industrial. Over time, the areas to the west of Coleraine Drive, from Mayfield Road to Healy Road will be developed for employment uses.

Figure 8 shows the subject site in relation to the existing uses in the surrounding area. As is evident in this figure, the area bounded by Coleraine Drive, Mayfield Road, McEwan Drive West and Highway 50 is generally developed for employment uses, with commercial uses along Highway 50. There are some vacant or agricultural lots in the area, but generally, the area is completing its transition into a large employment area. While the area to the west of Coleraine Drive is still predominantly rural, the recent changes to the planning permissions, in the form of employment designations and zoning, will ensure that this area will follow suit. While the subject site is currently along the boundary of an employment area, over time, this edge condition will no longer be the case.

Proposed Buildings and Asphalt Plant

The proposed asphalt plant consists of two components, an office building fronting on Coleraine Drive on the western portion of the site and an asphalt plant at the mid/eastern portion of the site. The proposed site plan for the subject site is shown in **Figure 9**.

The proposed office building consists of a 2-storey, 1,042-square metre building, located in the northwestern portion of the site. It is set back 6.43 metres from the northern lot line and 23.74 metres from the front lot line. The office contains a warehouse to the rear.

The asphalt plant contains a Hot Mix Asphalt (HMA) plant and an aggregate storage area, as well as Reclaimed Asphalt Pavement (RAP) stockpiles. It also contains a seasonal field office.

Combined, the site will employ 11 to 18 people.

Figure 7: Aerial of subject site and surrounding area

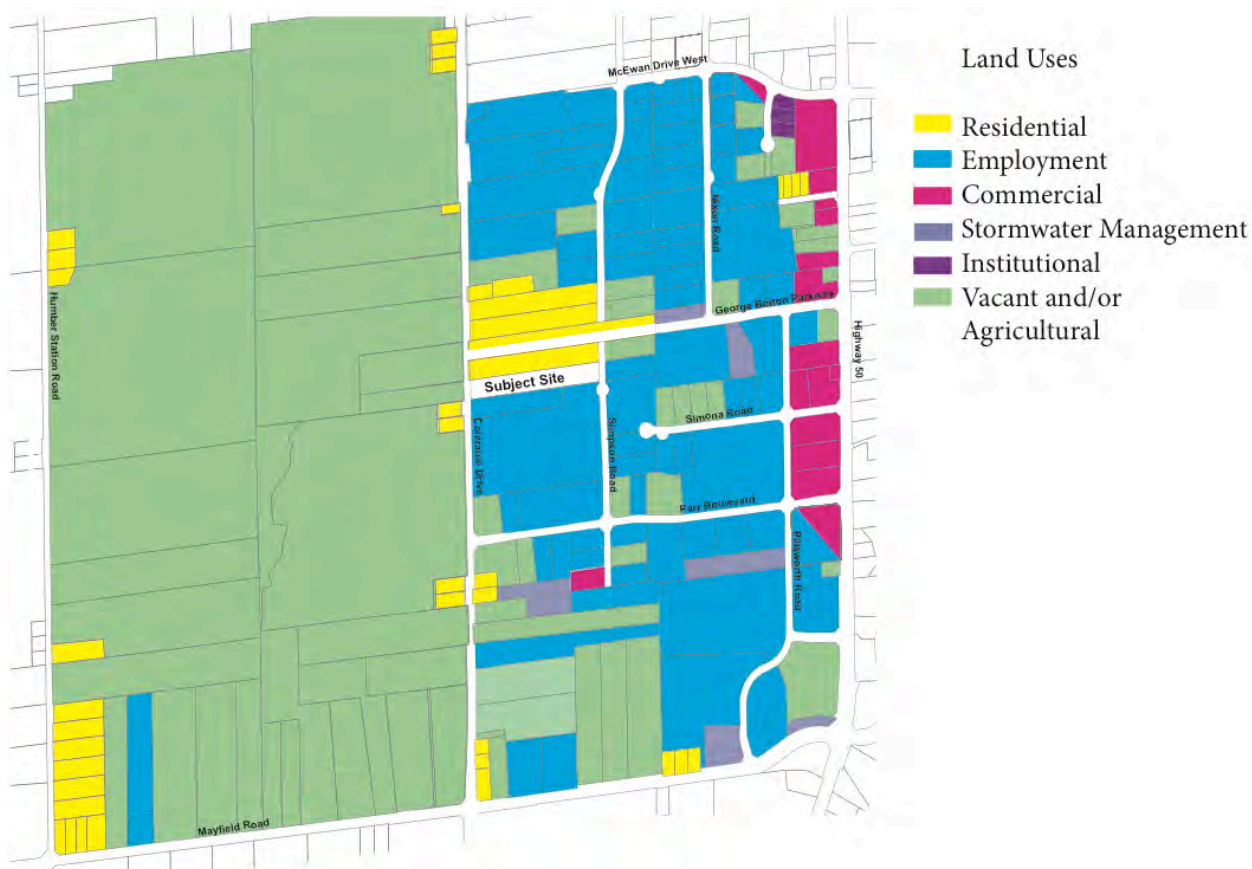


--- Subject Site

- 1: Subject Site
- 2: Rural Residences
- 3: Employment Use
- 4: Farmland

Source: Google Maps

Figure 8: Land uses surrounding the subject site



The HMA plant machinery consists of several components, including bins, conveyors, tanks, the rotary drum dryer/mixer and silos. The HMA plant essentially combines three main input materials, aggregate materials, RAP and Liquid Asphalt Cement, to produce the HMA product.

Aggregate materials, including washed limestone, gravel and sand will be delivered to the aggregate storage area. The preprocessed RAP will be delivered to the RAP Stockpile. It is noted that, within the Air Quality Study accompanying this application, RAP is considered “sticky” with “*low potential for fugitive emissions*”.

Front end loaders will be used to transfer the stockpiled materials to the HMA plant. The aggregate materials are screened and conveyed to the rotary drum dryer/mixer which removes moisture from the materials prior to combination with the other materials. The RAP is fed to the bins via a front-end loader, moved via a conveyor to a RAP lump/breaker screen then conveyed to the rotary drum/mixer. The third component, the liquid Asphalt

cement, is delivered by tanker truck and stored directly in storage tanks on the site. It is heated via a gas-fired hot-oil heater and pumped to the rotary drum mixer for combination with the other materials.

Once the products are combined, the HMA product is moved via a conveyor to HMA silos where it is stored until loaded into trucks for shipment offsite.

Figure 10 shows a schematic of the components of the asphalt plan.

Site Layout and Access

On the west side of the site, access to the proposed office building will be taken from Coleraine Drive, near the southern boundary of the site. This access will primarily be used by employees and visitors of the office building, with limited larger vehicle use related to garbage and loading, as may be required. This access will not be used by trucks making deliveries or pick-ups associated with the asphalt plant. A security fence and sliding access gate located between the office and asphalt plant area serve to restrict access within the site.

On the east side of the site, access will be taken from Simpson Road via two entrances/exits that provide separate ingress and egress. These accesses will serve the operational delivery/outbound traffic associated with the asphalt plant.

Landscaping is provided along all boundaries of the site, except where vehicle access is provided. A front yard landscaped area, over 20 metres deep, is provided along the Coleraine Drive frontage. Within this area, there is an amenity space for the employees of the office, in the form of picnic tables that are located in proximity to the front entrance.

Along the north side of the site, a landscape strip ranging in width from approximately 3 meters to over 6 metres is provided, with the widest landscape width provided adjacent to the office building.

Along the east side lot line, abutting Simpson Road, a landscape area, approximately 30 metres in depth is provided in the area not taken up by accesses. Trees within this landscaped area will assist in screening the asphalt plant from Simpson Road. A dry pond for stormwater management is also planned within this landscaped area.

Landscaping is also provided along the southern lot line, with a minimum landscaped area width of 5.30 metres adjacent to the parking area on the west end of the site, and 3.20 metres in width further east.

