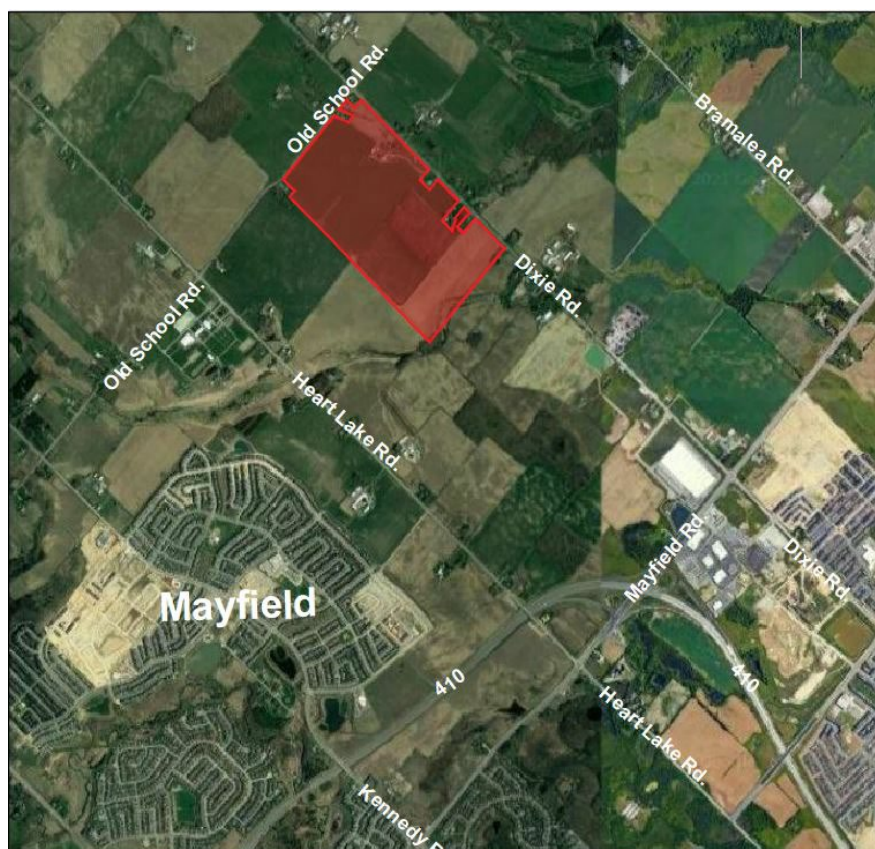


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## PLANNING RATIONALE REPORT ADDENDUM

12862 AND 12668 DIXIE ROAD, CALEDON, ON  
TRIBAL PARTNERS CANADA INC. AND QUADREAL PROPERTY GROUP



Prepared For:  
TOWN OF CALEDON, REGION OF PEEL  
March 2024

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## SUMMARY

On behalf of Tribal Partners Canada Inc. and QuadReal Property Group; Armstrong Planning & Project Management is submitting this Planning Justification Addendum in support of a local official plan amendment and zoning by-law amendment for the properties municipally known as 12862 Dixie Road and 12668 Dixie Road, Caledon. A Planning Justification Report was submitted in February 2021 in support of a local official plan amendment, zoning by-law amendment and site plan application on behalf of Tribal Partners Canada Inc. The lands were municipally known as 12892 Dixie Road. The submission was deemed complete in April 2021.

Since the original Planning Rationale Report was produced the Region of Peel Official Plan underwent a Municipal Comprehensive Review, and a number of comments were received by the Town of Caledon, Region of Peel and other agencies through the first submission and as a result of the 'Enhanced Planning Review' process. Additionally, the subject site is now comprised of two properties due to the approval of a Severance in February 2022. Tribal Partners Canada Inc. retained ownership of the retained parcel (12862 Dixie Road), and QuadReal Property Group purchased the severed parcel (12668 Dixie Road). Due to these reasons, this Planning Justification Report Addendum has been prepared which includes updates to the planning framework (namely the Region of Peel Official Plan), and an updated Proposed Development Section which reflect changes to the Conceptual Site Plan.

The proposed development at 12862 and 12668 Dixie Road offers a significant employment opportunity for the Town and Region that will provide a significant number of jobs on an underutilized parcel of land in proximity to the built-up boundary of Mayfield West and the City of Brampton.

The local official plan amendment (Town of Caledon) is proposed to allow the planned employment uses through the General Industrial designation and inclusion within the Mayfield West Secondary Plan Settlement Boundary 2031. In the official plan amendment, the environmental features that form part of the Greenbelt Plan are proposed to remain unchanged and protected on site.

The zoning by-law amendment will protect environmental features identified on site through the Environmental Policy Area 1 zoning. In addition, the zoning by-law amendment will modify existing zoning standards to reflect the form and scale of the proposed industrial development reflected in the conceptual site plan, which accommodates up to three (3) warehouse buildings, associated trailer and car parking, loading bays, infrastructure, and stormwater management ponds.

The proposed development represents efficient use of land, expedites planned infrastructure and public service facilities, while protecting and enhancing valuable natural heritage (environmental) resources on site. It is consistent with, and has regard for, provincial planning policies and objectives including those of the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan, as well as the policies of the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority. The proposed development will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections of the area and will enhance the economic viability of the Region. The

applications represent good planning and are in the public interest. As such, we recommend their approval in support of Tribal Partners Canada Inc. and QuadReal Property Group.

