

# **PLANNING JUSTIFICATION REPORT**

**Proposed Vehicular Trailer Storage for a Warehouse**

**Caledon (Bolton), Ontario**

**PREPARED FOR**

**BoltCol Holdings North Inc., BoltCol Holdings South Inc. and**

**Triovest Realty Advisors**

**PREPARED BY**



**ZELINKA PRIAMO LTD**

*A Professional Planning Practice*

**August 2019**



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## **1.0 INTRODUCTION**

### **1.1 BACKGROUND**

On behalf of BoltCol Holdings North Inc., BoltCol Holdings South Inc. and Triovest Realty Advisors, Zelinka Priamo Ltd. has submitted an application to the Town of Caledon to amend the Zoning By-law for lands known municipally as 12300 Coleraine Drive, 12400 Coleraine Drive, 12490 Coleraine Drive, 12592 Coleraine Drive, 0 Coleraine Drive and 0 Coleraine Drive, in the Town of Caledon (the subject lands). The amendments to the Zoning By-law are proposed to rezone a portion of the lands from EPA1, MS-579 and MP-580 to MS-XX and MP-XX and to reduce the required vehicular parking on-site in order facilitate additional vehicular trailer storage, accessory to a proposed warehouse facility and associated uses, which is currently under development.

The purpose of the following land use assessment is to provide planning justification for the proposed Zoning By-law Amendment.

### **1.2 DESCRIPTION OF THE SUBJECT LANDS**

The subject lands are approximately 77.1 ha (190.55 ac) in size and are generally located west of Coleraine Drive, north and south of the proposed extension of George Bolton Parkway in the Town of Caledon (see Figure 1). A portion of the subject lands comprising a total of approximately 23.75 ha (58.69 ac) currently under development for industrial uses is relatively flat with no significant features that would constrain the proposed development.

**Figure 1**  
**Subject Lands – Locational Setting**



Note: Location and boundaries are approximate

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Surrounding land uses include (see Figure 1):

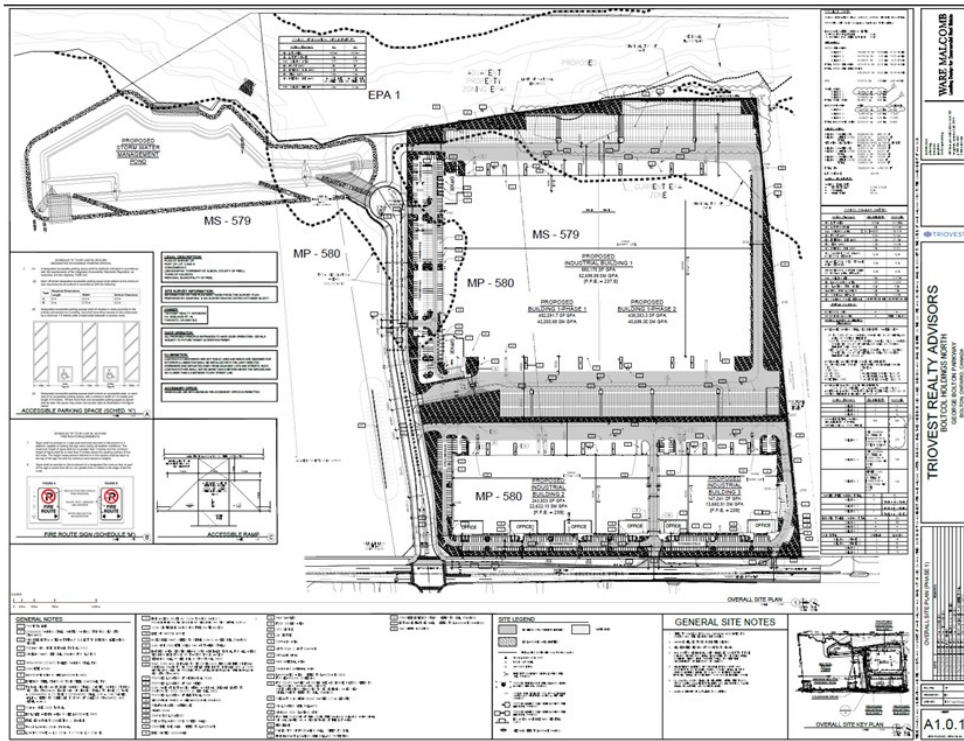
- Industrial uses under development to the north;
- Industrial uses to the east of Coleraine Drive;
- Agricultural and future industrial uses to the south; and
- Agricultural uses to the west.

### **1.3 THE PROPOSAL**

BoltCol Holdings North Inc., BoltCol Holdings South Inc. and Triovest Realty Advisors are proposing an industrial development on the portion of the subject lands of approximately 23.75 ha (58.69 ac) comprised of industrial Building 1 of approximately 82,700 sq. m (890,175 sq. ft.), Building 2 of approximately 22,622 sq. m (243,502 sq. ft.) and Building 3 of approximately 13,661 sq. m (147,041 sq. ft.) for a total gross floor area of 118,983 sq. m (1,280,718 sq. ft.).

Based on the site plan, for industrial Building 1, there are a total of approximately 386 Vehicular Trailer Storage spaces (located to the west and east of the building) and 279 vehicular parking spaces proposed to the south of the building (see Figure 2).

**Figure 2  
Site Plan**



## 1.4 ACCESS

Access to the subject lands for Building 1 is proposed from the extension of George Bolton Parkway (see Figure 2) as follows:

- Two full-turns accesses into the vehicular parking areas; and
- Two full-turns accesses for truck movements.

We note that additional vehicular access is provided for Proposed Industrial Buildings 2 and 3 from Coleraine Drive and the extension of George Bolton Parkway (see Figure 2).

## **1.5 PRE-CONSULTATION**

A pre-consultation meeting was held on January 17, 2019 with the DART form provided on February 26, 2019 in which planning and other departmental comments were received, and a list of required reports and studies was conveyed in relation to the proposed development.



## **2.0 PLANNING DOCUMENTS**

### **2.1 PROVINCIAL POLICY STATEMENT**

The 2014 Provincial Policy Statement, issued under the authority of Section 3 of the Planning Act, “provides policy direction on matters of provincial interest related to land use planning and development” in order to ensure efficient, cost-effective development and the protection of resources.

In particular, Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns;
- b) accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, parks and open space, and other uses to meet long-term needs; and
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.3.1 states that *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:  
a) densities and a mix of land uses which: (1) efficiently use land and resources.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.3.1 speaks to employment and requires planning authorities to promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities.

With regard to Long Term Economic Prosperity, Policy 1.7.1 states that long term economic prosperity should be supported by: a) promoting opportunities for economic development and community investment-readiness.

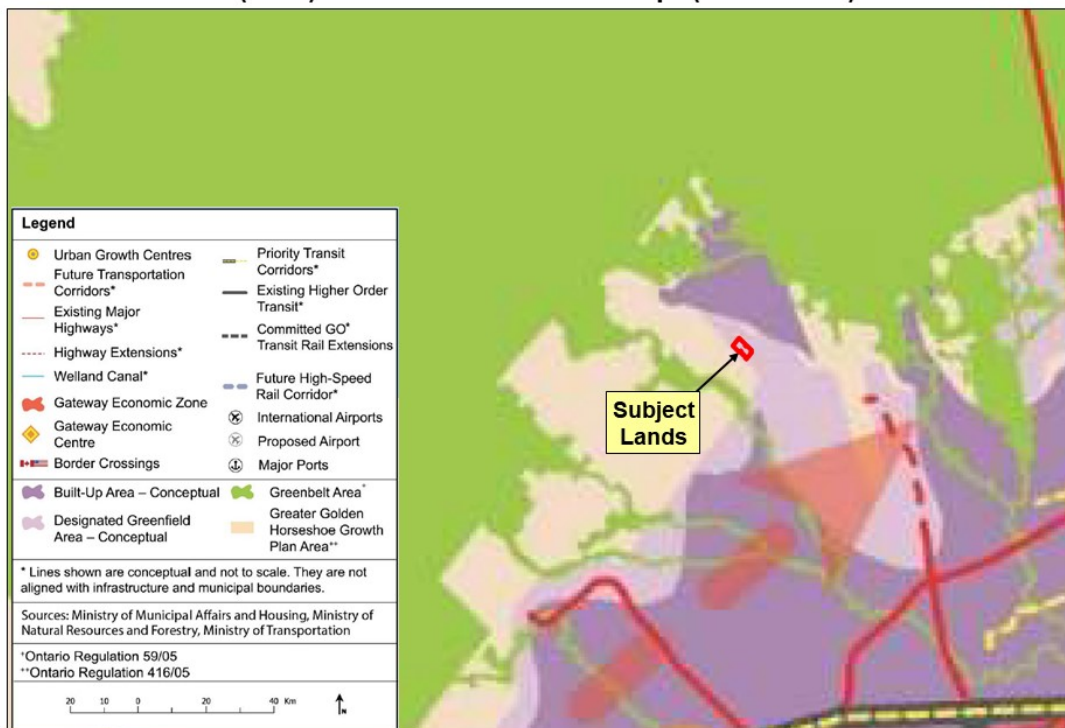
Under Policy 2.1, Natural Heritage policies include:

- Natural features and areas shall be protected for the long term (Policy 2.1.1); and
- 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 (Policy 2.1.2).

## 2.2 GROWTH PLAN (2019)

The 2019 Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides guidance for policy directions relating to development and growth in the Greater Golden Horseshoe to 2041. The aim of the Growth Plan is to support economic prosperity, protect the environment and help communities achieve a high quality of life. Under the Growth Plan, the Subject Lands are shown as within the Designated Greenfield Area - Conceptual (see Figure 3).

**Figure 3  
 Places to Grow (2019) – A Place to Grow Concept (Schedule 2)**



Note: Location and boundaries are approximate

Under Policy 2.2.1, Managing Growth policies include:

- The vast majority of growth will be directed to settlement areas that have existing or planned municipal water and wastewater systems and can support the achievement of complete communities (Policy 2.2.1.2.a); and
- Applying the policies of this Plan will support the achievement of complete communities that (Policy 2.2.1.4): a) feature a diverse mix of land uses

including convenient access to local stores and services; and e) provide for a more compact built form and a vibrant public realm.