Figure 9: Proposed Site Plan

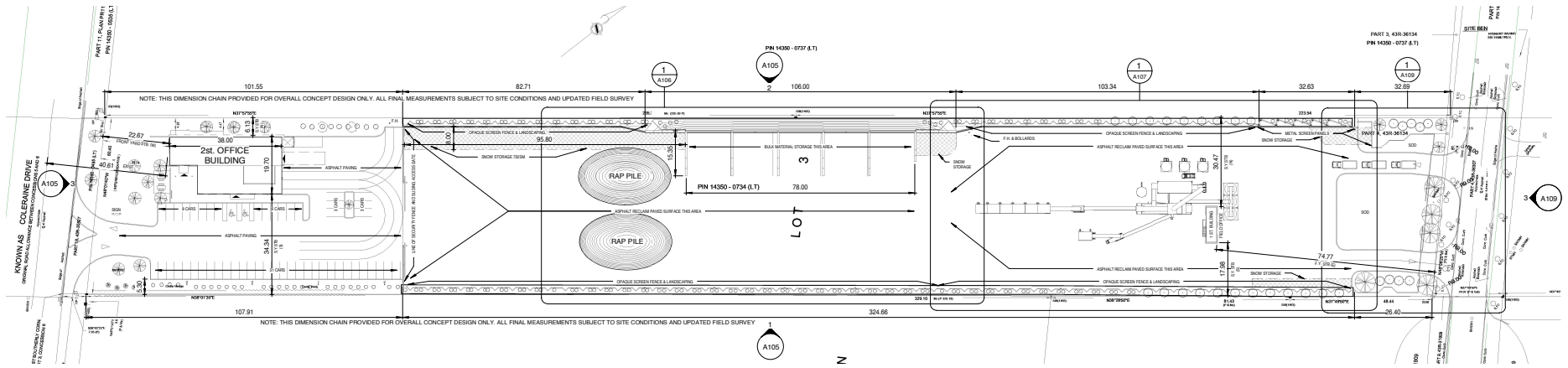
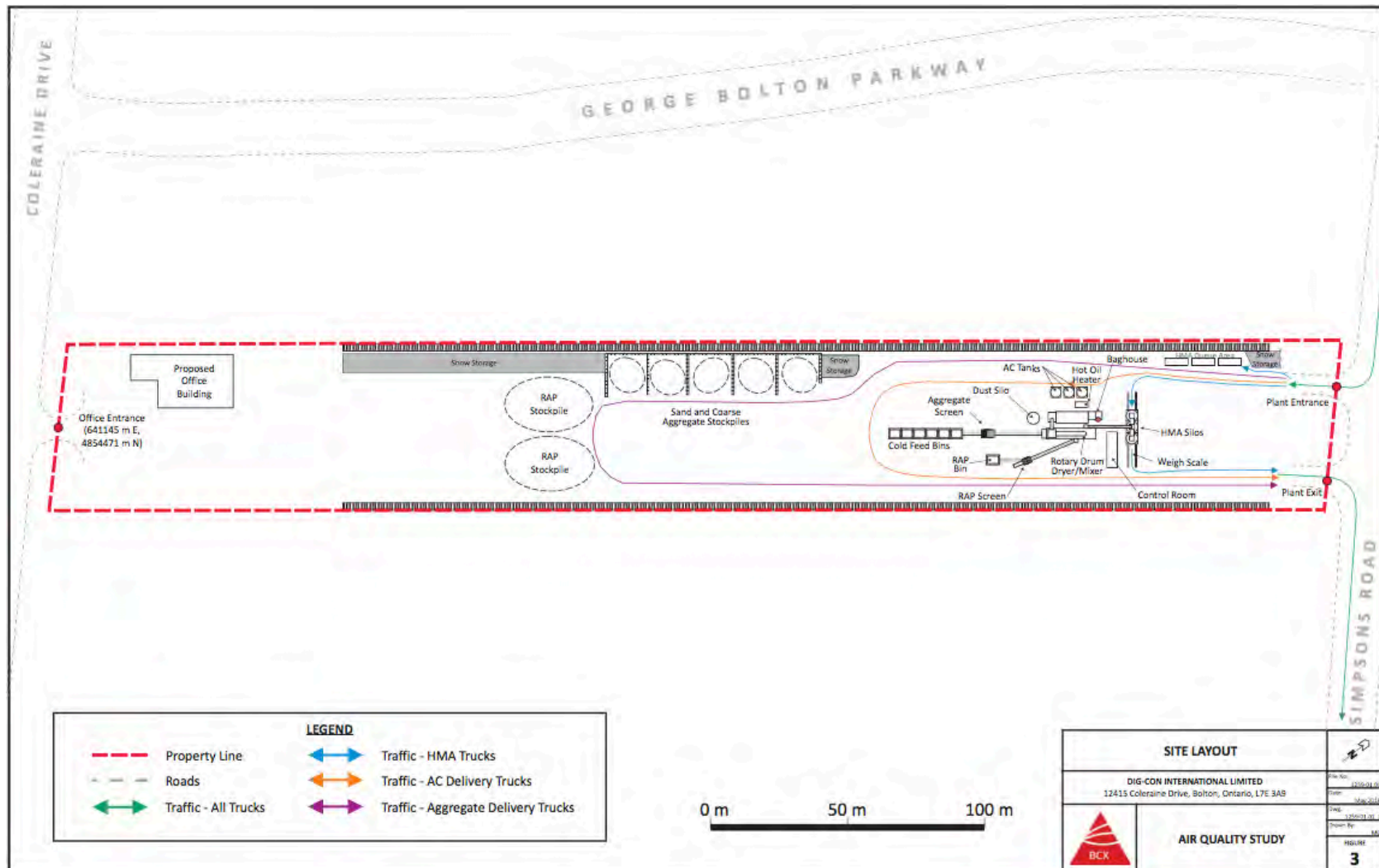


Figure 10: Schematic diagram of the asphalt plant



Source: BCX Environmental Consulting, May 2018

Parking and Loading

The access from Coleraine Drive leads to a parking lot containing 53 parking spaces, including two accessible parking spaces. The two accessible parking spaces are located in close proximity to the building. Also, six of the parking spaces, all located in proximity to the building, are reserved for car pool/car share parking. There are also two parking spaces reserved for electric vehicles. In total, sixteen of the parking spaces directly abut a pedestrian walkway which provides access to the building to prioritize pedestrian movement within the site, where possible.

Bicycle parking is provided via a bike stand near the entrance to the building.

Both the garbage enclosure and loading space for the office building/warehouse are provided to the rear of the building, hidden from view of the street. Landscaping provided along the northern property line will also shield this area from view.

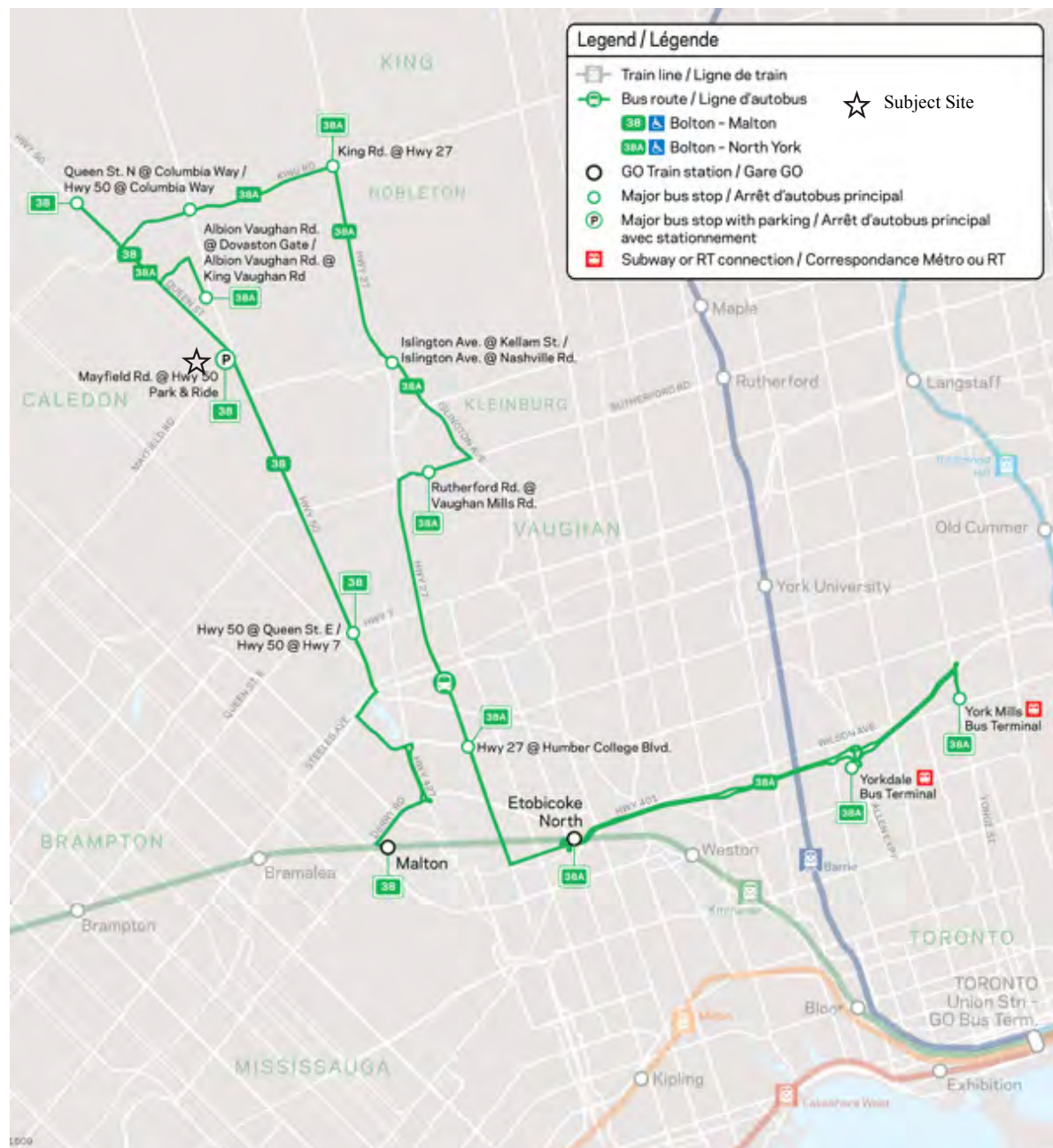
Active Transportation and Transit Availability