## 1.0 INTRODUCTION

The enclosed Planning Rationale Addendum has been prepared in support of Tribal Partners Canada Inc. and QuadReal Property Group ('applicants') applications to amend the Town of Caledon Official Plan (2018 Office Consolidation), and Town of Caledon Zoning By-law 2006-50 (2023 Office Consolidation), for the lands located in the Town of Caledon ('Town') and Region of Peel ('Region'). The applications for the subject site to amend the Town of Caledon Official Plan and Town of Caledon Zoning By-law 2006-50 were submitted in February 2021 and deemed complete in April 2021. A Site Plan Application for the subject site was submitted with the first submission and deemed complete. Site Plan Approval will be pursued following Official Plan and Zoning By-law Amendment approval. The applications are meant to amend schedules of the official plan to include the lands as Employment and within the urban boundary, consistent with the Region of Peel Official Plan; and to allow flexibility in the current zoning standards to support the proposed site plan.

The lands are municipally known as 12862 Dixie Road and 12668 Dixie Road in the Town of Caledon (**Figure 1**). The overall site is approximately 79 hectares (195 acres) in size and generally rectangular in shape with frontage on both Old School Road and Dixie Road. There are a number of key-hole properties located along the eastern boundary fronting Dixie Road, and northern boundary fronting Old School Road, that are privately owned.

The proposed development is an exciting opportunity for the Town of Caledon and Region of Peel to attract and secure large scale industrial employment users. The proposed uses are for e-commerce, technology and innovation, warehouse, and logistic type development. End users are ready to begin construction immediately upon receiving planning approvals. The development at 12862 and 12668 Dixie Road will consist of three industrial buildings that vary in size (295,000 – 3,075,000 square feet) and total approximately 3,972,000 square feet of new employment uses.

Since the original Planning Rationale Report was produced the Region of Peel Official Plan underwent a Municipal Comprehensive Review, and a number of comments were received by the Town of Caledon, Region of Peel and other agencies through the first submission and as a result of the 'Enhanced Planning Review' process. Additionally, the subject site is now comprised of two properties due to the approval of a Severance in February 2022. Due to these reasons, this Planning Justification Report Addendum has been prepared which includes updates to policy (namely the Region of Peel Official Plan), and an updated Proposed Development Section. This report provides an analysis of, and justification for, the proposed development in accordance with good planning principles and as a basis for the advancement of planning applications through the municipal approval process.

### 1.1 Location and Surrounding Uses

Following approval of a severance application in February 2022, the subject site is now comprised of two properties:

1. 12862 Dixie Road, Caledon  
PIN: 142357076

Legal Description: Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1, 3, and 6 on 43R-40325; Town of Caledon; Regional Municipality of Peel.

2. 12668 Dixie Road, Caledon

PIN: 142357077

Legal Description: Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 2, 4, and 5 on 43R-40325; Town of Caledon; Regional Municipality of Peel.

## **1.2 Current Status of Land and Ongoing Studies Related to Lands**

### **1.2.1 Town of Caledon Municipal Comprehensive Review**

The Town of Caledon is currently undergoing a Municipal Comprehensive Review (MCR) process. The Town has released a draft of the Future Caledon Official Plan, dated August 2023. The Future Caledon Official Plan provides a framework to guide development until 2051 and does so in alignment with the Region of Peel Official Plan (2022).

The subject site is proposed to be designated New Employment Area and Natural Features & Areas on Schedule B4 of the draft Official Plan. In addition, it is within the Urban Area (Schedule B1) and the New Urban Area 2051 (Schedule B2), with the features on site proposed to be designated as Protected Countryside of the Greenbelt Plan. Additionally, Dixie Road and Old School Road have a Right-of-Way width of 36 m (Schedule C2).

While the Plan and policies are not yet approved and adopted, the proposed designations are consistent with the new 2022 Region of Peel Official Plan, which places the lands in the urban area and designates them for employment uses. It is anticipated that the new Future Caledon Official Plan will come into effect in 2024 with the subject site remaining in the urban and employment areas. The proposed amendment to the current Official Plan will expedite this process in order to provide motivated end-users with employment-ready lands for construction and occupancy, creating massive benefits to the Town and Region.

### **1.2.2 GTA West Transportation Corridor Route Planning and Environmental Assessment Study**

As noted in the original Planning Justification Report, the Province (Ministry of Transportation of Ontario) is undertaking a study to create a “*new corridor [that] will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, and will feature a 400-series highway, a transitway, and potential goods movement priority features*”. The Province initiated Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (‘GTA West Study’) in 2014. The GTA West corridor is an important transportation feature for the Region of Peel and the Town of Caledon.

Since the original Planning Justification Report was prepared, the GTA West study has continued to progress. Preliminary design began in 2020, and in November 2023, a milestone was reached with 50%

of the preliminary design having been completed. The northwest corner of the site remains within the “Focused Analysis Area” (‘FAA’), which will continue to be in place until the preliminary design is completed. The FAA is a zone that surrounds the Preferred Route and defines the extent of the area of properties that continue to remain within an area of interest as the study advances. Although a small portion of the subject site is within the FAA, the 50% Preliminary Design does not impact the subject site which is important to note as it represents the most refined design (**Figure 2**).



## 2.0 PROPOSED DEVELOPMENT

### 2.1 Development Proposal

The proposed development is an exciting opportunity for the Town of Caledon and Region of Peel to attract and secure large scale industrial employment users. The proposed uses are for e-commerce, technology and innovation, warehouse, and logistic type development. End users are ready to begin construction immediately upon receiving planning approvals.