Under Policy 2.2.5, Employment policies include:

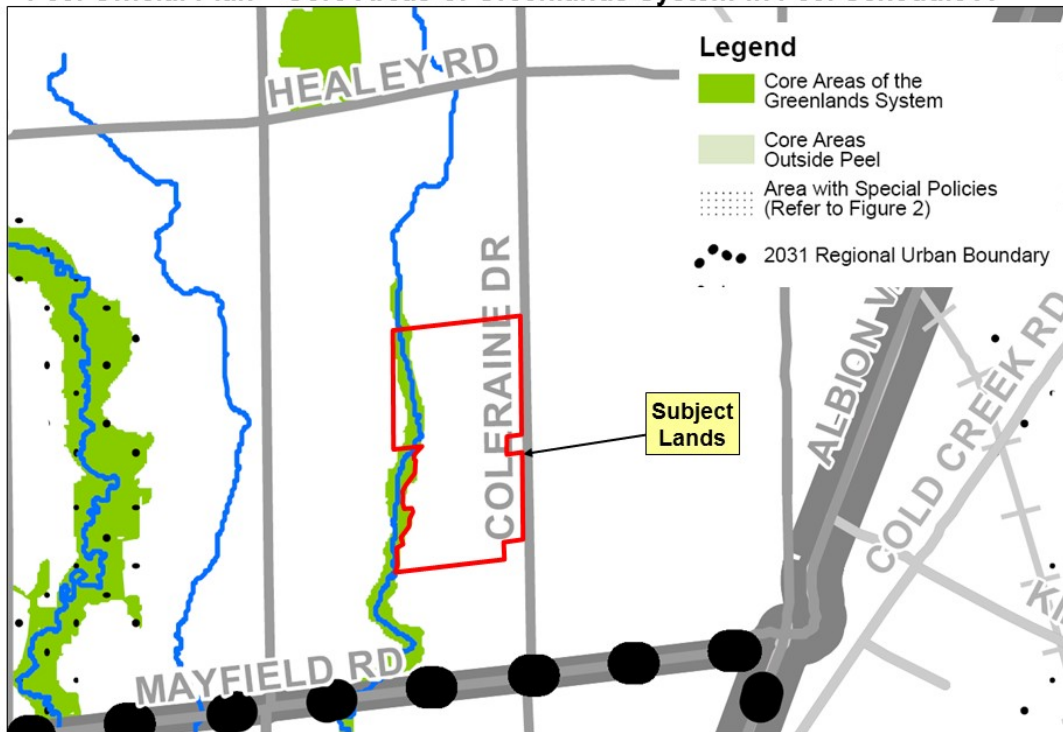
- Economic development will be promoted by (a) making more efficient use of existing employment areas and underutilized employment lands and increasing employment densities and (d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment (Policy 2.2.5.1);
- In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated (Policy 2.2.5.4);
- 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 (Policy 2.2.5.5); and
- Municipalities will plan for all employment areas within settlement areas by: (c) providing an appropriate interface between employment areas and adjacent non-employment areas maintain land use compatibility (Policy 2.2.5.7).

### **2.3 REGION OF PEEL OFFICIAL PLAN**

According to the Region of Peel Official Plan, a portion of the subject lands along the main branch of the Clarkway Tributary at the westerly boundary is designated Core Areas of the Greenlands System under Schedule A (see Figure 4). The introduction to Section 2.3 states “The Core Areas of the Greenland System are shown generally on Schedule A ... Policies regarding the detailed interpretation of the location and extent of the Core Areas will be contained in the area municipal official plans.” Policy 2.3.2.1.a) states that Core Areas are protected in the Plan and in the area municipal official plans. Policy 2.3.2.6 prohibits development and site alteration within the Core Areas except for uses including conservation and flood or erosion control. Appropriate policies for valley and stream corridors will be contained in the area municipal plans. Policy 2.3.2.16 directs that area municipalities, in consultation with the conservation authorities, to continue to refine the boundaries of valley and stream corridors,

establish setbacks and buffers for watercourses, and valley and stream corridors and define headwater areas through subwatershed or broad scale environmental studies.

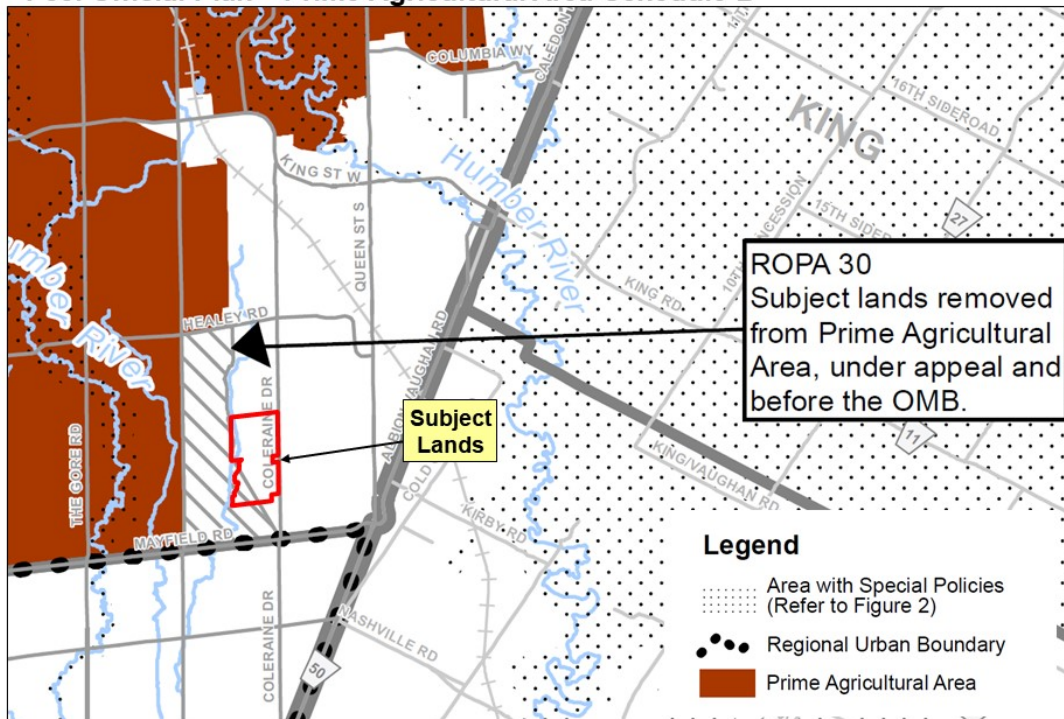
Figure 4  
Peel Official Plan – Core Areas of Greenlands System in Peel Schedule A



Note: Location and boundaries are approximate

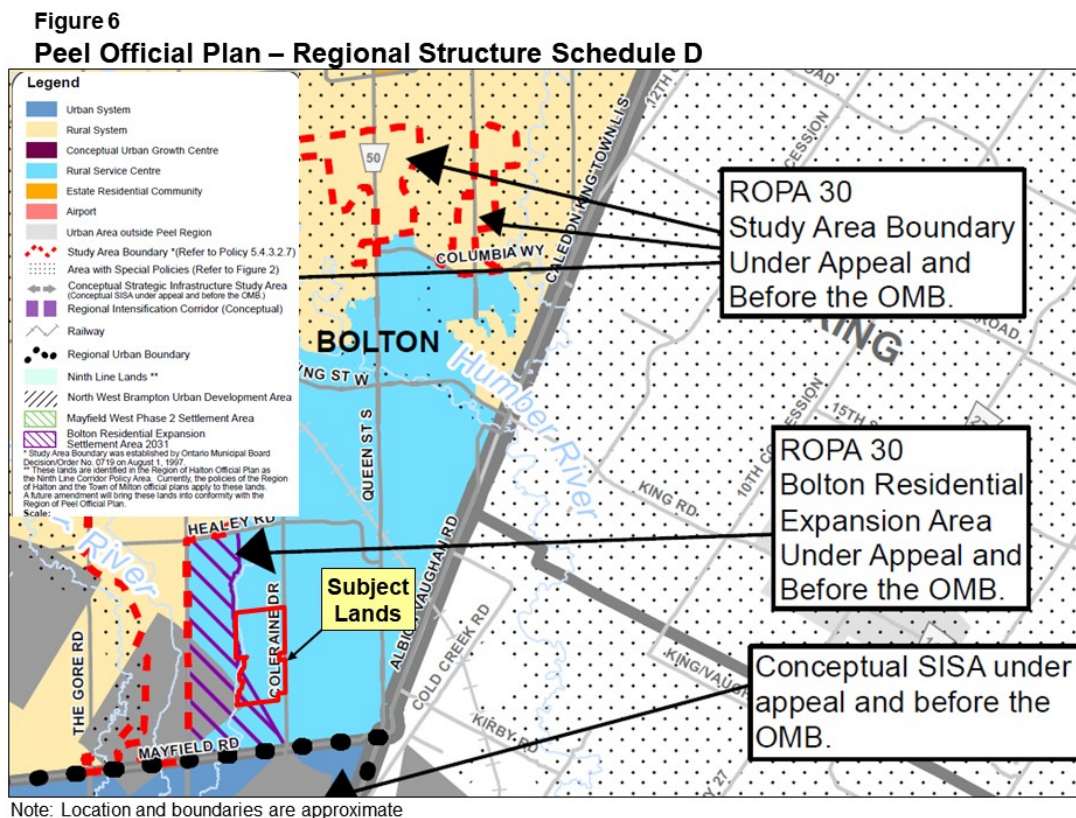
According to the Region of Peel Official Plan, portions of the subject lands that are not proposed for development at this time are outside of the Bolton Rural Service Centre boundary and are designated Prime Agricultural Area under Schedule B, subject to ROPA 30, a proposed amendment to establish the Bolton (2031) Residential Expansion Area, which is under appeal and before the Local Planning Appeal Tribunal (LPAT) (see Figure 5).

Figure 5  
Peel Official Plan – Prime Agricultural Area Schedule B



Note: Location and boundaries are approximate

Under Schedule D Regional Structure of the Region of Peel Official Plan, the portion of the subject lands proposed for development is within the Rural Service Centre, while the lands outside of the Bolton Rural Service Centre boundary are designated Rural System, subject to ROPA 30, a proposed amendment to establish the Bolton (2031) Residential Expansion Area, which is under appeal and before the LPAT (see Figure 6). Based on ROPA 24, a “Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB)” is shown in proximity to the southwest portion of the subject lands, outside of the Bolton Rural Service Centre boundary.



An overall goal for the Regional Structure is to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities (Goal 5.1.2). A General Objective for the Rural System is to promote healthy rural communities that collectively contains living, working and recreational opportunities, and respect the natural environment and resources (General Objective 5.4.1.3).

Policies for the Rural System include to direct growth to the three Rural Service Centres (Policy 5.4.2.2).

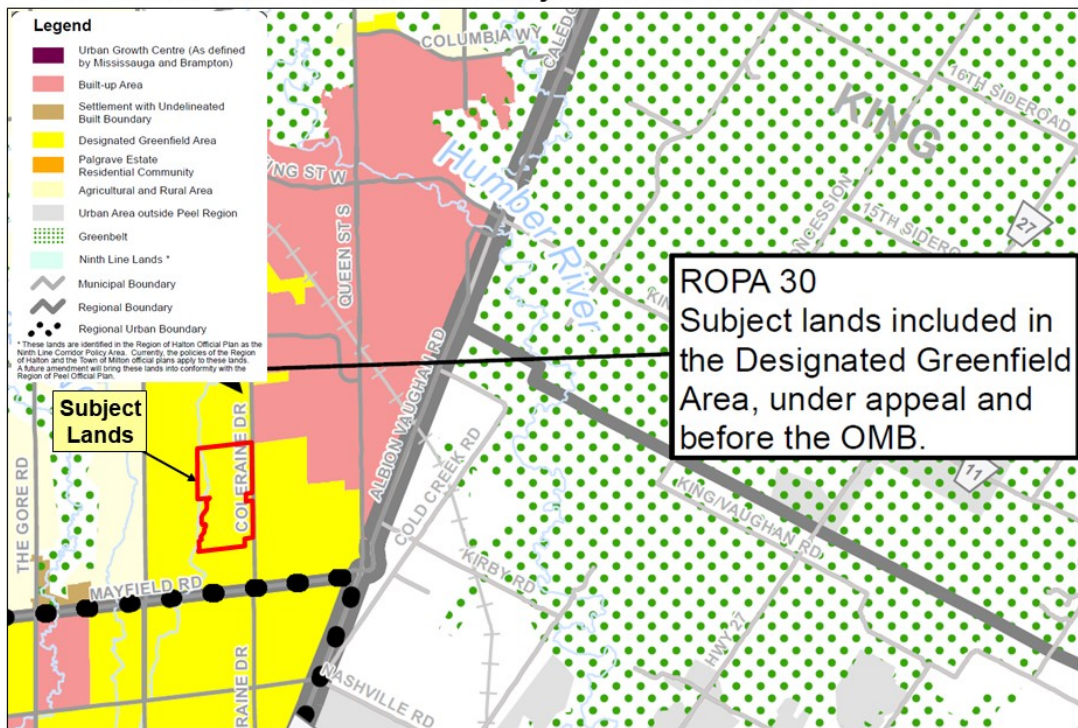
The General Policies for Growth Management include to direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space, and easy access to retail and services (Policy 5.5.2.1).