Currently there is limited transit service available in Bolton. There is a bus route operated by GO Transit (Route 38/38A) which connects the Mayfield Rd./Hwy. 50 Park & Ride/Bus Stop to the Malton GO Station as shown in **Figure 11**. This Bus Station is located approximately a 4-minute drive from the subject site or a 30-minute walk.

In terms of active transportation, Coleraine Drive and Mayfield Road do not have any sidewalks or bike lanes. Some roads internal to the employment area, including Parr Boulevard, Simpson Road and sections of Pillsworth Road, do have sidewalks. George Bolton has a trail then sidewalk for the portion only between Simpson Road and Highway 50.

It is noted that within the Town of Caledon Transportation Master Plan, Coleraine Drive, from Mayfield Road to Healy Road, is shown as a future road-side walking route, as well as a future Regional Cycling Route.

Figure 11: Transit Services Available Near the Subject site



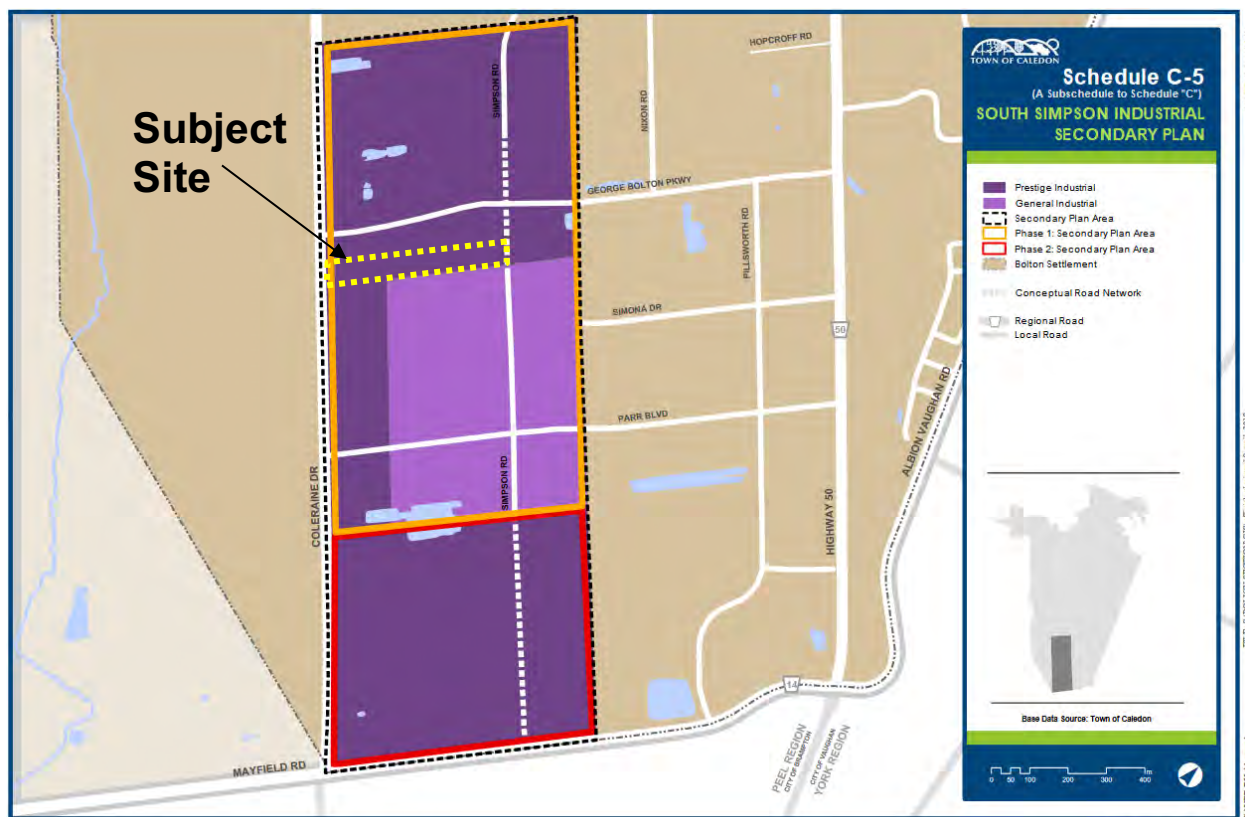
Source: GO Transit Website

2.3 OFFICIAL PLAN AMENDMENT

2.3.1 Existing Official Plan Designation

In the Caledon Official Plan, the subject site is located within the Simpson Industrial Secondary Plan Phase 1 Area. On Schedule C-5 of the Caledon Official Plan, the site is designated as Prestige Industrial (**Figure 12**).

Figure 12: South Simpson Industrial Secondary Plan



Source: Caledon Official Plan

The Prestige Industrial designation permits a range of uses. Permitted uses include manufacturing, fabricating, printing, processing, assembling and packing operations, corporate offices and offices related to permitted industrial uses, warehousing, laboratories, research and development. While many of the permitted uses in this designation overlap with those permitted in the General Industrial designation, key main differences between the two designations are that the Prestige Industrial designation:

- requires uses to be in enclosed buildings with no outdoor storage; and
- encourages business/office parks.

Neither the Prestige Industrial designation nor the General Industrial designation refer specifically to an asphalt plant as a specific use; asphalt plants are only referred to specifically in the Extractive Industrial designation. The General Industrial designation does specifically refer to concrete batching plants, which are a similar outdoor use, requiring that these be subject to a rezoning.

An asphalt plant falls under the category of a manufacturing/processing use which is a permitted use. However, the Prestige Industrial designation requires manufacturing uses to be enclosed.

The Prestige Industrial designation does not permit open storage, except in certain locations subject to specific requirements including under the Bolton industrial policies and under the policies of the South Simpson Industrial Secondary Plan, of which the site is subject. These policy permissions are described in detail in section 4.4 and 4.5 of this report.