The development at 12862 and 12668 Dixie Road will consist of three industrial buildings that vary in size (295,000 – 3,075,000 sq ft) and total approximately 3,972,000 square feet of new employment uses. A copy of the Conceptual Site Plan is attached as **Figure 3**.

There are areas of the site that have been identified as Greenbelt Area in local and provincial plans, and other natural heritage features identified through site walks with relevant agencies. The development proposes to protect all identified environmental features. There is large woodlot that forms part of the Greenbelt Area. This area staked on site and its associated buffers are proposed to remain protected through maintaining the Greenbelt designation and further restricting development through the most limiting Environmental Policy Area zoning, EPA-1. There is also a small environmental feature (also Greenbelt Area) along the southern property boundary that was staked on site. The limits staked on site and the required buffers will be designated Greenbelt and zoned Environmental Policy Area (EPA-1). Lastly, there are two environmental areas, that are not Greenbelt Area, in the northeast corner that will be buffered and protected, and will be zoned Environmental Policy Area 1 (EPA-1).

It is important to note that Toronto and Region Conservation Authority ('TRCA') and Town of Caledon staff have been consulted on these features, and limits of the natural heritage features were staked on site and agreed to by all parties (TRCA, Town Staff and Owner/Applicant representatives). A Feature Staking Survey, prepared by R. Avis Surveyors was provided with the first submission to confirm the limits.

Through the Enhanced Review Process, a Natural Heritage Linkage was requested to connect the woodlot and the environmental feature to the south (Kilamanagh Creek valley). A naturally vegetated corridor, wildlife crossing culvert and permanent fencing are proposed through the site to accommodate this new requirement.

The balance of the site will accommodate the development at 12862 and 12668 Dixie Road which will consist of three industrial buildings that vary in size and total approximately 3,972,000 square feet of area. Buildings 1 and 2 are located at 12668 Dixie Road and are proposed to include two accesses from Dixie Road. Building 3 is located at 12862 Dixie Road and is proposed to have one access from Dixie Road and four accesses from Old School Road. The Buildings are approximately 602,000 square feet (Building 1), 295,000 square feet (Building 2), and 3,075,000 square feet (Building 3).

The sites were chosen given the proximity to the existing 400-series highway (Highway 410), and the planned GTA West corridor (Highway 413). The site plan has proposed one fully signalized intersection

which aligns with other proposed industrial development along Dixie Road. The proposed internal driveway network will remain private and will be maintained by the site owner(s). Brampton Transit currently operates Route 18 along the Dixie Road corridor. Although the route primarily serves the Brampton portion of Dixie, the route was recently extended in August of 2023 into Caledon to service other logistics uses (namely 12424 Dixie Road, a UPS facility). This sets the precedent for additional expansions to service employment areas proposed with this application and others.

There are a number of key-hole properties located along the eastern boundary fronting Dixie Road, and northern boundary fronting Old School Road, that are privately owned. Due to the site's environmental features which will be protected through appropriate zoning and the Greenbelt, the key-hole properties are generally buffered by these environmental protections. Two properties are located within the Greenbelt designation, and three other properties are located adjacent to the proposed EPA-1 zoning which also buffers the industrial uses.

The Applicants are also exploring the use of district energy to service the subject site and other adjacent industrial developments. This would reduce CO<sub>2</sub> emissions and lower the carbon footprint of the proposed development compared to typical industrial development. The proposed system offers flexibility and the potential for new technologies and fuels to be added over time. District energy also provides energy certainty for key employment uses.

In response to the 'Enhanced Review Comments' provided in May 2023, other adjustments (aside from the noted natural heritage linkage) were made to the site plan, including:

- The retention of a heritage farmstead at 12862 Dixie Road. The relocation of the residence within the subject property to a location fronting on Dixie Road has been determined to be feasible and is proposed. This will allow for retention of the heritage attributes of the residence within a setting that is visible to the public and set back from the proposed development. The relocated residence is proposed to be zoned for commercial use that could be supportive of the surrounding light industrial development and allow for adaptive reuse of the structure. A Cultural Heritage Impact Statement has been prepared to support the proposed development and includes more details on the heritage farmstead.
- Access to 12863 Heart Lake Road and 12679 Heart Lake Road through the subject site. Through the 'Enhanced Review Planning Comments' provided by the Town of Caledon, access to the Heart Lake Road parcels was requested as Highway 413 is proposed to the west of the subject site and would bisect these lands, leaving two remnant parcels. Access is shown on the Conceptual Site Plan (**Figure 3**) and is proposed to be facilitated as a registered reciprocal agreement during the site plan stage.

The Conceptual Site Plan has been thoughtfully designed in order to accommodate large scale and land-expansive employment uses that create a significant number of jobs, while protecting the natural heritage features on site.

## 2.2 Servicing of Proposed Development

Discussions with the Region of Peel regarding the Front-end of servicing on Dixie Road began in November 2023. On January 18, 2024, a meeting was held between Tribal Partners, their consultants (Armstrong Planning and Project Management and WSP), and the Region of Peel to discuss Front End Financing of Water/Wastewater along Dixie Road from 12424 Dixie Road (UPS Facility) to approximately Old School Road.

The Region's team provided an update on their planned Sewer and Watermains project on Old School and Dixie Road (Contract 5, Town of Caledon (Projects 19-1189 and 19-1190)). Design work has been awarded to Stantec with completion targeted for fall 2024. To date, surveying and base plans are complete. Subsurface work has been awarded, and a geotechnical Request for Proposals was closed on January 19th, 2024. The project is planned to be tendered in October/November 2024, with the project being awarded in January 2025 subject to financing. Region staff confirmed there is an opportunity to prioritize servicing along Dixie Road in the tender document.