The policies for Employment Areas include to require the area municipalities to include a range of employment designations in their official plans for employment areas within the Rural Service Centres, to achieve the employment forecasts and to accommodate a variety of employment uses in accordance with the location and market requirements for these uses (Policy 5.6.2.2).



According to Schedule D4 of the Region of Peel Official Plan related to the Growth Plan Policy Areas, the portion of the subject lands proposed for development is within the Designated Greenfield Area, while the lands outside of the Bolton Rural Service Centre boundary are within the Agricultural and Rural Area and are subject to ROPA 30, a proposed amendment to establish the Bolton (2031) Residential Expansion Area, which is under appeal and before the LPAT (see Figure 7).

**Figure 7**  
**Peel Official Plan – Growth Plan Policy Areas Schedule D4**

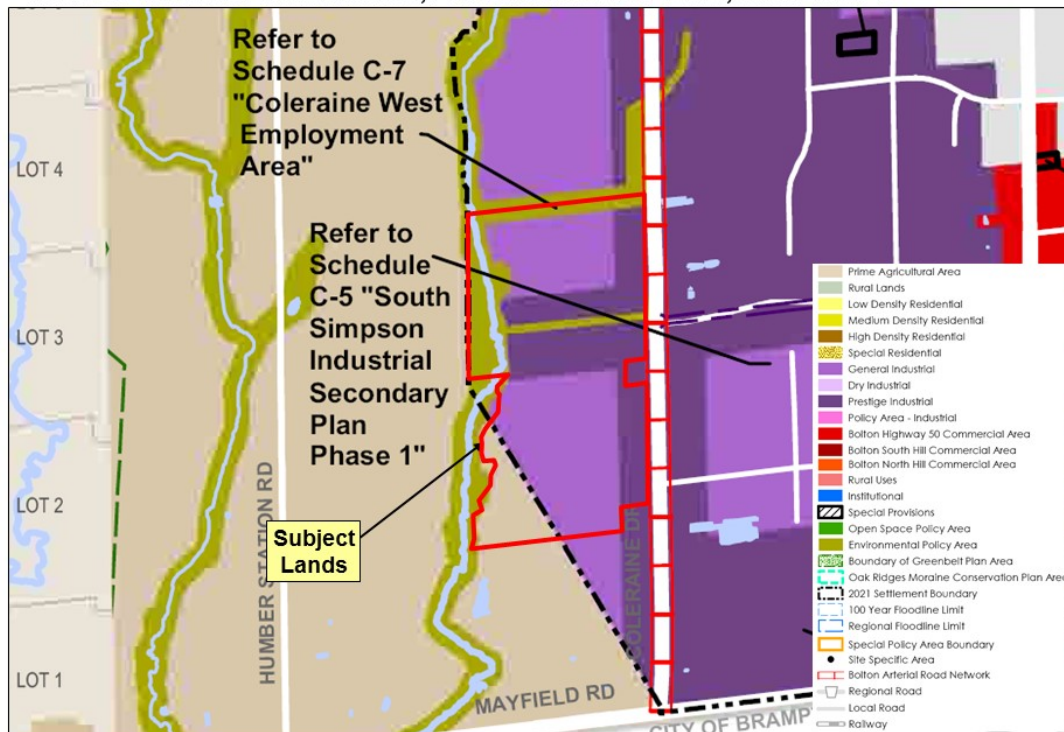


Note: Location and boundaries are approximate

## 2.4 TOWN OF CALEDON OFFICIAL PLAN

Under the Town of Caledon Official Plan, the portion of the subject lands proposed for development are designated Prestige Industrial, General Industrial and Environmental Policy Area, while the lands outside of the Bolton Rural Service Centre boundary are designated Prime Agricultural Area (see Figure 8).

**Figure 8**  
**Town of Caledon Official Plan, Bolton Land Use Plan, Schedule C**



Note: Location and boundaries are approximate

Objectives for Employment Areas include:

- To attract a broad range of industries, including corporate office commercial uses, to provide for long-term local employment and economic stability (Objective 5.5.2.1); and
- To promote the expansion of existing businesses and attract new industrial enterprises (Objective 5.5.2.2).

Relevant policies for employment areas include:

- Employment areas within the Town will be focused primarily in the Rural Service Centres of Mayfield West, and Bolton in order to: concentrate industrial activities and employment opportunities within the Town; maximize use of available sanitary, water, and transportation infrastructure; and, provide locations for industrial growth proximate to larger markets to the south and east (Policy 5.5.3.1).
- Employment Areas may be further classified as: Prestige Industrial; General Industrial; and Dry Industrial, with each type of land use being identified in separate industrial classifications in the implementing Zoning By-law. These designations are generally described as follows: a) Prestige Industrial applies to employment lands with full municipal water and sewer services which provide for clean industry as well as office uses on landscaped lots in a park-like surrounding; b) General Industrial applies to employment lands with full municipal water and sewer services which provide for various industrial uses including manufacturing, fabricating, and accessory outside storage (Policy 5.5.3.21);
- Lands designated Prestige Industrial are shown on Schedule C. Prestige uses will be located within enclosed buildings with no outside storage and uses shall be encouraged to occupy prominent locations along major roads and highways. Prestige Industrial uses shall be developed on full regional piped water and sewer services (Policy 5.5.4);
- The Prestige Industrial classification of land shall permit the following uses: a) Manufacturing, fabricating, printing, processing, assembling and packaging operations; b) Warehousing and wholesale operations; c) Laboratories, d) Computer and data processing; e) Research and development facilities; f) Corporate offices; g) Offices related to permitted industrial uses; h) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses; i) Day care facility; and, j) Commercial uses in accordance with Section 5.5.3 (Policy 5.5.4.1);
- Lands designated General Industrial will be developed for industrial uses which require full piped regional sewer and water services (Policy 5.5.5);
- The General Industrial classification of land means that the predominant use of land shall be as follows: a) Manufacturing, fabricating, printing, processing,

- assembling and packaging operations; b) Warehousing and wholesale operations; c) Laboratories, d) Computer and data processing; e) Research and development facilities; f) Transportation terminals; g) Contractor's yards; h) Offices related to industrial uses; i) Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of industrial uses; j) Automotive uses, excluding motor vehicle sales, rental or leasing agencies; k) Accessory outdoor storage; and l) Commercial uses in accordance with Section 5.5.3. m) Adult videotape stores (Policy 5.5.5.1);
- To achieve a high standard of building design, landscape and streetscape the following guidelines will be used in conjunction with site plan approval to evaluate the design aspects of industrial development proposals: a) Buildings and streetscapes in the industrial areas and industrial business parks will be designed to provide for quality setting through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress; b) Innovative building forms will be encouraged; c) Visual and functional relationships between individual buildings will be handled in ways appropriate to their function; d) The following are basic landscaping and planting guidelines: i) use of landscaping and planting to assist in the definition of pedestrian and vehicular routes and to enhance the sense of human-scale in outdoor pedestrian areas; ii) use of landscaping and planting to screen unattractive views, buffer adjacent land uses, and assist in making a satisfactory transition between different land use areas; and, iii) use of landscaping and planting to reduce maintenance, control erosion, and to stabilize soils; e) The design of parking and utility areas on building sites shall take into account both convenience and visual acceptability (Policy 5.5.7.1);
  - Lands with a prominent visual exposure or lands adjacent to residential uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, site design, and on-site open space and landscaping features (Policy 5.5.7.2);
  - Lands adjacent to any non-industrial uses shall be developed in a compatible manner utilizing such provisions as landscaping, berming, and site design (Policy 5.5.7.4).

Relevant policies for Environmental Policy Areas include:

- New development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in policy 5.7.3.1.2 (Policy 5.7.3.1.1);
- All lands designated EPA in this Plan shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this designation (Policy 5.7.3.1.3);
- As more detailed environmental information becomes available, such as information derived from approved studies or site investigations/inspections, minor refinements to the limits of lands designated EPA on the Schedules to this Plan, including minor additions or deletions, may be permitted without an amendment to this Plan, provided such a minor refinement is satisfactory to the Town and other relevant agencies (Policy 5.7.3.1.4); and
- Proposed new development adjacent to EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies. (Policy 5.7.3.7.1).

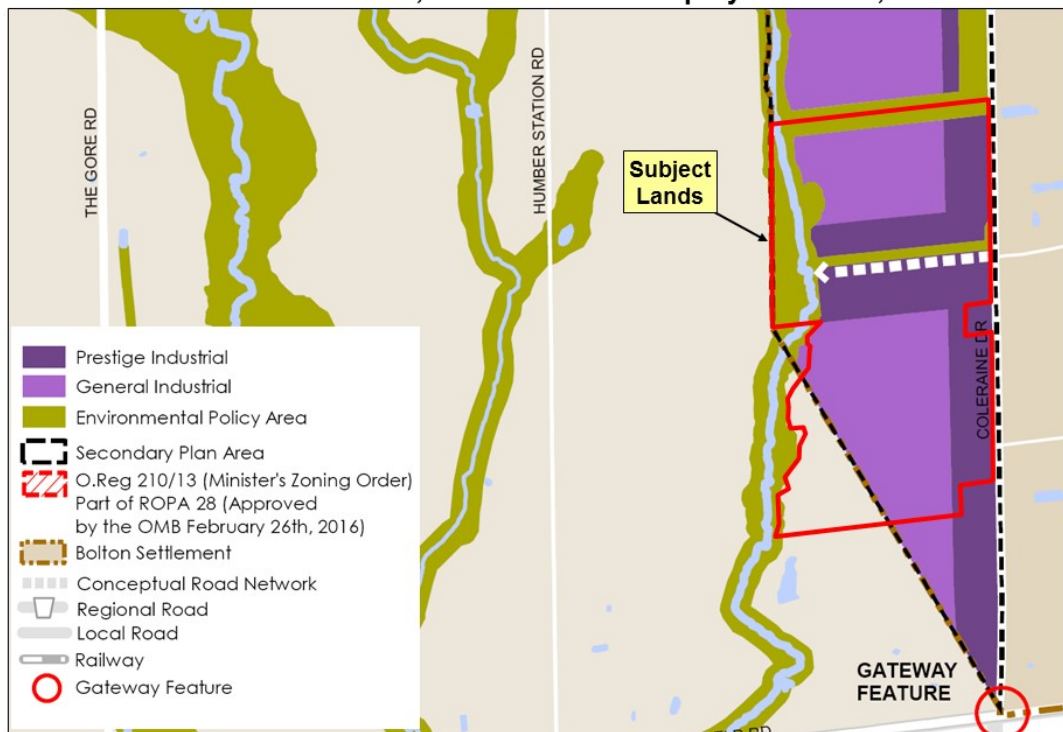
The General Policies for Bolton include:

- The boundary of the Bolton Rural Service Centre is shown on Schedule C, Bolton Land Use Plan. This boundary represents the land needs for the settlement for the 2021 time frame (Policy 5.10.4.5.2.1); and
- A Secondary Plan, entitled the Coleraine West Employment Area Secondary Plan, has been completed in order to expand the Bolton Employment Area. The detailed policies are contained in Section 7.15 of this Plan (Policy 5.10.4.5.9.6).