2.3.2 Proposed Official Plan Amendment

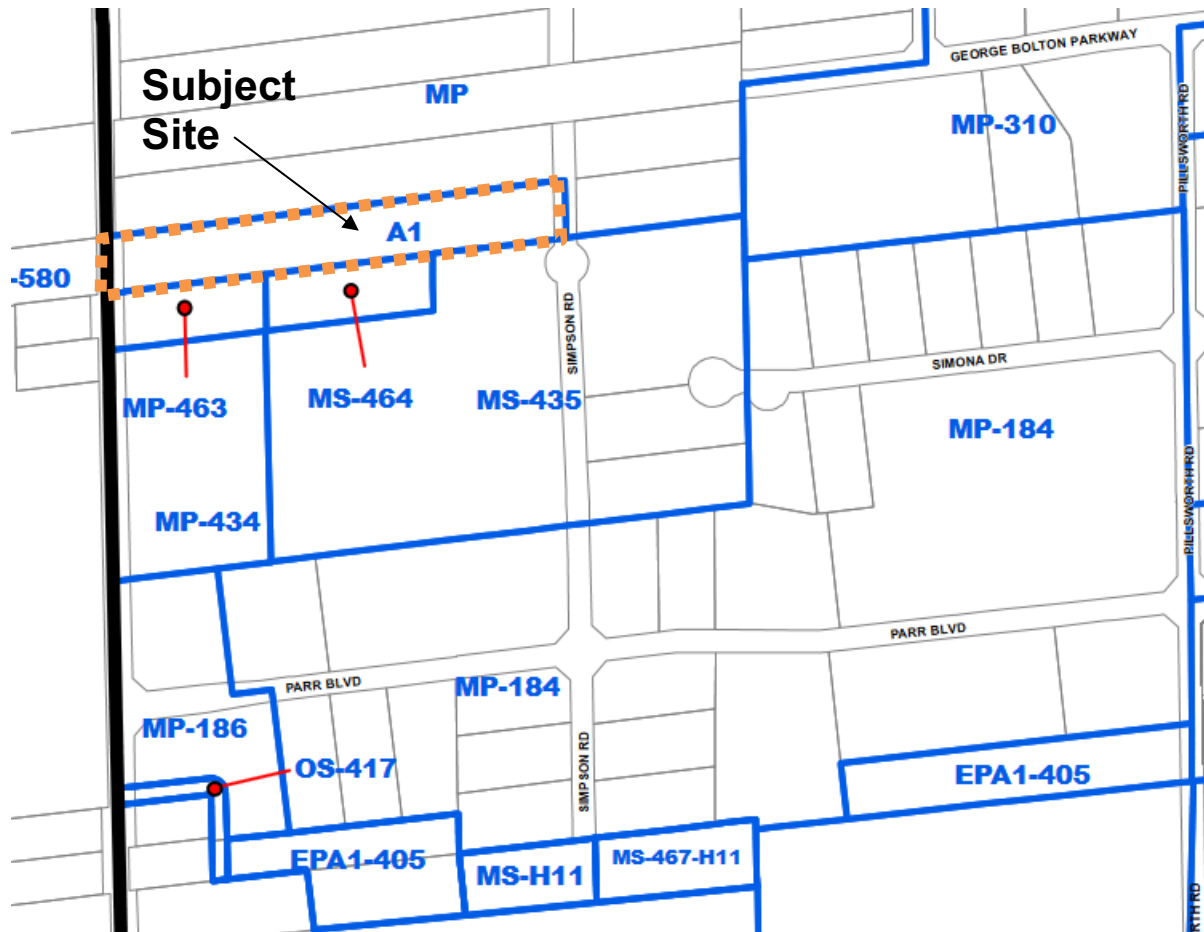
The proposed Official Plan Amendment permits an asphalt plant as a site-specific permission in the Prestige Industrial designation. The draft Official Plan Amendment is included in **Appendix A**.

2.4 ZONING BY-LAW AMENDMENT

2.4.1 Existing Zoning

The current zoning on the property is Agricultural (A1) (**Figure 13**), which permits agricultural uses, as well as some related uses (e.g. Agriculture-related Commercial Use, Agriculture-related Industrial Use, Farm, Nursery, Produce Storage Building etc.).

Figure 13: Excerpt of Caledon Zoning By-law



Source: Caledon Zoning By-law 2006-50

In April of 2018, the Town of Caledon's Zoning By-law Amendment 2016-100 was approved in part by the Local Planning Appeal Board. This amendment updated the zoning in the area surrounding the subject property to bring it into alignment with the Official Plan employment designations. The zoning of the subject site remains under appeal and is being held in abeyance, pending the outcome of this application.

2.4.2 Proposed Zoning By-law Amendment

An amendment to Zoning By-law 2006-50 (as amended by by-law 2016-100), is proposed to rezone the property as Prestige Industrial (MP) with a site specific provision to permit the asphalt plant in the interior portion of the property.

The proposed zoning by-law amendment text and map is provided in **Appendix A**.

3 SUPPORTING STUDIES

3.1 AIR QUALITY STUDY

BCX Environmental Consulting undertook an Air Quality Study on behalf of Dig-Con International Limited in support of the applications.

The purpose of the study was to ensure conformance, in terms of air quality, of the proposed asphalt plant with the Ministry of Environment and Climate Change's (MOECC's) land use compatibility guidelines (i.e. *MOECC Guidelines D-6- Compatibility Between Industrial Facilities and Sensitive Land Uses*), and to assess air quality impacts of the proposal, in terms of both health impacts and nuisance.

Per the MOECC D-6 Guidelines, BCX's report classifies the proposal as Class III for the HMA plant and Class II for the Aggregate Storage Area. Class III operations require a 300 metres separation distance to sensitive receptors while Class II operations require a 70 metre separation distance to sensitive receptors. Both operations meet the minimum separation distances to sensitive receptors, which are nearby rural residences in this case. While the minimum separation distance is maintained, as there are residences within the potential areas of influence of the Class II and Class III operations, 300 metres and 1000 metres respectively, the report further examines impact of the asphalt plant operations on the nearby residences and mitigation to these residences.

The analysis in BCX's report included an emission inventory and air modeling assessment. The results indicate, that at the locations where the maximum concentration of all air contaminants occurs, the contaminants are below the respective MOECC air quality standard. Given these findings, BCX indicates "*air quality health related impacts are, therefore, not expected from Dig-Con's operations at nearby sensitive receptors.*"

The report also considered fine particulate matter, using the benzo(a)pyrene as an assessment as the MOECC does not have a limit for fine particulate matter. The report finds "*no health impacts are expected from fine particulate.*"

In terms of nuisance impacts, the report also examines fugitive dust and odours. To address these, BCX has prepared a “Best Management Practice Plan for Control of Fugitive Dust Emissions” as well as an “Odour Management Plan” for the proposed asphalt plans. BCX indicates that no air quality nuisance impacts are expected provided these management plans are implemented. The report also notes that based on wind patterns in the area, the sensitive receptors are infrequently downwind of the asphalt plant and that off-site nuisance should be minimal based on equipment selection and site design.

The report concludes that not only does the asphalt plant meet the MOECC’s D-6 Guidelines for air quality related to land use compatibility, but also no adverse health or nuisance air quality impacts are expected to the neighbouring sensitive receptors (residences) in proximity to the Dig-Con site.

3.2 FUNCTIONAL SERVICING AND PRELIMINARY STORMWATER MANAGEMENT REPORT

Crozier Consulting Engineers undertook a Functional Servicing & Preliminary Stormwater Management report in support of the applications. The report considers the existing and proposed water servicing, existing and proposed sanitary servicing and existing and proposed drainage conditions, as well as proposed stormwater management. The following highlights key elements:

- Water service for the office building will connect to Coleraine Drive while water service for the seasonal field office will connect to Simpson Road;
- Two private fire hydrants are proposed off of the Coleraine Drive watermain;
- Sanitary service for the office building will connect to the sanitary sewer in Coleraine Drive while sanitary service for the seasonal field office will connect to the existing sanitary maintenance hole adjacent to Simpson Road;
- Stormwater runoff from the catchments will outlet to the municipal storm systems on Coleraine Drive and Simpson Road, and external drainage for the adjacent property will be conveyed through the site;
- Quantity control onsite will be provided by an underground stormwater chamber with a storage of approximately 300 square metres and a vegetated dry pond with a storage of approximately 850 square metres;
- Approximately 830 square metres of on-site storage is required during a 100-year post storm event. This would be accommodated in the storage pond and piped storage in the storm sewers.

- Oil-grit-separators will be installed south of both of the quantity control measures in order to provide quality control for the majority the drainage areas; and
- Silt fences, mud mats and filter cloths in catch basins will provide erosion and sediment control during construction.

3.3 GEOTECHNICAL REPORT

Davroc Testing Laboratories Inc. undertook the Geotechnical Investigation provided as part of the application. The investigation included recommendations for design and construction of the asphalt plant based on 12 borehole locations.