Although at this point in time, there does not appear to be a need to front-end servicing as the project is advancing well, Tribal Partners offered to assist in other ways such as backstopping materials in order to ensure the project advances in a timely manner. There is also an opportunity to work with the Region of Peel to advance the urbanization of Dixie Road to provide an urban cross section with sidewalks. It was confirmed that urbanization is planned to 12424 Dixie Road (UPS Facility), but there are no plans beyond this property.

## 2.3 Employment Density

The Growth Plan (2.2.2.7) sets the minimum density target for the Region of Peel at not less than 50 residents and jobs combined per hectare. This policy is for areas within the Designated Greenfield Area, as defined by the Growth Plan, which this site falls into. In addition, this is to be achieved over the Region's entire Designated Greenfield Area, and it is not expected this would be achieved on every single site. The Designated Greenfield Area targets were analyzed in **Table 1** and **Table 2** below.

**Table 1** outlines the employment density required on site using the Greenfield Growth Plan target of 50 jobs and people per hectare. A total of 2,450 jobs are required to be accommodated.

**TABLE 1:** Density Calculations as per Growth Plan – 50 people and jobs/ha

DENSITY CALCULATION	
Total Site Area	59 ha
Area of Natural Heritage Features and Conveyances (Non-developable)	10 ha
Net Area for Density Calculation	49 ha
<b>Required Total Number of People &amp; Jobs</b>	<b>2,450</b>

Employment areas required per employee were analyzed using the rates applied to the Mayfield West Area in the 2019 Town of Caledon Development Charges Background Study. According to this study, each employee requires 1,500 square feet of employment area. **Table 2** below outlines the total building

gross floor area provided on site and applies the total gross floor area required per employee in the Mayfield West Area, in order to calculate the total jobs accommodated on site.

**TABLE 2:** Employment Density Provided on Site based on 1,500 sq. ft. per employee <sup>1</sup>

DENSITY CALCULATION	
Total Building Area	3,972,000 square feet
Square Feet per Employee	1,500 square feet <sup>2</sup>
TOTAL JOBS ON SITE	2,648
Developable Area	49 ha
EMPLOYMENT DENSITY	54 jobs/ha

The proposed development aids the municipality in exceeding the employment targets set by the Province.

#### 2.4 Justification for exclusion of Plan of Subdivision Requirement

it is our understanding that the purpose of a Draft Plan of Subdivision is to establish a public road network to ensure connections to adjacent lands. Highway 413 is proposed to the west of the subject lands. Two properties (12863 Heart Lake Road and 12679 Heart Lake Road) are located between the subject lands and the proposed Highway 413 alignment. Both properties currently have frontage on Heart Lake Road. If Highway 413 is built as proposed, these two properties will be reduced in size and likely will no longer have access to Heart Lake Road, meaning they will be 'land locked' or parcels. While we appreciate the need to ensure access to these potentially 'land locked' or remnant parcels, we believe there are other ways to provide access without the need for a Plan of Subdivision and public roads.

Roads adjacent to the proposed uses are required to be private, secured, and controlled. Truck traffic is often separated from employee traffic. This ensures efficient and safe goods movement, and safe access for employees. Private roads would be safer and more appropriate than public roads, which is common practice in other municipalities throughout southern Ontario. Additionally, the UPS advanced scanning and sortation facility located south of the subject lands at 12424 Dixie Road, in the Town of Caledon have private roads. Similarly, to the proposed development, this facility has private driveways, separate employee parking areas, and secured access to truck traffic. Also, we do not see a public benefit for public roads as vehicles would likely not traverse through the site, but would use Dixie Road and Old School Road which offer the most direct and efficient route.

Further, the requirement for public roads would result in the inefficient use of the subject lands and adjacent remnant or 'land locked' parcels. The right-of-way for public roads is larger than private roads and would reduce the amount of developable land. Overlays showing the potential location of streets were provided by Urban Design and Transportation Staff in the 'Enhanced Review Planning Comments' package. As noted, public roads will have a negative impact on the amount of developable land reducing

<sup>1</sup> Employment area (1,500 square feet per employee) based on Mayfield West in the 2019 Town of Caledon Development Charges Background Study

the number of jobs this development can support. In addition, without detailed design drawings available for the proposed Highway 413, the proposed public entrance onto Old School Road could be subject to a further shift east depending the gradient required to achieve the height for a potential Hwy 413 overpass for Old School Road. The removal of public roads will also ensure the Town of Caledon will not have additional public roads to maintain.

Tribal Partners Canada Inc. and QuadReal are prepared to provide easement rights or other access means to the adjacent parcels to ensure that access is always maintained. This can potentially be facilitated as a registered reciprocal agreement during the site plan stage for this development. This approach has been used in the past with the Town of Caledon to provide access to adjacent parcels. 12173 Dixie Road includes an easement which provides access to the parcel to the north.

### 3.0 PLANNING FRAMEWORK

#### 3.1 Peel Region Official Plan (Consolidated 2022)

The Region of Peel Official Plan (ROP) was adopted by Council on April 28, 2022, and subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The ROP outlines strategies for growth and development in order to provide Regional Council with a long-term policy framework for decision making due to the high level of population and employment growth that the Region is currently experiencing.