## 2.5 COLERAINE WEST EMPLOYMENT AREA SECONDARY PLAN

The Coleraine West Employment Area Secondary Plan establishes detailed land use policies for lands within the Secondary Plan area. According to Schedule C-7 for the Coleraine West Employment Area, the portion of the subject lands proposed for development within in the Bolton Settlement area are designated Prestige Industrial, General Industrial and Environmental Policy Area, with the extension of George Bolton Parkway shown as part of the Conceptual Road Network (see Figure 9).

**Figure 9**  
**Town of Caledon Official Plan, Coleraine West Employment Area, Schedule C-7**



Note: Location and boundaries are approximate

As to goals under Section 7.15.4, the Coleraine West Employment Area Secondary Plan promotes high quality industrial development in a comprehensive manner consistent with the Official Plan. Specific goals for the Coleraine West Employment Area Secondary Plan include the following: To provide for a mix of employment uses that contributes to the Town's employment and commercial/industrial assessment base; To provide for logical and orderly development on full municipal services; To ensure a high standard of community design is provided along all arterial roads; and

To recognize, protect and enhance significant environmental features and functions through good planning.

The General Policies under Section 7.15.5 are as follows:

- The Coleraine West Employment Area Secondary Plan provides for prestige industrial and general industrial uses;
- The Prestige Industrial designation is intended to provide employment uses for the community. It is the intent that the high quality urban design and uses such as, research and development and light manufacturing and offices would be encouraged to be located within the Prestige Industrial designation. The Prestige Industrial designation will also permit a broader range of land uses;
- The General Industrial designation will be more suitable for manufacturing, processing, distribution and outdoor storage uses. Development of individual sites will be integrated with the possibility of buildings and uses straddling the Prestige Industrial and General Industrial designations. Open storage uses shall not be permitted in the Prestige Industrial designation; and
- The land use proposed will respect the natural features and functions of the Secondary Plan area, associated with the Clarkway Tributary corridor. Wetlands, woodlots, and hedgerows within the Secondary Plan Area will be subject to the recommendations of an Environmental Impact Study (EIS) to the satisfaction of the Town and Conservation Authority.

Community Design policies include:

- All development is strongly encouraged to conform to the Guide to Eco-Business Zone Planning and Development guidelines (Policy 7.15.6.4);
- Visual impacts of parking and loading facilities shall be minimized (Policy 7.15.6.6);
- Enhanced building and landscape design is required along Coleraine Drive, Mayfield Road, Healey Road and George Bolton Parkway (Policy 7.15.6.7); and
- All development shall conform to the General Design Policies of Section 5.5.7 of this Plan, as well as the Industrial/Commercial Institutional Site Plan Design Guidelines, adopted by Council on June 24, 2002, as may be amended by Council from time to time (Policy 7.15.6.10).

With regard to Secondary Plan Uses:

- Employment land development shall be permitted in accordance with the policies of Section 5.5 as well as the following specific policies (Policy 7.15.7.1);
- Notwithstanding Sections 5.5.4.4, 5.10.4.5.9.1 and 7.15.5, limited vehicular trailer storage may be permitted, provided adequate landscape buffers and year round screening is provided to the satisfaction of the Town (Policy 7.15.7.1.3);
- The Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with these policies (Policy 7.15.7.1.5);
- Development on lands designated Prestige Industrial on Schedule C-7 shall be permitted in accordance with the policies of Sections 5.5.4, 5.10.4.5.9.1 and 7.15.7.1.5 of this Plan as well as the following specific policies (Policy 7.15.7.2.1);
- The Prestige Industrial designation shall apply to lands adjacent to Coleraine Drive, Mayfield Road, George Bolton Parkway and Healey Road with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that appear to front onto major roads (Policy 7.15.7.2.2); and
- Development on lands designated General Industrial on Schedule C-7 shall be permitted in accordance with policies of Section 5.5.5 and 7.15.7.1.5 of this Plan (Policy 7.15.7.3.1).

Environmental Policy Area policies include:

- The lands associated with the Clarkway Tributary corridor within the Coleraine West Employment Area Secondary Plan are designated as an Environmental Policy Area on Schedule C-7 (Policy 7.15.8.1);
- All lands within the Plan are subject to the Ecosystem Planning and Management and Sustainability provisions of Section 3.1 of this Plan (Policy 7.15.8.2);
- The Natural Heritage System is designated as Environmental Policy Area (EPA) (Policy 7.15.8.3.1);



- Proposed new development adjacent to the Environmental Policy Areas will require an EIS to the satisfaction of the Town of Caledon, TRCA and the Region of Peel to refine the site-specific limits to the NHS (Policy 7.15.8.3.2); and
- Where appropriate and as permitted in accordance with applicable Regional, Provincial and Conservation Authority policies, the refined development limit may result in alterations, additions, eliminations or relocations of the Environmental Policy Areas, which will not require amendment to this Plan. Exact limits will be implemented through zoning (Policy 7.15.8.3.4).

Heritage Resources policies include:

- Conservation of heritage resources shall be consistent with the provisions of Section 3.3 of this Plan. The Secondary Plan includes areas that may have potential for undiscovered archaeological resources. Prior to final approval of new development or redevelopment, a detailed archaeological assessment shall be conducted according to the Provincial Standards and Guidelines for Consultant Archaeologists, 2011, or as amended, and to the satisfaction of the Town (Policy 7.15.9.1); and
- Prior to final approval of new development or redevelopment, detailed documentation of identified built heritage features shall be provided by a qualified professional, and opportunities for retention and reuse of features of architectural and historical merit shall be identified (Policy 7.15.9.2).

Transportation policies include:

- The Town promotes employer-based and area-wide Transportation Demand Management (TDM) programs(s) as a means to reduce single occupant vehicle travel to the Secondary Plan Area. Use of modes of transportation such as transit, carpooling, cycling and walking are encouraged (Policy 7.15.10.14);
- The Town will encourage transit-supportive development in the Secondary Plan Area and nearby transit and commercial centres (Policy 7.15.10.15);
- Shared parking, bicycle parking, carpool parking, and End-of-Trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle will be encouraged (Policy 7.15.10.16); and

- The Town encourages private off-street surface parking lots to be designed to minimize negative aesthetic and environmental impacts (Policy 7.15.10.17).

Servicing policies include:

- All development in the Secondary Plan Area shall be serviced by full municipal water and sanitary sewers, municipal roads, hydro, fiber optic trenches and other utilities (Policy 7.15.11.1); and
- An integrated stormwater management system shall be required as generally envisioned in the Comprehensive Environmental Impact Study and Management Plan (CEISMP) and to the satisfaction of the Town and the Conservation Authority. The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be generally in accordance with the CEISMP. Prior to the submission of site-specific planning applications, a comprehensive stormwater management study will be required to the satisfaction of the Town and Conservation Authority. Where an initial comprehensive stormwater management study has been completed, an addendum to this study shall be required in support of subsequent planning applications (Policy 7.15.11.2).

Implementation policies include:

- The land use pattern shown on Schedule C-7 is conceptual and may be adjusted in the plan of subdivision or site plan approval processes, taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, and the provision of full municipal services, emergency services, detailed land use relationships and street patterns. (Policy 7.15.13.2)
- Minor variations of land use boundaries and street patterns shall not require an amendment to this Secondary Plan providing that the intent of the Plan is maintained. Land use boundary change as a result of an EIS or natural hazard assessment shall not require amendment to this Plan but may require an amendment to the Zoning By-law. An amendment to the Zoning By-law to reflect a revision to the boundaries of the Environmental Policy Area shall be deemed to comply with this Plan. (Policy 7.15.13.3)

- Appropriate zoning by-law(s) shall be enacted to implement the land use designations of this Plan (Policy 7.15.13.5).

## **2.6 TOWN OF CALEDON'S COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES**

The Town of Caledon Comprehensive Town-Wide Design Guidelines (TWDG) dated November 2018 were prepared to provide comprehensive town-wide and area specific urban design, landscape and architectural solutions. As it relates to the Development Community, the “TWDG will assist members of the development industry and their consultant teams by providing a clear, comprehensive and concise source of guidance for development, Townwide. Development applications are required to demonstrate conformity with the Town’s design policies and guidelines” (Section 1.1.1). The TWDG provides for three categories of guidelines: Design Standards, which are mandatory; Design Requirements, where compliance with design requirements is expected; and Encouraged Practices, where it is desirable to comply (Section 2.3).

Based on a review of the TWDG, guidelines relevant to the proposed Zoning By-law Amendment include:

- Design Standard – Integrate stormwater management practices early in the design stage to ensure that they are taken into account prior to the detailed planning stages (Section 6.6.2.a);
- Design Standard – Buildings and streetscapes shall be designed to provide for quality settings through the treatment of features, forms, massing, scale, site layout, orientation, landscaping, ingress and egress (Section 11.1.a);
- Design Requirement – Orient parking, loading and storage areas away from highly visible or pedestrian oriented streetscapes, and utilize such provisions as landscaping, berming, site design and on-site open space and landscaping features to provide adequate buffering along these edges, in accordance with the guidelines provided in Section 11.5 (Section 11.1.d);
- Design Requirement – Truck access to loading and service areas should be located away from any pedestrian routes (Section 11.2.2.k);
- Design Standard – Where parking areas are visible from the street, buffer landscaping and architectural screening features shall be provided, such as

- tree planting, berming, low walls, decorative fencing and/or hedging (Section 11.2.3.c);
- Design Standard – Snow storage areas shall be provided in the design and layout of parking areas (Section 11.2.3.g);
  - Encouraged Practices – Consider reducing the number of parking spaces provided based on the availability and probability of planned and proposed transit and active transportation routes (for example, Metrolinx' SmartCommute) (Section 11.2.3.l);
  - Encouraged Practices – Consider reducing parking ratios for sites within 400 metres of a high order transit stop (Section 11.2.3.m);
  - Design Standard – Lighting shall be directed downward and inward (Section 11.2.6.d);
  - Design Requirement – Lighting design plans for parking areas should be organized to avoid a clutter of light standards, particularly where these are highly visible from the street (Section 11.2.6.e);
  - Design Standard – Front yard parking areas and views into storage areas from the front of each site are to be screened with plant material and other landscape elements (Section 11.5.4.a);
  - Design Standard – A diversity of hard and soft landscape elements shall be provided (Section 11.5.4.b);
  - Design Standard – The landforms within the landscape zone are to have maximum slopes of 3:1 thereby reaching heights between 0.6m and 0.8m and widths between 1.2m and 1.7m respectively. This landform treatment will reduce visibility of parking areas, using a combination of sloping berms and decorative elements (ie. Limestone ledgerock and granite stone). In both commercial and industrial lands, the landform will have a natural style (Section 11.5.4.e);
  - Design Standard – A landscape strip (1.5m minimum wide) shall be provided along all interior side lot lines to form a combined landscape strip a minimum of 3.0m wide with the abutting property. Tree planting, from the street line to the rear lot line or outdoor storage area, should be provided within the strip unless restricted by drainage swales, fencing, parking areas or other constraints (Section 11.5.4.h);

- Design Requirement – Provide landscaping and planting to screen unattractive views, buffer adjacent land uses and assist in making a satisfactory transition between different land use areas (Section 11.5.6.b); and
- Design Requirement – General site planning should organize views and screen parking, loading and servicing from the street (Section 11.5.6.d).

## **2.7 GUIDE TO ECO-BUSINESS ZONE PLANNING AND DEVELOPMENT**

The Town of Caledon and the Toronto Region Conservation Authority prepared A Guide to Eco-Business Zone Planning & Development, dated March 24, 2014 (the “Guide”). According to Purpose, Section 1.1, the Guide “provides staff guidance on the planning, design and subsequent development of eco-business zones in new employment areas”.