The findings of the subsurface conditions included a layer of topsoil, approximately 250 mm to 300 mm in thickness, to be reconfirmed through more detailed analysis, as needed. Under the topsoil was Clayey Silt Till, up to 6.7 metres in depth. All boreholes were dry and open to almost their complete depth at the completion of drilling. Long term water levels were not monitored.

Based on the investigation, the report includes recommendations for foundations, floor slab and permanent drainage, excavations, backfill and pavements.

3.4 HYDROGEOLOGY STUDY

Watermark Environmental produced a Hydrogeological Investigation in support of the Official Plan Amendment and Zoning By-law applications. Their findings included that:

- There are no domestic well users in the area;
- No permits from the TRCA are required as the property falls outside of the TRCA regulated areas;
- Dewatering is not anticipated and therefore an MOECC Permit to Take Water is not required;
- A portion of the site falls within a Highly Vulnerable Aquifer; and
- Most of the residential, commercial and employment uses are on the Region's municipal groundwater system.

Because no dewatering is expected and there are no domestic well users in the area, no short term impacts of the proposal are anticipated. Further, long-term impacts can be mitigated through a spill management plan. A contingency plan is included in the report.

3.5 NOISE AND VIBRATION STUDY

Aerocustics Engineering Ltd. produced an Environmental Noise Impact Study in support of the applications. The purpose of the study was to assess noise impacts of the proposal on nearby sensitive receptors and to outline mitigation measures to meet the MOECC noise guidelines. The analysis considered both noise related to truck movement as well as site operations, including the vibrating screen deck, cold feed bins, front-end loaders, dryer drum and onsite fans.

The report recommends the following noise control measures:

- Upgrade privacy fence to acoustic barrier;
- Upgrade pile block height to 3 metres at north-most portion;
- Shielding of noise source to receptor R02 with maintained RAP stockpile heights of 3 metres;
- Limit sound power of equipment;
- No idling at night-time; and
- Partial shielding by on-site building.

The report concluded that, subject to implementation of the recommended noise control measures, noise emissions should be within the applicable sound levels set by the MOECC.

Aerocustics also provided a letter that the proposed facility is not expected to generate levels of vibration that would exceed MOECC limits.

3.6 TRAFFIC IMPACT STUDY

A Traffic Study has been prepared by The Municipal Infrastructure Group Ltd. in support of the applications. The study examined traffic impacts, internal circulations and sightlines. The study found *“good queuing, levels of service and operations are expected at the study intersections and proposed accesses”*. In terms of internal circulation, the study also found no issues with regards to both internal movement, as well as movement in and out of the site, by heavy vehicles. The study also confirmed that accesses will meet requirements for sightlines and *“be unobstructed for the minimum stopping sight distance”*.

3.7 URBAN DESIGN BRIEF

An Urban Design Brief was prepared in support of the applications for the subject site. The document discusses the architectural, landscape and site design merits of the proposal, particularly in the context of Caledon's Industrial Commercial Design Guidelines. The document considers many of the merits of the proposal in the context of urban design, including, but not limited to:

- The location of the office, as opposed to the asphalt plant along Coleraine Drive;
- Open Storage located away from the street;
- Separate access to the asphalt plant internally from Simpson Road;
- Attractive, articulated office building;
- Continuous landscaping in the front yard;
- Parking setback from the road, beyond the landscaped front yard; and
- Screening of the outdoor storage.

The brief concludes that the proposal will contribute to the industrial park and the Coleraine streetscape, through core consideration of "provid[ing] a high profile architectural design for the office building, while enhancing the streetscape quality of Coleraine Drive and screening industrial elements from the street."

3.8 TREE INVENTORY AND PRESERVATION PLAN

Davey Resource Group undertook an Arborist Report in support of the applications. The report inventoried 45 trees, 36 of which are proposed for removal in order to accommodate the proposed development. According to the report, these trees are not captured by the Caledon Woodlands By-law. No trees on neighbouring properties are proposed to be removed, though they do recommend two trees within the Coleraine Drive Right of Way be removed. The landscape plan also proposes additional plantings on the site.

4 PLANNING POLICY AND OVERVIEW & ASSESSMENT

From a policy planning perspective, the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), Peel Region Official Plan (2016), and the Caledon Official Plan (2016) are the applicable policy documents which apply to the subject lands. Consistency and conformity with these documents, as applicable, is discussed in the following sections.

4.1 PROVINCIAL POLICY STATEMENT

The proposal entails permission for a new industrial use within an existing industrial designation. The Provincial Policy Statement (PPS) includes policies for providing employment uses, including industrial uses. Specifically, under section 1.1.1 b), the PPS states that,

“Healthy, liveable and safe communities are sustained by... accommodating an appropriate range and mix of residential..., employment (including industrial and commercial), institutional..., recreation, park and open space, and other to meet long term needs;”

Further, employment uses and economic development are addressed under section 1.3, as well as in section 1.7.1 a) which speak to provision of a range of employment uses, a diversified economic base and economic development.

Consistency:

The applications are consistent with this policy by increasing the range of employment uses in the community; the proposal expands the range of employment uses in the area and the economic base. SGL conducted a review of the existing employment uses in the surrounding area shown as blue in **Figure 8**. The area contains a large range and variety of uses including: manufacturing, logistics, offices, service, innovation, construction, IT/telecommunication, safety, design, transport, health and science etc. No other asphalt plant was noted in the area, so in and of itself, permitting the proposed use serves to contribute to the range of employment uses in the area, and to the economic base.

The proposal will consist of an asphalt plant, as well as an office. The plant will employ in the range of 11 to 18 people, not counting the offsite jobs that will be indirectly derived from the asphalt plant (e.g. drivers for product delivery/pick-up). Therefore, approval of the subject applications will increase the range of employment uses in the Bolton employment area and occupy a currently vacant site, thereby increasing jobs.

It is also noted that asphalt as a product is used for construction and development and needed in order to build and maintain infrastructure in a community. While there is no knowledge of where the product of this particular plant will be sold and how it will be used, there is a limited distance within which asphalt can be transported. The product will be used for construction and road maintenance, likely in the Peel and York Regions, which contributes to community building. The proposed facility provides resources that allows for community construction, maintenance, expansion etc., consistent with the PPS policies.

The PPS also puts a focus on healthy and safe communities. This focus is emphasized through section 1.1.1 c): *“avoiding development and land use patterns which may cause environmental and public health and safety concerns”*. It is also emphasized in section 1.1.3.2 a) 3, which states: *“minimis[ing] negative impacts on air quality and climate change”* and through section 1.2.6.1 which requires that,

“Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.”

Consistency:

The asphalt plant is considered a major facility and the nearby houses are sensitive land uses.

As part of the subject site’s applications, both an Air Quality and Noise Study have been prepared. As described in section 3.1 of this report, the findings of the air quality study concluded that the MOECC’s D-6 Guidelines for air quality and land use compatibility are met, and that no adverse health or nuisance impacts are expected from the proposed plant. The Noise Study, discussed in section 3.6 of this planning report, also confirmed adherence to the MOECC noise guidelines, subject to recommended noise control measures. Nuisance from vibration is also not expected to be a concern. Further, the hydrogeology report concluded that no short-term impacts to the proposal are anticipated and that any long-term impacts can be mitigated through a spill management plan.

Given the results of these studies, impact of the asphalt plant on surrounding sensitive uses is mitigated and the proposal is consistent with the PPS policies related to healthy and safe communities. It should also be noted that the nearby houses in questions are former rural residential dwellings that are now located in an employment area, designated Prestige Industrial and zoned Prestige Industrial.

Section 2.5 of the PPS addresses Mineral Aggregate Resources. The policies of section 2.5 intend to ensure that resource supply is protected over the long term. Of note, policy 2.5.2.1 speaks to pairing resources to markets.

Consistency:

The proposal aligns with this intent by providing an asphalt plant in a location in proximity to areas where it will be used.

Policy 2.5.2.4 states that mineral aggregate operations will be protected from development and activities that would preclude or hinder their expansion or continued use. Mineral aggregate operations are a defined term and include three components with the third defined as,

“c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.”

Consistency:

The proposed asphalt plant would be considered an associated facility. Although not an existing operation, if approved it will located within the centre of a large employment area, and as such, the location will protect the operation from activities that would hinder its continued use.

Further, section 2.5.2.3 of the PPS addresses conservation of mineral aggregate resources, stating that,

“Mineral aggregate resources conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.”