The ROP identifies the subject site as being within the *Urban System* and the *2051 New Urban Area*, with a portion of the site where the Natural Heritage features (as previously discussed) are located are designated as *Rural System* (Schedule E-1) (**Figure 4**). The lands are also within the *Urban System* and *Urban Boundary* (Schedule E-2), and within the *Employment Areas* designations (Schedule E-4) (**Figure 5**).

In addition, a portion of the site where natural heritage features are located are identified as follows: *Greenbelt Area* and *Natural Heritage System* on Schedule B-5, *Greenlands System* (Schedule C-1), *Core Areas of the Greenlands System* (Schedule C-2), and *Prime Agricultural Area* (Schedule D-1). Finally, the *Designated Greenfield Area* (Schedule E-3), and *Major Road* (Dixie Road, 36m ROW) (Schedules F-2 and F-3) mapping also applies to the subject site.

**Chapter 2** of the ROP outlines the policies regarding the natural environment. This Chapter explores the natural heritage systems that are present in the Region of Peel, and what can be done to maintain, protect, restore, and enhance them. There are a number of natural heritage resources that are identified within the Region of Peel. However, there are features specific to the subject site that also form part of the Greenbelt. Specifically, the features on the lands are designated *Greenbelt Area* and *Natural Heritage System* on Schedule B-5, *Greenlands System* (Schedule C-1), *Core Areas of the Greenlands System* (Schedule C-2), *Prime Agricultural Area* (Schedule D-1), and *Rural System* (Schedule E-1).

The designations, as identified above, are generally consistent with the natural heritage features identified on the subject site, which contain wetlands and a woodlot that forms part of the Greenlands System. In addition to the ROP policies, the features are also subject to the policies of the Greenbelt Plan to ensure their protection and enhancement. As discussed previously, these features have been staked on site and are being appropriately protected and buffered.

**Chapter 3** provides direction for identified resources, including promotion and preservation of the natural and cultural heritage within the Region, while also allowing for growth. In accordance with the policies contained in **Section 3.6** (Cultural Heritage) of the ROP, the Region “supports the identification, conservation and interpretation of cultural heritage resources, including but not limited to the built heritage resources, structures, archaeological resources, and cultural heritage landscapes, according to

the criteria and guidelines established by the Province. In addition, the Region intends to “collect, preserve, manage and research archives, artworks, and objects of cultural significance.”

*Heritage:* The Town of Caledon (the Town) maintains a register of properties that are of potential cultural heritage value or interest (CHVI). The town’s municipal heritage register identified 12862 Dixie Road (formerly 12892 Dixie Road) as a “Neo-Classical style farmhouse with a red and buff brick exterior” and built between 1850 and 1874. As such a Cultural Heritage Impact Statement (CHIS) was completed for the property given the proposed change in land use. Stantec was retained to complete the Cultural Heritage Impact Assessment (CHIS) and concluded that based on the impacts of the proposed development to this cultural heritage resource, relocation of the residence is recommended.

*Archaeology:* A Stage 1/2 Archaeological Assessment was completed by Irvin Heritage Inc., and the studies indicated that the site retained archaeological potential. As such, a Stage 2 Archaeological Assessment consisting of a 5 m Test Pit Survey and 5 m Visual Survey was conducted over the study area. The Stage 2 identified three 19th century Euro-Canadian archaeological sites; Craig South Site (AkGw-542), Craig North Site (AkGw-540) and the Dixie Lane Site (AkGw-543). Historical mapping indicates that both the Craig North and South sites may relate to 19th century commercial shops and/or a small tenanted community. As such these two sites have elevated Cultural Heritage Value or Interest and both Stage 3 excavation and Stage 4 mitigation are warranted. The Dixie Lane (AkGw-543) site is a 19th century site situated around an extant historic homestead. As the site yielded more than 20 artifacts pre-dating 1900, a Stage 3 excavation is warranted.

**Chapter 4** outlines the population and employment forecasts which aid in determining regional servicing and establishing the land requirements to accommodate growth to the year 2051. The table below (identified as ‘Table 3’ in the ROP) outlines the Population, Household and Employment Forecasts for the Region of Peel.

**Table 3 – Population, Household and Employment Forecasts for Peel**

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>960,000</b>	<b>2,280,000</b>	<b>730,000</b>	<b>1,070,000</b>

Source: Region of Peel Official Plan (2022 Consolidation)

This chart shows that for the Town of Caledon, it is expected that in 2041, there will be 80,000 jobs and in 2051, there will be 125,000 jobs. Through its recent Official Plan update, the Region identified the subject site as suitable for employment uses. The Town is currently undergoing its own MCR process,

which is intended to redesignate the site for employment uses as well to comply with the Regional Official Plan. The proposed development, coupled with recent and ongoing policy changes at the regional and local levels, will assist in meeting the employment targets set out in the ROP.

**Chapter 5** acknowledges that the Region is part of a larger economic region of the Greater Toronto Area and Hamilton and the Greater Golden Horseshoe. This chapter outlines the key role that the Region has to play within this larger region. The Region is to manage growth and provide complete and healthy communities for people who live and work in Peel, and offer a range and mix of housing, employment and recreational and cultural activities. The site is within the urban boundary and therefore forms part of the *Urban System*.