Based on a review of Section 6: Eco-Business Zone Parcel Development, principles relevant to the proposed Zoning By-law Amendment include:

- Where possible, use building shape and projections to define parking along the side edge of a building so that parking does not predominate the front edge of the landscape (PARCEL.7);
- Consider constructing berms within landscape setbacks to help screen views of parking, loading and storage. As discussed in the Open Space, Landscape & Stormwater guidelines, plant native plants that are drought/pest resistant and easy to maintain (PARCEL.10);
- Provide a landscape edge of 1.5 meters along all interior side lot lines creating a shared landscape strip with abutting property of 3.0 meters wide. Bio-swales may be integrated into the landscape strip to maximize its functional and aesthetic performance (PARCEL.11);
- Where fences are constructed within or at the boundary of a landscape setback, ensure they are screened with plantings and vegetation and are no more than 1.5 metres high. The placement of the fence shall allow for unobstructed access to the bio-swales and privately landscaped areas to allow for maintenance and upkeep (PARCEL.12);
- Consider known or probable transportation demand management e.g., coordinating with MetroLinx’s SmartCommute, and consider reducing parking

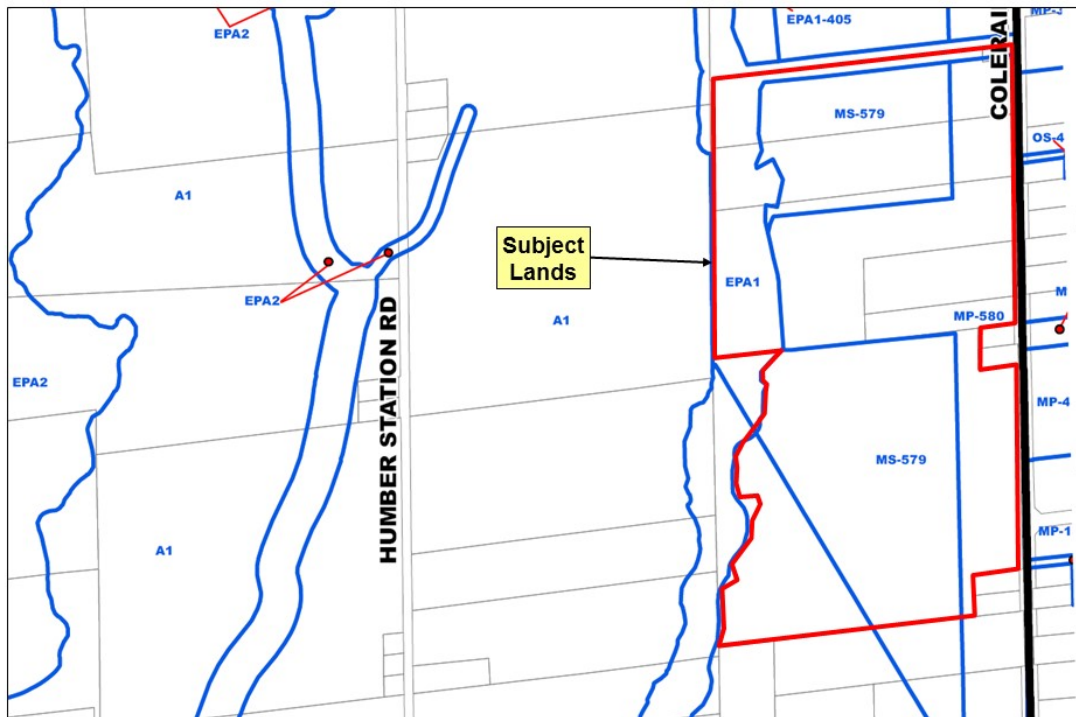
spaces. This may require Town approval on a case-by-case basis (PARCEL.27);

- Locate main parking and all loading areas at the side and/or rear of buildings with well-defined pedestrian pathways that connect to main entrance areas (PARCEL.28);
- Utilize Low Impact Development (LID) designs and technologies to collect, convey, and treat stormwater (PARCEL.35);
- For parcels adjacent to Environmental Policy Areas, provide a landscaped setback with plantings that screen views into industrial or storage areas (PARCEL.40);
- For parcels adjacent to Environmental Policy Areas, provide a landscape strip along any security fences to improve visual amenity between the fence and the EPA (PARCEL.41);
- Consider designing parking or roof areas to provide temporary storage in major rain events when the rate of rainfall exceeds infiltration and conveyance capacity (PARCEL.43); and
- Perimeter fencing is permitted along the rear and side property lines that do not face onto a public street (PARCEL.47).

## 2.8 TOWN OF CALEDON COMPREHENSIVE ZONING BY-LAW NO. 2006-50

Under the Town of Caledon Comprehensive Zoning By-law No. 2006-50, as amended, the portion of the subject lands proposed for development is zoned Prestige Industrial Exception-580 (MP-580), Serviced Industrial Exception-579 (MS-579) and Environmental Policy Area 1 (EPA1) (see Figure 10).

Figure 10  
Town of Caledon Comprehensive Zoning By-law No. 2006-50, As Amended



Note: Location and boundaries are approximate

Permitted uses within the MS-579 zone include: Warehouse and Vehicular Trailer Storage, Accessory. The Special standards for a Vehicular Trailer Storage, Accessory Use are that all vehicular trailer storage areas shall be screened with year round screening.

Permitted uses under the MP-580 zone include: Warehouse and Vehicular Trailer Storage, Accessory. The Special standards for a Vehicular Trailer Storage, Accessory Use are: for the purpose of this zone, no vehicular trailer storage is permitted in the front yard or exterior side yard; no vehicular trailer storage shall exceed 5.0m in

height; and all vehicular trailer storage areas shall be screened with year round screening.

For a warehouse use, according to Section 5.2.3, the parking requirement where the associated office or retail net floor areas are 15 percent or less of the total net floor area: Over 20,000 sq. m – 168 parking spaces, plus 1 parking space per 170 sq. m of net floor area or portion thereof over 20,000 sq. m.

Permitted uses under the EPA1 zone include: environmental management; farm, existing; forest management; and recreation, non-intensive.

Based on the site plan (see Figure 2), as the proposed Vehicular Trailer Storage, Accessory is not permitted in the EPA1 zone and the required vehicular parking is 845 parking spaces overall for Buildings 1, 2 and 3 compared with 594 parking spaces provided (with Building 1 requiring 537 parking spaces compared with 279 parking spaces provided), a zoning by-law amendment is required to amend the EPA1 zone boundary in order to extend the MS-579 zone boundary into the EPA1 zoned lands and for a site specific parking requirement to be added to the MS-579 and MP-580 zones under new MS-XX and MP-XX zones in order to accommodate the proposed Vehicular Trailer Storage.



## **3.0 PROPOSED AMENDMENTS**

### **3.1 ZONING BY-LAW AMENDMENT**

A Zoning By-law Amendment is proposed for a portion of the subject lands from Environmental Policy Area 1 (EPA1) to Serviced Industrial Exception-XX (MS-XX) along with the addition of Special Standards for minimum parking requirements under the MS-XX and MP-XX zones, in order to accommodate the proposed additional Vehicular Trailer Storage, Accessory, while implementing the policies of the Town of Caledon Official Plan. Any additional required special standards are to be confirmed subject to a review of the site plan by Town Staff and through the approvals process.

A draft Zoning By-law Amendment is found in Appendix A. On a preliminary basis, the existing Special Standards under the MS-579 and MP-580 zones are proposed to be expanded under the MS-XX and MP-XX zones in order to include a Special Standard for Parking Spaces (Minimum) where, for the purpose of the applicable MS or MP zone, the minimum off-street parking requirement for a Warehouse with a Gross Floor Area greater than 25,000 sq. m shall be 0.33 parking space per 100 sq. m of gross floor area or portion thereof of the building.

## **4.0 PLANNING ANALYSIS**

### **4.1 PROVINCIAL POLICY STATEMENT**

The proposed Zoning By-law Amendment is consistent with the 2014 Provincial Policy Statement for reasons including:

- The proposed zoning by-law amendment will assist in achieving the Province's policy direction of promoting efficient development and land use patterns that sustain the financial well-being of the Province and the Town of Caledon over the long-term (Policy 1.1.1.a);
- The proposed zoning by-law amendment will assist the Town of Caledon in meeting the long-term needs for employment (industrial) uses (Policy 1.1.1.b);
- The proposed zoning by-law amendment provides for cost-effective development parking standards that minimize land consumption and reduce servicing costs (Policy 1.1.1.e);
- The portion of the subject lands within the Bolton Rural Service Centre is within the settlement area, which shall be the focus of growth and development. The vitality of the Bolton Rural Service Centre will be promoted with the provision of additional Vehicular Trailer Storage in order to meet the needs of the employment use (Policy 1.1.3.1);
- The proposed minimum vehicular parking requirement supports a land use pattern within the Bolton Rural Service Centre in order to efficiently use land (Policy 1.1.3.2.a).1);
- The proposed minimum vehicular parking requirement is an appropriate development standard that promotes compact form (Policy 1.1.3.4);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage will take place within the designated growth area adjacent to the existing built-up area with a compact form to allow for the efficient use of land (Policy 1.1.3.6);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage, promotes economic development and competitiveness and adds to the Town's employment (industrial) uses in order to broaden employment opportunities to meet long-term needs (Policy 1.3.1);

- The proposed Zoning By-law Amendment supports long term economic prosperity by promoting the opportunity for economic development through the new warehouse under development, with the proposed additional Vehicular Trailer Storage;
- As demonstrated in the Letter EIS Addendum dated April 15, 2019 and the landscape plans, natural features and areas within the EPA will be protected for the long term (Policy 2.1.1) and the diversity and connectivity of the EPA natural features will be maintained (Policy 2.1.2);

#### **4.2 GROWTH PLAN (2019)**

The proposed vehicular trailer storage areas and Zoning By-law Amendment conform to the 2019 Growth Plan and the goal to build compact, vibrant and complete communities under the Where and How to Grow Policies, including:

- The new warehouse under development, with the proposed additional Vehicular Trailer Storage provides an employment use within the Bolton Rural Service Centre that has existing municipal water and wastewater systems, and supports the achievement of complete communities (Policy 2.2.1.2.a);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage, will assist in achieving the overall policy direction of encouraging municipalities to develop as complete communities with a diverse mix of land uses and a range and mix of employment types in a compact built form as a result of the reduced minimum parking requirement (Policy 2.2.1.4).
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage, promotes economic development and competitiveness by making more efficient use of the existing employment area (Policy 2.2.5.1.a) while aligning land use planning and economic development goals and strategies to retain and attract investment and employment (Policy 2.2.5.1.d). Under the proposed Zoning By-law Amendment to reduce the minimum vehicular parking requirement, surface parking will be minimized in order to provide for additional vehicular trailer storage (Policy 2.2.5.4). The subject lands are located along Coleraine Drive and are an appropriate location for warehousing and logistics uses (Policy 2.2.5.5). Lastly, as demonstrated in the Letter EIS Addendum dated April 15, 2019 and the

landscape plans, the proposed Zoning By-law Amendment provides for an appropriate interface between the Coleraine West Employment Area and the Clarkway Tributary to the west, in order to maintain land use compatibility (Policy 2.2.5.7).