The term mineral aggregate resources conservation is defined as

means

“a) *the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and*

- b) *the wise use of mineral aggregates including utilization or extraction of on-site mineral aggregate resources prior to development occurring.”*

Consistency:

One of the main three components used in the production of the asphalt at the proposed facility is reclaimed asphalt pavement. Thus, consistent with this policy, the proposed plant will recycle asphalt for re-use in its production process and will therefore help conserve mineral aggregate resources.

4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The growth plan encourages the development of complete communities. Complete communities are communities that, among other things, include a mix of jobs. [e.g. Sections 2.1, 2.2.1.4 a) and 2.2.7.1a)].

Conformity:

The subject site is located in the Simpson Industrial Area in the Bolton community. As is illustrated in **Figure 8** and previously discussed, the subject site is surrounded by a mix of predominantly employment/industrial uses. The proposed use, with an intended 11 to 18 number of jobs, is considered to contribute towards broadening the industry sector in Bolton and contribute to building a complete community.

The community of Bolton has a population of approximately 26,000¹. Many of the residents, should any of them be employed at the asphalt plant, would be within a 10-minute drive. While it is recognized that future employees of the plant may commute in from other areas, the use, in close proximity to residential areas and in providing additional jobs, contributes to a complete community.

Section 2.2.5 of the Growth Plan speaks to employment and economic development and competitiveness. Specifically, section 2.2.5.1a) indicates that economic development and competitiveness will be supported by:

“making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities... and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.”

¹According to Census Profile, 2016 Census for Bolton Ontario (Population Centre) from Statistics Canada Website.

Conformity:

The site is currently vacant and underutilized. The subject site's proposal conforms to this policy by making use of essentially a vacant lot in an industrially designated area.

According to the Town of Caledon's website, their economic development goals include:

- "Compete effectively for good jobs and increased employment opportunities to improve Caledon's live/work balance;
- Improve the Town of Caledon's non-residential tax assessment base;
- Support appropriate and planned growth strategies;
- Generate more business and wealth;
- Create a diverse and sustainable economic base"

As the proposal is within a designated employment area in Caledon, and would serve to create jobs, improve the non-residential tax assessment, as well as contribute the economic base, it is considered an appropriate alignment of land use planning and economic development goals, in conformity with this Growth Plan policy.

The Growth Plan also provides direction on connecting employment and jobs and both active transportation and transit services. Section 2.2.5.3 of the Growth Plan directs offices to locations with active transportation and existing or planned transit and Section 2.2.5.4 directs *"in planning for employment, surface parking will be minimized, and the development of active transportation networks and transit-supportive built form will be facilitated."*

Conformity:

As discussed in section 2.1 of this report, the transit and active transportation networks are limited in Bolton. The Caledon Transportation Master Plan indicates that over time, both active transportation networks, as well as the public transportation networks will be added to. As is evidenced from **Figure 8**, much of the employment area in proximity to the subject site is developed or expected to develop. With the recent approval of the employment land designated on the west side of Coleraine Drive, further employment development in this area is expected. It is a reasonable assumption, that with increased development and transition of the area to a built out employment area, Mayfield Road and Coleraine Drive would be areas where the active and/or public transportation networks may be bolstered. Given this likely evolution, the proposal is considered to be in conformity with this policy.

In the interim of further active and transit supportive infrastructure, support for transportation alternatives have been considered on site, by providing a dedicated place for bicycles near the main entrance and providing priority parking for car share and carpooling.

The Growth Plan also has a section Mineral Aggregate Resources. Like the PPS, the Growth Plan policies speak to reuse of mineral aggregate resources. Specifically, section 4.2.8 states that,

“Municipalities will develop and implement official plan policies and other strategies to conserve mineral aggregate resources, including:

- a) the recovery and recycling of manufactured materials derived from mineral aggregate resources for reuse in construction, manufacturing, industrial, or maintenance projects as a substitute for new mineral aggregate resources; ...”*

Conformity:

The proposal is in conformity with the intent of this policy in being a facility that uses reclaimed asphalt.

4.3 REGION OF PEEL OFFICIAL PLAN

Section 3.3 of the Peel Region Official Plan speaks to Mineral Aggregate Resources. Generally, the policies of this section relate to extraction areas as opposed to a use like an asphalt plant. However, it is noted that the overall intent of this section of the Regional Official Plan does recognize the mineral aggregate industry as important to economic development and employment opportunities. It also recognizes the importance of supplying the resources in close proximity to needs.

Conformity:

The proposed use is related to the mineral aggregate resources industry and considered to align with the intent of supporting economic development and employment opportunities. It is also recognized that the nature of the product being produced at the proposed plant would require its use within a reasonable distance of the plant. Bolton is strategically placed within an hour's drive of a significant urban area.

Like the PPS and Growth Plan, the Region of Peel provides policy direction on employment growth, including promotion of development in employment areas [Section 5.6.1.3], promotion a range of employment types [5.6.1.4 and 5.6.2.2] and the preservation of employment areas for employment uses [5.6.2.2].

Conformity:

The proposal includes the permission for an additional employment use in an employment designated area, which supports the policies of protection of employment areas, as well as promoting economic growth. It is recognized that with 11 to 18 employees, the employment density of the subject site will be on the lower end, compared to many other forms of employment uses. However, by nature, this type of use will have a low density no matter where it is located, given the safety and nuisance mitigation aspects required for this use. Since the use provides a resource that is necessary to communities, its benefits stretch farther than the number of jobs it provides directly on the site, but also those jobs related to the construction industry to which it serves.

The subject site is located in Bolton, a Rural Services Centre, where growth, according to policies 5.4.2.2 and 5.4.3, is to be directed. The direction for Rural Services Centres is that they provide “*opportunities for a wide range and mix of land uses and activities*” [5.4.3]. The direction, within the Peel Official Plan for the Rural Service Centres, is for the Town of Caledon to address within their Official Plan, matters of “*intended role, function and distinct character of each Rural Service Centre.*”

Conformity:

As discussed previously, the subject proposal, in providing for growth in the Rural Service Centre, and contributing to the mix of employment in the community, is in conformity with the policies related to focusing growth and providing a mix of uses.

As for the function and character of the place, this is delegated to the local Official Plan. The manner in which the proposals conforms to the role, function and character of the intended place, is described further in the next sections of this report in relation the Caledon Official Plan and South Simpson Secondary Plan.

4.4 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan, like the applicable higher-level policy discussed above, includes policies related to supporting the economy, providing employment uses and encouraging a range of employment uses. The Official Plan directs that the Rural Service Centres be the focus for growth [2.2.2, 4.1.1.3.1], and that the Rural Service Centres of Bolton and Mayfield West, as well as the Industrial/Commercial Centre in Tullamore, be the focus of employment growth [5.5.1, 5.5.3.1].

Objectives

Objectives for Caledon’s Employment areas include:

- “*To attract a broad range of industries, including corporate offices commercial uses, to provide for long-term employment and economic stability.*” [5.5.2.1]

Conformity:

As discussed in previous sections of this report, the proposed use broadens the employment uses in the area and is considered to contribute to the local economy.

Further, great consideration has gone into site design to ensure that the proposal does not detract from other employment uses locating in the area or impact the stability of the employment area. Strategically, from the street, the most prominent view of the site will be of a well-designed office building providing an attractive street frontage. This building, along with landscaping, will be the primary view from Coleraine Drive. Walls along the side perimeters of the site will serve to block the view of the asphalt plant.

Further, the site design and layout ensure that trucks entering and exiting the site in relation to the asphalt plant will do so from Simpson Road, as opposed to Coleraine Drive.

Thus, the proposal is considered in conformity with this policy.

- *“To ensure that all industrial developments are visually attractive and enhance the qualities of the Town”[5.5.2.4]*

Conformity:

The land use plan for the South Simpson Area places Prestige Industrial Uses along the major roads of Coleraine Drive, Mayfield Road and George Bolton Parkway and the General Industrial within the Centre of the employment area, located further from these major roads. While it is recognized that the subject site is designated entirely as Prestige Industrial, it is noted that the intent of the Official Plan of keeping Prestige Industrial Uses along the main roads is maintained in this site plan with the office building being located adjacent to Coleraine Drive and the asphalt plant being located central to the site adjacent to the General Industrial designation to the immediate south of the proposed asphalt plant.