The development meets the requirements of section 5.4 Growth Management by promoting compact forms of urban development in proximity to existing and planned infrastructure. The subject site is underutilized, and this represents intensification of an area that is suitable for employment given the proximity to existing employment uses, as well as existing and planned transportation infrastructure that is required for warehouse and truck-dependent employment uses. More specifically, this development achieves policies 5.4.3 and 5.4.4, which directs the Region to meet population and employment growth forecasts, and provide the amount of greenfield land necessary in order to do so. This site is located in proximity to the built-up boundary of the City of Brampton and is within the Mayfield West Area which contains both employment and residential uses.

Per **Section 5.5** of the ROP, which discusses the Regional Urban Boundary, the subject site is located within the urban boundary. The boundary is meant to provide the appropriate amount of land to accommodate urban growth to 2051. This section directs local municipalities to plan for growth in *Strategic Growth Areas* and *Designated Greenfield Areas* through growth management and phasing strategies. These strategies ensure appropriate mix of uses and employment types, the timing and availability of regional and local services, fiscal impacts of development, staged build-out and logical extensions to development, priority areas for development, and sustainable rate of employment growth related to population growth. The subject site is located within the *Urban System* and within a *Designated Greenfield Area*. The proposed development provides for a logical extension of existing employment uses along this Dixie Road corridor given the proximity to existing and future employment uses, existing and future highway networks, and existing residential housing stock in Brampton. The proposed development also provides an opportunity for a front-ending agreement to expedite the extension of existing services located in Dixie Road in order to service the lands. The development also provides significant fiscal benefits to the Region and Town in terms of creating jobs and economic prosperity, tax revenue, development charges, and little-to-no reliance on municipal soft services. In addition, it increases the stock of employment lands within the Town, which is required at this time.

Section 5.6 of the ROP establishes policies for properties within the *Urban System*, specifically to achieve compact built forms, a mix of uses, and efficient use of land and infrastructure. This section also requires the preservation and protection of lands near highways, rail corridors and major truck terminals for employment and infrastructure uses. The ROP calls for a plan to finance regional facilities and services,



requiring development in the *Urban System* to proceed based on the growth management and phasing policies of the ROP, and the planned provision of necessary services. This section also states that local municipalities should plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals and major facilities. The proposed development provides for the intensified and compact use of underutilized land. The development provides an opportunity to utilize existing and future road and highway networks for employment uses and major goods movement. Additionally, the development allows for the expedited extension of existing water and sanitary services located in Dixie Road through a front-ending agreement.

Section 5.6.20 outlines the policies for the *Designated Greenfield Area*. It is understood that some of the employment growth experienced in the Region will take place in these areas, which include the *2051 New Urban Area* lands. The *2051 New Urban Area* lands, as discussed in Section 5.6.20.14, will accommodate approximately 38,000 jobs within designated *Employment Areas*, in which the subject lands are situated.

Policies relating to the *Designated Greenfield Area* include phasing development to ensure efficient use of infrastructure and fiscal responsibility, protecting natural and cultural heritage, and ensuring development is served by a well-connected transportation structure and transit. In addition, where a secondary plan is not in place, local municipalities are required to develop staging and sequencing plans that provide for orderly, fiscally responsible and efficient progression of development in coordination with the Region's Capital Plan, Water and Wastewater Master Plan, and Transportation Master Plans.

Similarly, the policies guiding the *2051 New Urban Area* in Section 5.6 call for development to be staged and sequenced to ensure the efficient delivery of infrastructure and protection of the financial and economic well-being of the Region. The policies also require protection of natural and cultural heritage resources, development of complete communities, ensure new development is well served by transportation networks and transit, and also the clear identification of *Employment Areas* within the *2051 New Urban Area*.

The proposed development meets the policies outlined in Section 5.6 of the ROP. The development provides for the logical extension of an existing employment area along this corridor of Dixie Road. In doing so, the development offers the opportunity of a front-ending agreement with the Region to extend existing water and sanitary services north up Dixie Road. The development offers fiscal advantages to the Region and Town in the form of front-ending services, offering more employment-ready lands and future job growth leading to economic prosperity, tax revenue, development charges revenue, and low reliance on municipal soft services. In addition, the immediate area is well serviced by major roads and existing and planned highway networks. There is also future planned transit service along Dixie Road which will service the developments. Finally, the development proposes to protect all natural heritage features on site by restricting development in those areas, along with retaining the existing residence on site that may possess cultural heritage value. In light of these advantages, it is not necessary for a secondary plan to be in effect in order to develop these lands, as previously mentioned.

Section 5.6 Employment Areas directs the region to provide sufficient lands in employment areas (which are areas with clusters of business and economic activities – as identified by local official plans), to support a vibrant and sustainable economy. This development application provides a unique opportunity for the Region and Town to provide employment land that is desirable and suitable for warehouse and distribution development, given its size and prime location. Policy 5.8.27 of the ROP states that the Town of Caledon is encouraged to achieve a minimum employment density of 26 jobs per hectare within *Employment Areas*.

Section 5.10 outlines policies related to the transportation system in Peel, which includes freeways, major roads, local roads, high occupancy vehicle lanes (HOV), public transit, airports, rail lines, intermodal terminals and sidewalks, bikeways and trails. This section is intended to provide policies that create a transportation system that serves the needs of people who live, work, and travel through, the Region of Peel.

The Region of Peel is well connected by all modes of transportation, as the Region is home to Lester B. Pearson International Airport, is connected to the 400-series highway networks, has well established and interconnected transit regionally in both the City of Brampton and City of Mississauga, and has established an active transportation network. Of particular relevance to this development application is the existing and planned highway network (GTA West corridor) discussed in section 1.2.2 of this report. In addition, the site fronts onto Dixie Road, a *Major Road* with a planned right-of-way width of 36 metres, as well as Old School Road. Given all of the above, the site is in a prime location to support efficient movement of goods (5.10.38). Additionally, through this application and the applications at 12861 and 12489 Dixie Road, there will be a significant demand for bus transit that is to be extended to service these sites. Providing this level of employment will ensure that extension of the bus service is feasible.