#### **4.3 REGION OF PEEL OFFICIAL PLAN**

The proposed vehicular trailer storage areas and Zoning By-law Amendment conform with the Region of Peel Official Plan for reasons including:

- As demonstrated in the Letter EIS Addendum dated April 15, 2019 and the landscape plans, the proposed Zoning By-law Amendment refines the boundary of the Environmental Policy Area (Policy 2.3.2.16);
- The proposed development will assist in achieving the overall goal of providing for complete communities with a wide range of activities, including employment uses (Goal 5.1.2);
- The proposed Zoning By-law Amendment is consistent with the General Objectives for the Rural System including promoting healthy rural communities by providing employment opportunities (General Objective 5.4.1.3);
- The proposed development provides for growth in the Bolton Rural Service Centre (Policy 5.4.2.2);
- The proposed development will contribute to creating a complete community by providing employment in the Bolton Rural Service Centre as well as the larger Town of Caledon (Policy 5.5.2.1); and
- The proposed vehicular trailer storage areas under the Prestige Industrial and General Industrial designation, will contribute to creating a variety of employment uses within the Coleraine West Area Secondary Plan (Section 5.6.2.2).

#### **4.4 TOWN OF CALEDON OFFICIAL PLAN**

The proposed vehicular trailer storage areas and Zoning By-law Amendment conform with the Town of Caledon Official Plan for reasons including:

- The objectives for Employment Areas to attract a broad range of industries to provide for long-term local employment and economic stability (Objective

- 5.5.2.1) and to promote the expansion of an existing business and attract new industrial enterprises (Objective 5.5.2.2) are supported;
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage, is located in an employment area within the Bolton Rural Service Centre (Policy 5.5.3.1);
  - The new warehouse under development, with the proposed additional Vehicular Trailer Storage is permitted under the Prestige Industrial and General Industrial designations on lands with full piped regional sewer and water services (Policies 5.5.3.21, 5.5.4, 5.5.4.1 and 5.5.5);
  - A high standard of building design, landscape and streetscape is provided for by the new warehouse under development, with the proposed additional Vehicular Trailer Storage, with buildings and streetscapes designed to provide for a quality setting, with landscaping and planting that assists in the definition of pedestrian and vehicular routes while screening views from the extension of George Bolton Parkway and providing for a landscaped buffer to the adjacent land uses the west, whereby a satisfactory transition between different land use areas is achieved (Policies 5.5.7.1, 5.5.7.2 and 5.5.7.4);
  - Within the context of Policies 5.7.3.1.4 and 7.15.13.3 as discussed below, the proposed Zoning By-law Amendment to rezone EPA 1 lands to MS-XX represents a minor refinement that conforms with the Environmental Policy Area policies 5.7.3.1.1 and 5.7.3.1.3, and is supported by a Letter EIS Addendum dated April 15, 2019 prepared by Biologic that was prepared for review by the Town, Region and TRCA (Policy 5.7.3.7.1); and
  - The portion of the subject lands proposed for development are within in the boundary of the Bolton Rural Service Centre (Policy 5.10.4.5.2.1) and are subject to the Coleraine West Employment Area Secondary Plan as discussed below (Policy 5.10.4.5.9.6).

#### **4.5 COLERAINE WEST EMPLOYMENT AREA SECONDARY PLAN**

The proposed vehicular trailer storage areas and Zoning By-law Amendment conform with the Coleraine West Employment Area Secondary Plan for reasons including:

- The proposed Zoning By-law Amendment supports the goals under Section 7.15.4 for the Coleraine West Employment Area Secondary Plan by providing for high quality industrial development consistent with the Official Plan as discussed above. The new warehouse under development, with the proposed additional Vehicular Trailer Storage: will add to the mix of employment uses in order to contribute to the Town's employment assessment base; is on lands with full municipal services; will ensure a high standard of community design on George Bolton Parkway; and will enhance the lands designated Environmental Policy Area;
- The proposed Zoning By-law Amendment conforms with the General Policies under Section 7.15.5 as the new warehouse under development, with the proposed additional Vehicular Trailer Storage, is permitted under both the prestige industrial and general industrial designations and will respect the natural features and functions of the Secondary Plan area, associated with the Clarkway Tributary corridor;
- The proposed Zoning By-law Amendment generally conforms with the Guide to Eco-Business Zone Planning and Development guidelines as discussed below (Policy 7.15.6.4);
- The visual impacts of the proposed additional Vehicular Trailer Storage from George Bolton Parkway and from the adjacent lands to the west is minimized through the use of landscaping and enhanced landscape design (Policies 7.15.6.6 and 7.15.6.7);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage conforms with the General Design Policies of Section 5.5.7 as discussed above and the Town of Caledon Comprehensive Town-Wide Design Guidelines as discussed below (Policy 7.15.6.10)
- Within the Coleraine West Employment Area Secondary Plan Employment land development is permitted in accordance with the policies of Section 5.5 as discussed above, along with other specific policies (Policy 7.15.7.1);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage is permitted under Policy 7.15.7.1.3, as landscape buffers and year round screening are provided;
- The Zoning By-law and the MS-579 and MP-580 zones, with the proposed amendments, will establish the range of permitted uses and regulations related

to those uses in accordance with the Secondary Plan policies (Policy 7.15.7.1.5);

- The new warehouse under development, with the proposed additional Vehicular Trailer Storage is permitted on the lands designated Prestige Industrial (Policies 7.15.7.2.1 and 7.15.7.2.2);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage is permitted on the lands designated General Industrial (Policies 7.15.7.3.1 and Policy 7.15.8.1);
- The lands associated with the Clarkway Tributary Corridor within the Coleraine West Employment Area Secondary Plan are designated as an Environmental Policy Area on Schedule C-7 and form part of the Natural Heritage System (Policies 7.15.8.1 and 7.15.8.3.1). As part of the Zoning By-law Amendment application, a Letter EIS Addendum was prepared by Biologic for review by the Town of Caledon, TRCA and the Region of Peel in order to refine the site-specific limits to the NHS (Policy 7.15.8.3.2). With the proposed Zoning By-law Amendment, the refined development limit for the lands zoned EPA 1 will result in an alteration to the Environmental Policy Area, which does not require amendment to the Official Plan (Policy 7.15.8.3.4);
- The Ministry of Tourism, Culture and Sport reviewed a Stage 3 Archaeological Assessment dated June 29, 2016, prepared by Archaeological Assessments Ltd., and on September 16, 2016 the report was deemed compliant with ministry requirements for archaeological fieldwork and reporting (Policy 7.15.9.1). There are no identified built heritage features on the subject lands (Policy 7.15.9.2);
- With the proposed minimum vehicular parking requirement, modes of transportation such as transit, carpooling, cycling and walking will be encouraged (Policy 7.15.10.14);
- As noted in the Parking Study dated July 10, 2019, prepared by BA Group, “Development of the employment lands along Coleraine Drive and areas in Bolton will generate a demand for improved transit service to the employment areas and to Bolton in general” (p. 7), whereby transit use will be supported (Policy 7.15.10.15);
- Bike racks provided on-site will promote modes of transportation other than the single-occupant vehicle (Policy 7.15.10.16);

- The proposed additional Vehicular Trailer Storage has been designed to be screened from adjacent uses to the west and from the extension of George Bolton Parkway with landscape buffers and features in order to minimize negative aesthetic and environmental impacts (Policy 7.15.10.17);
- The new warehouse under development, with the proposed additional Vehicular Trailer Storage is serviced by full municipal water and sanitary sewers, municipal roads, hydro, fiber optic trenches and other utilities (Policy 7.15.11.1) and a Stormwater Management Report prepared by AM Candaras has been prepared in support of the Zoning By-law Amendment application for review by the Town and TRCA (Policy 7.15.11.2);
- As the land use pattern shown on Schedule C-7 is conceptual, the proposed Zoning By-law Amendment represents a minor variation of the EPA land use boundary, which does not require an amendment to the Secondary Plan as the intent of the Official Plan is maintained (Policies 7.15.13.2 and 7.15.13.3); and
- The proposed Zoning By-law Amendment represents an appropriate zoning by-law to implement the land use designations of the Official Plan and Coleraine West Employment Area Secondary Plan (Policy 7.15.13.5)

#### **4.6 TOWN OF CALEDON'S COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES**

The proposed vehicular trailer storage areas and Zoning By-law Amendment are consistent with the Town of Caledon's Comprehensive Town-Wide Design Guidelines for reasons including:

- Design Standard – As noted in the Low Impact Development Summary in the SWM Brief dated August 15, 2019 prepared by AM Candaras, “in order to reduce peak flow rate and provide volume attenuation, roof top controls are being provided for Buildings 1, 2 and 3. In addition to roof top controls, the service connections to Lot 1 and Lot 2 will be equipped with control flow orifice plates to reduce peak flows to the municipal storm system. The stormwater discharge will be pretreated through the use of an oil grit separator, in order to improve stormwater quality prior to flowing to the municipal SWM Facility, providing a treatment train approach. The TRCA water balance requirement will be satisfied by providing a stormwater infiltration trench for each lot. The



stone infiltration trenches have been sized to infiltration a 5mm rainfall volume for the whole site area, contributing to ground water recharge. Clean roof water discharge will be directed at the infiltration galleries, in order to minimize debris being directed to the stone trench” (Section 6.6.2.a);

- Design Standard – the proposed Vehicular Trailer Storage areas with the landscape buffers and features provide for a quality setting (Section 11.1.a);
- Design Requirement – The proposed Vehicular Trailer Storage areas are located away from the George Bolton Parkway extension and are proposed to be screened from adjacent uses to the west and from George Bolton Parkway with landscape buffers and features (Section 11.1.d);
- Design Requirement – The proposed Vehicular Trailer Storage areas are located away from any pedestrian routes (Section 11.2.2.k);
- Design Standard – The proposed Vehicular Trailer Storage areas are proposed to be screened from George Bolton Parkway with landscape buffers and features (Section 11.2.3.c);
- Design Standard – Snow storage areas are provided within the proposed vehicular trailer storage areas (Section 11.2.3.g);
- Encouraged Practices – The proposed minimum vehicular parking requirement reduces the number of parking spaces provided based on the availability and probability of planned and proposed transit and active transportation routes as concluded in the Parking Study dated July 10, 2019, prepared by BA Group (Sections 11.2.3.l and 11.2.3.m);
- Design Standard – Lighting will be directed downward and inward as shown on the electrical plans (Section 11.2.6.d);
- Design Requirement – The lighting design plan for the proposed vehicular trailer storage areas avoid a clutter of light standards (Section 11.2.6.e);
- Design Standard – the proposed additional Vehicular Trailer Storage areas are screened with plant material and other landscape elements (Section 11.5.4.a);
- Design Standard – A diversity of hard and soft landscape elements is provided as indicated on the landscape plans (Section 11.5.4.b);
- Design Standard – The proposed landscaped areas will reduce visibility of the proposed additional Vehicular Trailer Storage areas in a natural style (Section 11.5.4.e);

- Design Standard – A landscape strip (1.5m minimum wide) is provided along all interior side lot lines (Section 11.5.4.h);
- Design Requirement – Landscaping and planting are proposed to screen the proposed additional Vehicular Trailer Storage areas (Section 11.5.6.b); and
- Design Requirement – General site planning allows for screening of the parking, loading and servicing from the extension of George Bolton Parkway (Section 11.5.6.d).