Further, and as discussed both in section 3.7 of this report and the Urban Design Brief submitted with this application, the design of the site considered the important streetscape appeal and urban design elements to support the prestige function of Coleraine Drive. These elements included:

- Façade articulation and high quality materials on the primary walls of the office building facing Coleraine Drive;
- Large landscaped front yard along Coleraine Drive, providing a buffer to the parking area that is set back, generally in line with the building;

- Provision of landscaping along all boundaries of the site, with the exception of where ingress and egress are provided;
- A combination of fencing and landscaping along site perimeters to visually screen the asphalt plant;
- Access to the asphalt plant from Simpson Drive to reduce truck movement along Coleraine Drive; and
- Loading and garbage enclosures located to the rear of the office building;

Collectively, these details in site design will serve to maintain a desired level of attractiveness of the site in conformity with this policy.

- *“To prevent the development of noxious uses that will conflict with the orderly development of the Town and be detrimental to the natural and cultural environment.” [5.5.2.5]*

Conformity:

As is summarized in sections 3.1 and 3.5 of this report, there are no expected impacts with regards to noise or dust related to the proposed development. Further, screening elements planned on site, in the form of both landscaping and fencing along the perimeters, are implemented to reduce impact on the aesthetic appeal of the area.

General Policies

Specific policies for the Employment Areas include:

- *“Employment Areas will be developed either on full regional piped services, individual private services or a combination of both. The servicing requirements of employment areas are set out in each land use designation.” [5.5.3.13]*

Conformity:

The site will be connected to regional services.

- *“Employment uses that are noxious by reason of the emission of noise, smoke, odour, and pollution shall be discouraged.” [5.5.3.15]*

Conformity:

As is summarized in sections 3.1 and 3.5 of this report, there are no expected impacts with regards to nuisance related to the proposed development.

- *“Employment lands with a prominent visual exposure and lands adjacent to major roads and highways routes shall be encouraged to be developed for prestige industrial uses.” [5.5.3.15]*

Conformity:

As detailed above, the office, a prestige use, is positioned along Coleraine Drive with the asphalt plant being located internal to the site adjacent to the General Industrial designation to the south. Further, urban design elements have been included in the site design itself, primarily high quality building design and landscaping. Collectively, these elements are considered appropriate implementation of prestige industrial uses, in conformity with this policy.

Density

Several policies of the Official Plan speak to achieving density. Section 5.5.2.6 encourages higher employment densities and sections 5.5.2.9 and 5.5.3.5 provide direction of developing at densities that contribute to Caledon’s Greenfield Density Target, of 42 residents and jobs per hectare combined [4.2.2.3.1].

Conformity:

The site is currently vacant. When developed, it will employ between 11 to 18 people, which is effectively 4 to 6 jobs per hectare. Despite this being well below the 42 residents and jobs per hectare target, as the site is currently, vacant, the development does contribute to the density, while minutely. It is also noted that the owner of the subject’s property has another office building, the head office, adjacent to the site, on the west side of Simpson Road.

Again, it is noted, that by nature, an asphalt plant use will never have a very high density and will not serve as significant contribution to the density target. However, as it is a use that provides a resource that communities need and supports creation of jobs within the broader construction industry, this in and of itself is not a reason to restrict its development.

Permitted Uses

The property is currently designated Prestige Industrial, which permits manufacturing and processing [5.5.4.1]. Policy 5.5.4.4 states that open storage is not permitted in the Prestige Industrial designations, unless otherwise specified in sections 5.5 or 5.10. Bolton Industrial policies are included in section 5.10, which in Policy 5.10.4.5.9.1 states that,

“Notwithstanding Section 5.5.4, on lands designated Prestige Industrial within the Bolton Rural Service Centre, limited outside storage shall be permitted provided such lands are not adjacent to highways or arterial roads, and provided such lands are in conformity with the general design policies outlined in section 5.5.7. In addition, outside storage uses shall be confined to rear yards and side yards only.”

Conformity:

The open storage on site is considered to be limited as it takes up only approximately 7.8% percentage of the site, and, as per sections 4.1 and 4.6 of this study, is not expected to have any negative impacts. Also, the open storage areas of the site will be set back by more than 100 metres from Coleraine Drive and more than 150 metres from Simpson Road. The site is over 400 metres deep. Screening the open storage through three sided enclosures, fencing and landscaping will also assist to limit any visual impacts of the open storage. Thus, this proposal is considered in conformity with this policy.

The Bolton Industrial Policies also regulate access. Section 5.10.4.5.9.3 requires industrial uses to take access from other than Coleraine Drive, as well as requiring a landscape buffer.

Conformity:

The industrial portion of the site, used for the asphalt plant will take access from Simpson Road and not Coleraine, in conformity with this policy. Thus, only the office traffic will take access from Coleraine Drive, and none of the truck traffic related to the asphalt plant production. It is noted that an access onto the site from Coleraine Drive already exists.

As is shown in the landscape drawings provided with the application, both frontages of the property will be landscaped, except in the location of the accesses.

As stated previously in this report, the Official Plan does not specifically permit an asphalt plant in the Prestige Industrial or General Industrial designations but does permit manufacturing and processing in both designations. However, the Prestige Industrial uses are to be located within enclosed buildings.

Conformity:

In our opinion, the key consideration is whether it is appropriate to permit outdoor processing, in the form of an asphalt plant, on the subject site. From Coleraine Drive, the site will meet all use and design requirements of the Prestige Industrial designation. The proposal also meets the Official Plan requirements for permitting outdoor storage on the site. The outdoor processing has been carefully evaluated and it has been determined that it

will not have any off-site nuisance impacts. Further, the outdoor processing will be confined to the interior of the site immediately adjacent to the General Industrial designation, with site specific zoning limiting the location of the outdoor processing to the interior location. In view of these considerations, in our opinion, the interior of the site is an appropriate location to permit outdoor processing and is appropriate for a site-specific Official Plan Amendment to broaden the range of permitted uses to allow for an asphalt plant.

As described in the previous sections of this report, the use is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan and the Peel Regional Official Plan as permitting an asphalt use aligns with the intent of the various Provincial and Regional policies recognizing aggregate resources as important to economic development and employment opportunities and recognizing the importance of supplying resources close to needs. As the interior of the site is an appropriate location for an asphalt plant, the proposed Official Plan Amendment, if approved, would be more consistent with the Provincial Policy Statement and more in conformity with the Growth Plan and Peel Regional Official Plan than if the asphalt plant were not added as a site specific permitted use.

4.5 SOUTH SIMPSON INDUSTRIAL SECONDARY PLAN

Section 7.9 of the Caledon Official Plan includes the policies for the South Simpson Industrial Secondary Plan. Again, this section focuses the intent for industrial development within the Rural Services Centre, specifically given the proximity of Bolton to the rest of the GTA. Goals for the area include:

a) To provide for a mix of high quality industrial uses that contribute to the Town's employment and commercial/industrial assessment base;

Conformity:

As has been previously discussed, the uses are considered to contribute to the employment/industrial assessment base.

b) To provide for logical and orderly development on full urban services;

Conformity:

As discussed in section 3.2 of this report, the site will be serviced.

c) To ensure land use compatibility with adjacent uses;

Conformity:

Compatibility of this proposal is assessed through the placement of the office building along Coleraine Drive and the screening measures in place on site. Further, the reports submitted with this application ensure that no adverse impacts will result from the proposal that may affect compatibility with adjacent uses.

d) To ensure a high standard of community design is provided particularly along the arterial roads and George Bolton Parkway;

Conformity:

As discussed previously, many design elements of the subject site support the attractiveness of the site from Coleraine Drive. The office building will primarily be viewed from the street and is designed, in massing and architectural detail to contribute to the streetscape. Landscaping will serve to further enhance the streetscape, as well as to aid in shielding the view of the asphalt plant and parking area associated with the office.

e) To recognize and protect significant environment features and functions within and adjacent to the secondary plan area, and, where possible, restore and enhance the environment.

Conformity:

The landscaping plan shows proposed planting that will enhance the site, and may enhance the environment.

Section 7.9.3 specifically address open storage, stating:

“Within the Prestige Industrial Area, which generally abut major roads, limited open storage is permitted, except on lands adjacent to Coleraine Drive and Mayfield Road, where open storage shall not be permitted. Interior land within the Secondary Plan boundaries are planned for general industrial uses with provision for open storage.”