**Chapter 6** Regional Services outlines the policies related to the services provided by the Region including Public Works. Due to the lands being within an *Employment Area* and in the urban boundary, it would be prudent to extend the existing water and sanitary services in Dixie Road through a front-ending agreement with the Region. This would provide expedited services to this corridor of Dixie Road ahead of the Region's capital works projects (which includes these services up Dixie Road), thus freeing up a significant amount of employment-ready lands for development.

The proposed development is consistent with the goals and policies outlined in the ROP.

### **3.2 Caledon Official Plan (Consolidated 2018)**

Through first submission comments, a review of specific Caledon Official Plan policies was requested. The following section is provided to address these policies.

**Section 3.2.5 Performance Measures** establishes environmental performance measures and is broken down by ecosystem components. Broadly, development adjacent to an Environmental Policy Area must address performance measures through an Environmental Impact Study and Management Plan.

As outlined in the Comprehensive Environmental Impact Study Management Plan (CEISMP), the proposed development has regard for and has been planned to protect natural features and ecological function on site including wetlands, woodlots, and watercourses. Buffering from these Natural Heritage Features has been accommodated into the development plan. The CEISMP includes more detail on the monitoring of these features.

**Section 5.9 Transportation** outlines policies related to the transportation system in the Town of Caledon, and specifically highlights the need for facilitating the movement of both goods and people. Traffic capacity is maintained and protected by controlling driveway access and encouraging common access for commercial and industrial development (5.9.5.2.12). The safe efficient movement of trucks through and within the town is identified as an important component of the Town's economy (5.9.5.10).

Dixie Road is identified as a medium capacity arterial road on Schedule J (Long Range Road Network) of the Caledon Official Plan. The subject site is in proximity to the existing and planned highway network (GTA West corridor) and is ideally located to promote the safe and efficient movement of trucks. Additionally, access to the site has been coordinated with adjacent development proposals. Within the subject site, Buildings 1 and 2 share driveways to access the proposed buildings.

### **3.2.1 Mayfield West Secondary Plan**

Through first submission comments, a review of specific Mayfield West Secondary Plan policies was requested. The following section is provided to address these policies.

**Section 7.12.12 Industrial** outlines the general industrial policies for properties within the Mayfield West Secondary Plan area. There are also policies which provide direction on general site design principles.

Although the subject site is currently designated 'Prime Agricultural Area' on Schedule B (Mayfield West Land Use Plan), the lands should be redesignated to 'General Industrial' to ensure compliance with the Region of Peel Official Plan, which designates these lands as 'Employment Area'. To address visual impacts, high-quality facades are proposed, and truck parking and loading is proposed to be screened by the industrial buildings or setback substantially. The subject site is well connected to existing and future highways. Access to the subject site has been coordinated within the site and with other proposed developments along the Dixie Road Corridor.

**Section 7.12.13 Ecosystem Planning and Management** includes environmental protection policies. The proposed development protects and provides adequate buffering to the natural heritage features on site. The features staked on site (as well as associated buffering) is proposed to be designated Environmentally Protection Area under the Local Official Plan Amendment and Environmental Policy Area in the rezoning (EPA-1). Development will not be permitted within this area. A Comprehensive Environmental Impact Study Management Plan ('CEISMP') has been prepared to support the proposed development.

**Section 7.12.15 Cultural Heritage Resources** provides a number of policies related to the conservation of cultural heritage resources. It is the intent of the Secondary Plan to conserve significant built heritage resources through *the retention and integration into new development in the form of their original use or an appropriate adaptive re-use*. The policies in this Section are also consistent with Section 7.12.3.4 which outlines the objectives for cultural heritage resources as: to evaluate, conserve and enhance significant cultural heritage resources.

A heritage farmstead at 12862 Dixie Road is proposed to be relocated on the property. This will be adaptatively re-used as a commercial building to support surrounding industrial development. This is consistent with the policies and objectives of the Secondary Plan. A Cultural Heritage Impact Statement has been prepared to support the proposed development and includes more details on the heritage farmstead. Additionally, a combined Stage 1/2 Archaeological Assessment has been prepared to support the development proposal.

**Section 7.12.16 Transportation** includes policies for Right-of-Way requirements, to have regard for new Highways, and to ensure new development is serviced by municipal roads. As the lands were outside of the settlement boundary when the Secondary Plan was prepared, no conceptual roads are shown adjacent or through the subject site. Given the large-scale industrial uses proposed, Dixie Road is ideal to service the proposed development.

**Section 7.12.17 Municipal Services** provides a number of policies to ensure all developments within the Plan area are serviced by municipal water, municipal sanitary and storm sewer. As noted previously, the applicants are working to ensure a front-end servicing agreement is in place which will allow for the municipal water and sanitary. Stormwater management ponds are proposed on the subject site. The front-ending of servicing will also allow adjacent lands to be municipally serviced (7.12.17.1.6).

**CONCLUSION**

The proposed development at 12862 and 12668 Dixie Road offers a significant employment opportunity for the Town and Region that will provide a significant number of jobs on an underutilized parcel of land in proximity to the built-up boundary of Mayfield West and the City of Brampton.