#### **4.7 GUIDE TO ECO-BUSINESS ZONE PLANNING AND DEVELOPMENT**

The proposed vehicular trailer storage areas and Zoning By-law Amendment are consistent with the Guide to Eco-Business Zone Planning and Development for reasons including:

- The proposed vehicular trailer storage areas are located along the east and west side edges of Building 1, away from the extension of George Bolton Parkway so that vehicular trailer storage areas do not predominate the front edge of the landscape (PARCEL.7 and PARCEL.28);
- Landscape setbacks will help to screen views of the proposed vehicular trailer storage areas (PARCEL.10);
- A landscape edge of 1.5 meters is provided along all interior side lot lines (PARCEL.11);
- The proposed fences are constructed within or at the boundary of a landscape setback (PARCEL.12);
- The proposed minimum vehicular parking requirement will reduce the amount of vehicular parking spaces provided on-site (PARCEL.27);
- As noted in the Low Impact Development Summary in the SWM Brief dated August 15, 2019 prepared by AM Candaras, “in order to reduce peak flow rate and provide volume attenuation, roof top controls are being provided for Buildings 1, 2 and 3. In addition to roof top controls, the service connections to Lot 1 and Lot 2 will be equipped with control flow orifice plates to reduce peak flows to the municipal storm system. The stormwater discharge will be pre-treated through the use of an oil grit separator, in order to improve stormwater quality prior to flowing to the municipal SWM Facility, providing a treatment train approach. The TRCA water balance requirement will be satisfied by

providing a stormwater infiltration trench for each lot. The stone infiltration trenches have been sized to infiltration a 5mm rainfall volume for the whole site area, contributing to ground water recharge. Clean roof water discharge will be directed at the infiltration galleries, in order to minimize debris being directed to the stone trench” (PARCEL.35 and PARCEL.43); and

- A landscaped setback with plantings and fencing are proposed adjacent to lands zoned EPA1 to screen views of the proposed Vehicular Trailer Storage areas (PARCEL.40, PARCEL.41 and PARCEL.47).

#### **4.8 LOCATION AND COMPATIBILITY**

The subject lands located within the Coleraine West Employment Area are well located for the proposed additional Vehicular Trailer Storage.

The proposed Vehicular Trailer Storage areas are compatible with the surrounding land uses for reasons including:

- The proposed additional Vehicular Trailer Storage and development are consistent with the Town of Caledon Comprehensive Town-wide Design Guidelines and Guide to Eco-Business Zone Planning and Development as discussed above;
- There is room on-site to provide adequate parking as concluded in the Parking Study dated July 10, 2019 prepared by BA Group;
- The proposed vehicular trailer storage areas to the west and east of Industrial Building 1 will be buffered by landscaped buffer areas and setback from the extension of George Bolton Parkway; and
- Lighting within the proposed vehicular trailer storage areas will be directed downward and will be dark-sky friendly.

#### **4.9 PARKING STUDY**

A Parking Study dated July 10, 2019 for the subject lands was prepared by BA Group. The Parking Study concludes: “It is our opinion that the proposed parking supply rate of 0.33 spaces per 100 m<sup>2</sup> of GFA, for warehouses with a GFA over 25,000 m<sup>2</sup>, is appropriate for the proposed Distribution Centre (Building 1) for the following reasons:

1. The proposed Distribution Centre is well served by virtue of its proximity to major arterial roads (Coleraine Drive, Mayfield Drive and Highway 50) and collectors roads (George Bolton Parkway and Parr Boulevard). Vehicular access driveways will be provided onto the westerly extension of George Bolton Parkway. Secondary access driveways will also be provided to Coleraine Drive north of George Bolton Parkway. Traffic control signals will be installed at the Coleraine Drive / George Parkway intersection.
2. The observed parking demand rates at the proxy sites located in the Greater Toronto Area (GTA) are less than the current basic Town's Zoning By-law requirement.
3. Details of parking demand surveys conducted at other GTA Distributions Centres in November 2013 and October 2015 indicate peak parking demand ranged from 0.21 to 0.43 spaces per 100 square metres of GFA.
4. A total parking supply of 0.33 spaces per 100 m<sup>2</sup> of GFA, for warehouses with a GFA over 25,000 m<sup>2</sup>, will, satisfy the peak car parking demand Building 1 in the subject development.
5. Similar parking supply reductions were approved for a comparable Distribution Centre located at 10793 Steeles Avenue in Halton Hills. The proposed supply compares favourably with the existing Centre on Steeles Avenue.

Therefore, based on our assessment, a proposed parking supply of 0.33 parking spaces per 100 m<sup>2</sup> of GFA for warehouses with a GFA over 25,000 m<sup>2</sup>, can readily accommodate the peak parking demand at the proposed Distribution Centre (Building 1). The proposed parking supply is sufficient to meet the peak season demand for Building 1."

#### **4.10 ARBORIST REPORT**

An Arborist Report dated August 13, 2018 (Revised: January 23, 2019) was prepared by MHBC for the subject lands. The Arborist Report concludes that "based on our investigations, we are of the opinion that all five (5) individual trees inventoried on site should be removed to accommodate the development as well as the majority of Tree

Group A. Tree Group B can be successfully protected and retained if the recommendations made within this report are followed. These trees are far enough removed from the proposed work that they should not be adversely impacted by the proposed development.” (p. 4)

#### **4.11 ENVIRONMENTAL IMPACT STUDY**

A Letter EIS Addendum to Bolton Industrial Lands Development, Environmental Impact Study (February 8th, 2016) dated April 15, 2019 for the subject lands was prepared by Biologic Incorporated, which concludes that “This addendum has provided a current overview of the changes made to the wetland boundary and natural heritage features in relation to the proposed development within the Subject Lands. Discussions on zoning amendments and landscape management strategies for proposed added EPA areas are ongoing.”

#### **4.12 STORMWATER MANAGEMENT REPORT**

The Stormwater Management Report dated August 15, 2019 prepared by AM. Candaras Associates Inc. for the subject lands concludes:

- The proposed stormwater management design for Lot 1 and Lot 2 meets the allowable discharge rate of 180l/s/ha as stipulated in the Ontari/Boltcol Stormwater Management Plan by providing a 756mm orifice plate on the downstream face of CBMH #101, for Lot 1 and a 502mm orifice plate on the downstream face of MH #2 for Lot 2;
- The proposed design provides pre-treatment meeting 60% TSS removal prior to discharge into the stormwater management facility by means of a Stormceptor OGS; and
- The water balance requirement of 5mm is achieved by providing stone infiltration trenches.

## 5.0 CONCLUSIONS

Given the findings of this report and the supporting materials, it can be concluded that the proposed Zoning By-law Amendment is consistent with and conforms to the applicable provincial and municipal land use planning policies, and represents good land use planning, as follows:

- The proposed Zoning By-law Amendment and the proposed additional Vehicular Trailer Storage are consistent with the Provincial Policy Statement and conform with the Growth Plan, Regional Official Plan and Town of Caledon Official Plan;
- The proposed additional Vehicular Trailer Storage and development are consistent with the Town of Caledon Comprehensive Town-wide Design Guidelines and Guide to Eco-Business Zone Planning and Development;
- The subject lands located within the Coleraine West Employment Area are well located for the proposed additional vehicular trailer storage;
- The proposed development is compatible with the surrounding land uses;
- The proposed vehicular trailer storage areas to the west and east of Industrial Building 1 will be buffered by landscaped buffer areas and setback from the extension of George Bolton Parkway;
- The proposed specific development standards for the proposed minimum vehicular parking requirement to accommodate the proposed vehicular trailer storage areas are appropriate;
- A Parking Study concludes that “a proposed parking supply of 0.33 parking spaces per 100 m<sup>2</sup> of GFA for warehouses with a GFA over 25,000 m<sup>2</sup>, can readily accommodate the peak parking demand at the proposed Distribution Centre (Building 1). The proposed parking supply is sufficient to meet the peak season demand for Building 1”;
- An Arborist Report concludes that “based on our investigations, we are of the opinion that all five (5) individual trees inventoried on site should be removed to accommodate the development as well as the majority of Tree Group A. Tree Group B can be successfully protected and retained if the recommendations made within this report are followed. These trees are far

enough removed from the proposed work that they should not be adversely impacted by the proposed development”;

- A Letter EIS Addendum to Bolton Industrial Lands Development, Environmental Impact Study concludes that “This addendum has provided a current overview of the changes made to the wetland boundary and natural heritage features in relation to the proposed development within the Subject Lands. Discussions on zoning amendments and landscape management strategies for proposed added EPA areas are ongoing”; and
- The Stormwater Management Report concludes that: the proposed stormwater management design meets the allowable discharge rate and provides pre-treatment meeting 60% TSS removal prior to discharge into the stormwater management facility by means of a Stormceptor OGS; and the water balance requirement of 5mm is achieved by providing stone infiltration trenches.