Conformity:

While the subject property fronts onto Coleraine Drive, the open storage setback is limited to only 7.8% of the site and is located well beyond 100 metres from Coleraine Drive. In view of these limitations, open storage conforms to this policy, as it is not adjacent to Coleraine Drive and it is limited in extent. Further, the internal location of the open storage within the site, and within the Secondary Plan Area, meets the policy requirement for locating open storage on interior land.

4.6 ZONING BY-LAW

The current Agricultural (A1) zoning on the property, A1, is not in conformity with the Prestige Industrial Official Plan designation. The Zoning by-law amendment will bring the existing zoning in **conformity** with the Prestige Industrial designation and with the site specific Official Plan Amendment to permit an asphalt plant on the interior of the site.

5 CONCLUSION

The submitted applications seek permission to construct an asphalt plant and associated office on the subject site 12415 Coleraine Drive.

As the proposal is within an employment area, this is considered an appropriate location for the development, utilizing a vacant lot for an employment use in an employment designation.

The layout of the site with the Office located on Coleraine Drive is considered appropriate in maintaining the appropriate aesthetic along Coleraine Drive, which is expected for the Prestige Industrial designation, while still allowing a functional use of the site with an asphalt plant accessed from Simpson Road.

The background reports submitted with this application have highlighted that no nuisance or adverse impacts are expected in relation to this proposal.

As described in Section 4 of this report, the application is considered consistent with and in conformity with applicable policy.

Given the above, the proposal is considered appropriate and represents good planning.

APPENDIX A

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

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2018- xx

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

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

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

Read three times and finally passed in open Council this xxth day of xxxx, xxxx

Alan Thompson, Mayor

Carey deGorter, Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. xxx of the Town of Caledon Official Plan.

AMENDMENT NO. xxx
OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to add a site-specific permission to permit an asphalt plant on the subject property, 12415 Coleraine Drive.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "A", and area known as 12415 Coleraine Drive, Town of Caledon, Regional Municipality of Peel.

Basis:

The basis for this Amendment is contained in Planning Report PD xxxx-xx, as adopted by Council on xxxxx. The applicant, has requested an amendment to the Town of Caledon Official Plan to permit an asphalt plant on the property. In support of the application, the applicant submitted the following reports:

- Air Quality Assessment Report
- Functional Servicing and Preliminary Stormwater Management Report
- Geotechnical Report
- Hydrogeology Study
- Noise and Vibration Impact Study
- Planning Justification Report
- Urban Design Brief
- Traffic Impact Study
- Arborist Report

The proposed amendment to the Official Plan to permit an asphalt plant within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of an asphalt plant and associated open storage in the Prestige Industrial designation addresses an identified need for development of employment uses in an employment designated area.

PART B - THE AMENDMENT

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

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Section 7.9.5 is amended by adding the following subsection 7.9.5.5.3

7.9.5.5.3: In addition to the permitted uses in section 5.5.4.1 and notwithstanding subsection 5.5.4 of the Plan, an unenclosed asphalt plant is permitted on lands legally described as 12415 Coleraine Drive in the Town of Caledon, Regional Municipality of Peel, provided it is situated more than 100 metres from Coleraine Drive.

Implementation and Interpretation

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

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2018-xxx

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,
with respect to Part of Lot 3, Concession 6
Town of Caledon, Regional Municipality of Peel,
municipally known as 12415 Coleraine Drive

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

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lot 3, Concession 6 Town of Caledon, Regional Municipality of Peel, for an office and asphalt plant purposes.

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

1. The following is added to Table 13.1:



Zone Prefix	Exception Number	Permitted Uses	Special Standards
MP	<insert exception #>	<i>-Business Office -Equipment Storage Building -Warehouse -Asphalt plant -Accessory Open Storage Area</i>	The asphalt plant will be set back a minimum of 290 metres from Coleraine Drive and a minimum of 60 metres from Simpson Road. Open Storage will be set back a minimum of 140 metres from Coleraine Drive and 160 metres from Simpson Road.

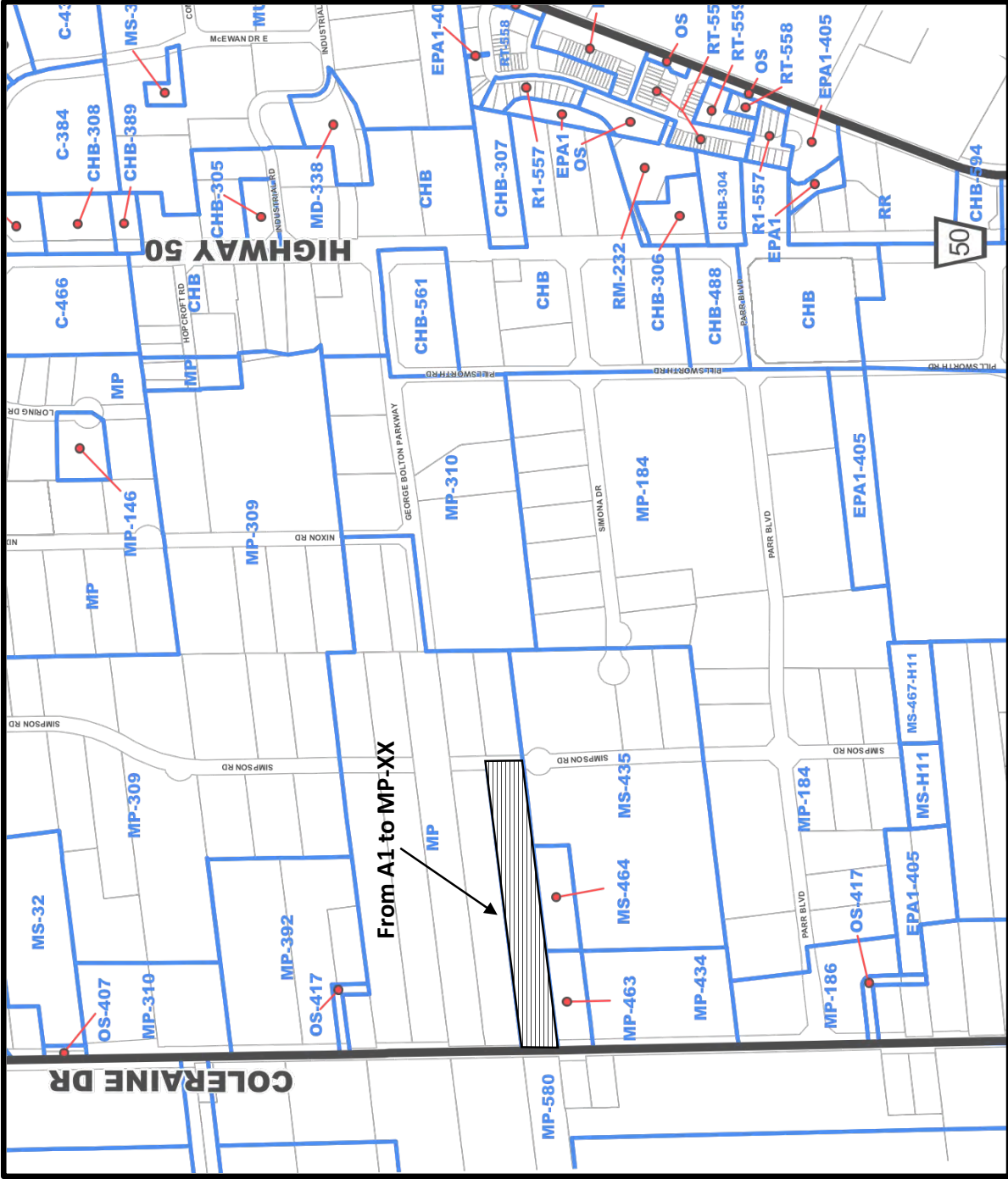
2. Schedule "A", Zone Map 1a of By-law 2006-50, as amended is further amended for Part of Lot 3, Concession 6 Town of Caledon, Regional Municipality of Peel, from Agricultural A1 to Prestige Industrial MP -XX in accordance with Schedule "A" attached hereto.

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

Allan Thompson, Mayor

Carey deGorter, Clerk

Schedule A By-law No. BL-2018-XXX	Town of Caledon Regional Municipality of Peel	Legend  Subject lands to be rezoned to the zones identified on this schedule	Key Map 	Date: XXX	File: XXX
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