## **APPENDIX A**



**THE CORPORATION OF THE TOWN OF CALEDON**  
**BY-LAW NO. 20xx-xxx**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,  
with respect to Part Lot 2 and 3, Concession 5 (Albion), Town of Caledon, Regional  
Municipality of Peel,  
Town of Caledon, Regional Municipality of Peel,  
municipally known as 12300 Coleraine Drive, 12400 Coleraine Drive, 12490 Coleraine  
Drive, 12592 Coleraine Drive, 0 Coleraine Drive and 0 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 Lot 2 and 3, Concession 5 (Albion), Town of Caledon, Regional Municipality of Peel, for industrial 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
MS	<p>&lt;insert exception #&gt;</p> <p>(# to be provided by Planning Staff)</p> <p>&lt;insert by-law #&gt;</p>	<ul style="list-style-type: none"> <li>- Bulk Storage Facility</li> <li>- Business Office</li> <li>- Contractor's Facility</li> <li>- Convenience Store (A)</li> <li>- Dry Cleaning or Laundry Plant</li> <li>- Equipment Storage Building</li> <li>- Factory Outlet</li> <li>- Gasoline Pump Island, Accessory</li> <li>- Industrial Use</li> <li>- Light Equipment Rental Establishment</li> <li>- Maintenance Garage, Accessory</li> <li>- Merchandise Service Shop</li> <li>- Motor Vehicle Body Shop</li> <li>- Motor Vehicle Gas Bar</li> </ul>	<p><b>Building Area (Maximum)</b> 60%</p> <p>For the purpose of this zone, the maximum <i>Building Area</i> shall be calculated as a percentage of the lot area.</p> <p><b>Front Yard (Minimum)</b> 6.0m</p> <p><b>Exterior Side Yard (Minimum)</b> 6.0m</p> <p><b>Private Garbage Enclosures</b>  In addition to the requirements for <i>private garbage enclosures</i> within the General Provisions of the Zoning By-law, <i>private garbage enclosures</i> are not permitted in a <i>front yard</i> or <i>exterior side yard</i>.</p> <p><b>Parking Space Setback (Minimum)</b></p> <ul style="list-style-type: none"> <li>-From a <i>Front Lot Line</i> 6.0m</li> <li>-From an <i>Exterior Side Lot Line</i> 6.0m</li> <li>-From an <i>Interior Side Lot Line</i> 3.0m</li> <li>-From a <i>Rear Lot Line</i> 3.0m</li> </ul>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> <li>- <i>Motor Vehicle Repair Facility</i></li> <li>- <i>Open Storage Area, Accessory</i></li> <li>- <i>Outside Display or Sales Area, Accessory</i></li> <li>- <i>Research Establishment</i></li> <li>- <i>Transportation Depot</i></li> <li>- <i>Vehicular Trailer Storage, Accessory</i></li> <li>- <i>Warehouse</i></li> <li>- <i>Warehouse, Public Self-Storage</i></li> </ul>	<p>-No <i>parking spaces</i> or <i>aisle</i> shall be located closer than 6.0 metres from a <i>front yard</i> or <i>exterior side yard</i>.</p> <p>-Notwithstanding the provisions noted above to the contrary, where a lot line abuts an EPA-1 Zone the required setback shall be reduced by 50%.</p> <p><b>Loading Space Setback (Minimum)</b> No <i>loading space</i> shall be located between the <i>building</i> and the <i>street</i>.</p> <p><b>Delivery Space Setback (Minimum)</b> No <i>delivery space</i> shall be located between the <i>building</i> and the <i>street</i>.</p> <p><b>Driveway Setbacks (Minimum)</b> From the point at which a <i>Front Lot Line</i> and an <i>Exterior Side Lot Line</i> meet: 6.0m</p> <p><b>Open Storage Area, Accessory</b> -For the purpose of this zone, no <i>open storage area, accessory</i> is permitted in the <i>front yard</i> or <i>exterior side yard</i>. -All <i>open storage areas, accessory</i> shall be screened with fencing a minimum of 2.0m high with solid opaque materials.</p> <p><b>Vehicular Trailer Storage, Accessory Use</b> All <i>vehicular trailer storage areas</i> shall be screened with year round screening.</p> <p><b>Building Height</b> (max) 18.0m</p> <p><b>Height Exceptions</b> For the purpose of this zone, the <i>building</i> or <i>structure</i> height provisions of this By-law shall not apply to the following uses: -Renewable energy mechanical systems -Green roof mechanical systems</p> <p><b>Illumination</b> Light fixtures shall be no more than 19.0m above <i>finished grade</i>.</p> <p><b>Parking Spaces (Minimum)</b> For the purpose of this zone, the minimum off-street <i>parking</i> requirement for a <i>Warehouse</i> with a Gross Floor Area greater</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>than 25,000 sq. m shall be 0.33 <i>parking space</i> per 100 sq. m of gross floor area or portion thereof of the <i>building</i>.</p> <p><b>Footnote A</b> – for the purpose of this zone, Section 13.1.1.5 shall not apply and the uses denoted with footnote A shall only be permitted as an accessory use to a lot, or as a freestanding use that is accessory and incidental to the other permitted uses in the zone.</p> <p><b>Footnote B</b> – subject to compliance with Section 4.7.</p>
MP	<p>&lt;insert exception #&gt;</p> <p>(# to be provided by Planning Staff)</p> <p>(&lt;insert by-law #&gt;)</p>	<ul style="list-style-type: none"> <li>- <i>Business Office</i></li> <li>- <i>Convenience Store (A)</i></li> <li>- <i>Day Nursery, Accessory</i></li> <li>- <i>Drive Through Service Facility, Accessory (B)</i></li> <li>- <i>Equipment Storage Building</i></li> <li>- <i>Factory Outlet</i></li> <li>- <i>Financial Institution (A)</i></li> <li>- <i>Fitness Centre, Accessory</i></li> <li>- <i>Gasoline Pump Island, Accessory</i></li> <li>- <i>Industrial Use</i></li> <li>- <i>Light Equipment Rental Establishment</i></li> <li>- <i>Maintenance Garage, Accessory</i></li> <li>- <i>Vehicular Trailer Storage, Accessory</i></li> <li>- <i>Place of Assembly</i></li> <li>- <i>Place of Worship</i></li> <li>- <i>Research Establishment</i></li> <li>- <i>Restaurant (A)</i></li> <li>- <i>Training Facility</i></li> <li>- <i>Warehouse</i></li> <li>- <i>Warehouse, Wholesale</i></li> </ul>	<p><b>Building Area (Maximum)</b> 60%</p> <p>For the purpose of this zone, the maximum <i>Building Area</i> shall be calculated as a percentage of the lot area.</p> <p><b>Front Yard (Minimum)</b> 6.0m</p> <p><b>Exterior Side Yard (Minimum)</b> 6.0m</p> <p><b>Private Garbage Enclosures</b></p> <p>In addition to the requirements for <i>private garbage enclosures</i> within the General Provisions of the Zoning By-law, <i>private garbage enclosures</i> are not permitted in a <i>front yard</i> or <i>exterior side yard</i>.</p> <p><b>Building Mass</b></p> <p>For the purpose of this zone, where a <i>lot</i> abuts a Regional Road, the combined sum of all <i>building widths</i> shall be no less than 50% of the <i>lot frontage</i>.</p> <p><b>Parking Space Location</b></p> <p>A maximum depth of 18.0 metres may be dedicated to <i>parking spaces</i> and one <i>aisle</i> located between the <i>planting strip</i> and the <i>building</i> along a <i>front</i> or <i>exterior side yard</i>.</p> <p><b>Parking Space Setback (Minimum)</b></p> <ul style="list-style-type: none"> <li>-From a <i>Front Lot Line</i> 6.0m</li> <li>-From an <i>Exterior Side Lot Line</i> 6.0m</li> <li>-From an <i>Interior Side Lot Line</i> 3.0m</li> <li>-From a <i>Rear Lot Line</i> 3.0m-</li> <li>-Where a lot line abuts an EPA-1 Zone the required setback shall be reduced by 50%.</li> </ul>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b>Loading Space Setback (Minimum)</b> Notwithstanding any setback requirement related to <i>loading spaces</i>, <i>loading spaces</i> shall be set back 3.0m behind any wall facing the <i>front</i> or <i>exterior lot line</i>, and, shall be screened with a solid wall.</p> <p><b>Delivery Space Setback (Minimum)</b> Notwithstanding any setback requirement related to <i>delivery spaces</i>, <i>delivery spaces</i> shall be set back 3.0m behind any wall facing the <i>front</i> or <i>exterior lot line</i>, and, shall be screened with a solid wall.</p> <p><b>Driveway Setbacks (Minimum)</b> From the point at which a <i>Front Lot Line</i> and an <i>Exterior Side Lot Line</i> meet - 6.0m</p> <p><b>Vehicular Trailer Storage, Accessory Use</b> -For the purpose of this zone, no <i>vehicular trailer</i> storage is permitted in the <i>front yard</i> or <i>exterior side yard</i>. -No <i>vehicular trailer</i> storage shall exceed 5.0m in height. -All <i>vehicular trailer</i> storage areas shall be screened with year round screening.</p> <p><b>Height Exceptions</b> For the purpose of this zone, the <i>building</i> or <i>structure</i> height provisions of this By-law shall not apply to the following uses: -Renewable energy mechanical systems -Green roof mechanical systems</p> <p><b>Illumination</b> Light fixtures shall be no more than 19.0m above <i>finished grade</i>.</p> <p><b>Parking Spaces (Minimum)</b> For the purpose of this zone, the minimum off-street <i>parking</i> requirement for a <i>Warehouse</i> with a Gross Floor Area greater than 25,000 sq. m shall be 0.33 <i>parking space</i> per 100 sq. m of gross floor area or portion thereof of the <i>building</i>.</p> <p><b>Footnote A</b> – For the purpose of this zone, Section 13.1.1.5 shall not apply and the</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>uses denoted with footnote A shall only be permitted as an accessory use to a lot, or as a freestanding use that is accessory and incidental to the other permitted uses in the zone.</p> <p><b>Footnote B</b> – subject to compliance with Section 4.7.</p>

2. Schedule "A", Zone Map 2 of By-law 2006-50, as amended is further amended for Part Lot 2 and 3, Concession 5 (Albion), Town of Caledon, Regional Municipality of Peel, from EPA1, MS-579 and MP-580 to MS-XX and MP-XX in accordance with Schedule "A" attached hereto.

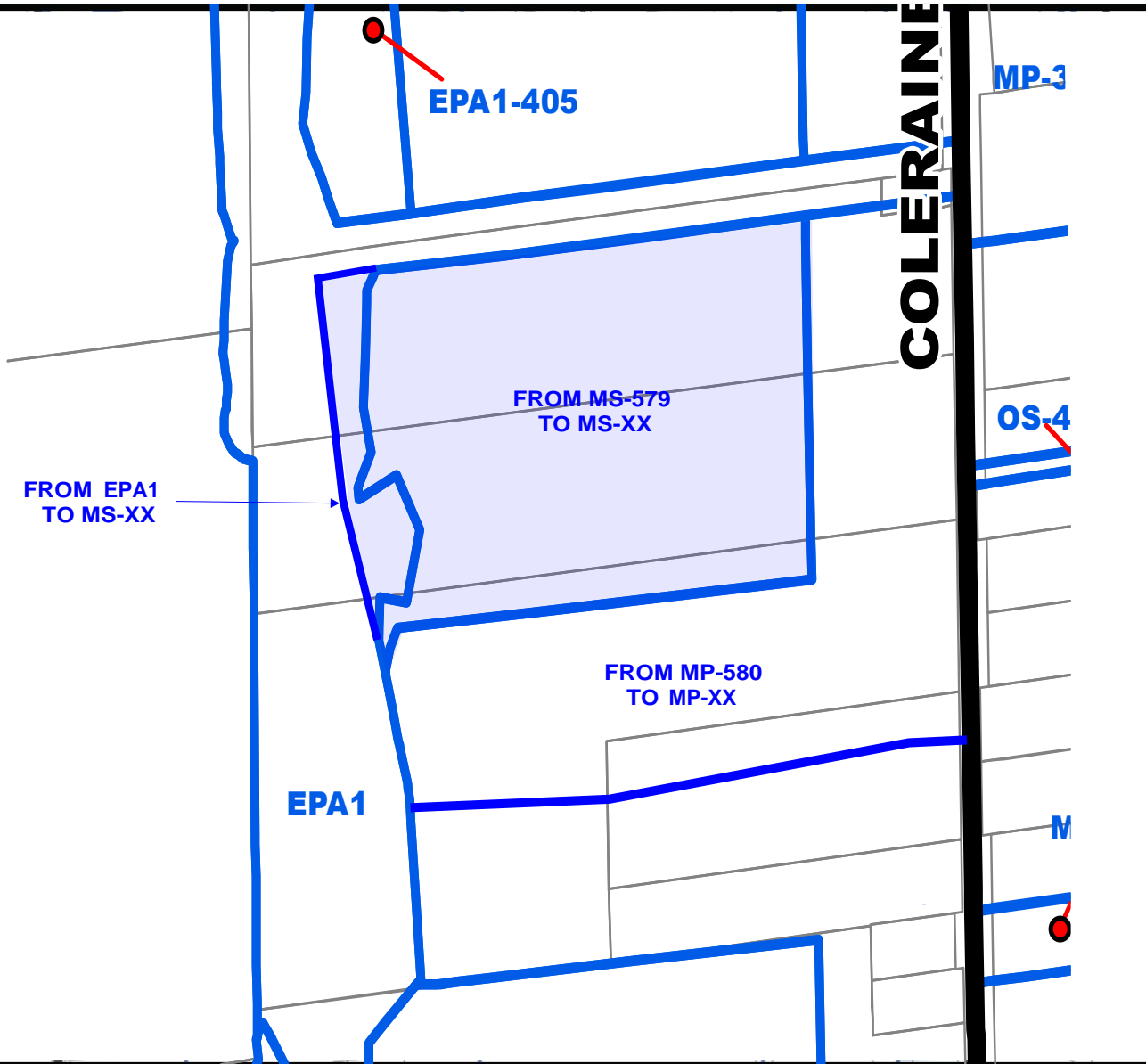
Read three times and finally passed in open Council on the XX day of XXXXXX, 20XX.

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Allan Thompson, Mayor

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Carey deGorter, Clerk



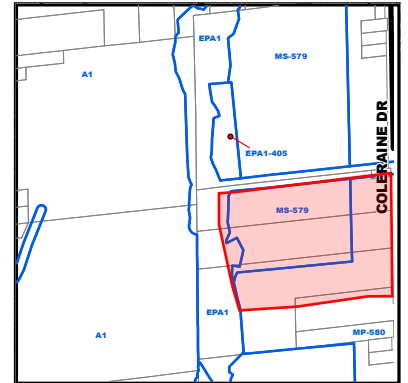
**Schedule A**  
**By-law No. BL-2019 -XXX**

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