The local official plan amendment (Town of Caledon) is proposed to allow the planned employment uses through the General Industrial designation and inclusion within the Mayfield West Secondary Plan Settlement Boundary 2031. In the official plan amendment, the environmental features that form part of the Greenbelt Plan are proposed to remain unchanged and protected on site.

The zoning by-law amendment will protect environmental features identified on site through the Environmental Policy Area 1 zoning. In addition, the zoning by-law amendment will modify existing zoning standards to reflect the form and scale of the proposed industrial development reflected in the conceptual site plan, which accommodates up to three (3) warehouse buildings, associated trailer and car parking, loading bays, infrastructure, and stormwater management ponds.

The proposed development represents efficient use of land, expedites planned infrastructure and public service facilities, while protecting and enhancing valuable natural heritage (environmental) resources on site. It is consistent with, and has regard for, provincial planning policies and objectives including those of the Provincial Policy Statement, the Growth Plan, the Greenbelt Plan, as well as the policies of the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority. The proposed development will significantly contribute to the Town of Caledon and Region of Peel meeting the employment projections of the area and will enhance the economic viability of the Region. The applications represent good planning and are in the public interest. As such, we recommend their approval in support of Tribal Partners Canada Inc. and QuadReal Property Group.

**Stephen Armstrong, RPP**  
Principal

**Scott Borden, RPP**  
Senior Planner, Project Manager

**FIGURES**




## Figure 1: Site Location

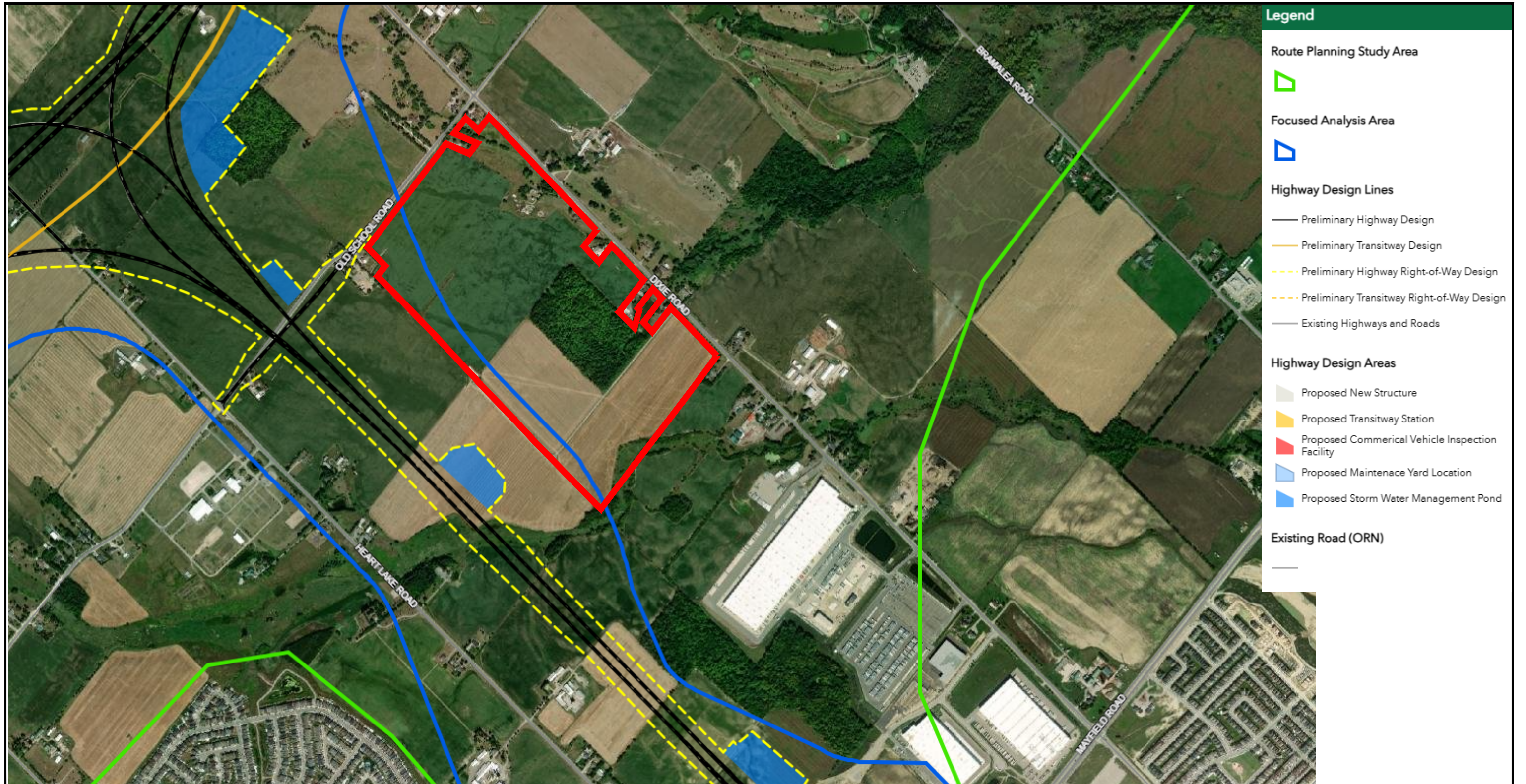
12862 and 12668 Dixie Road, Caledon ON

DATE  
DEC 2023



 12862 and 12668 Dixie Road

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**Figure 2: GTA West Study - 50% P.D.**

12862 and 12668 Dixie Road, Caledon ON

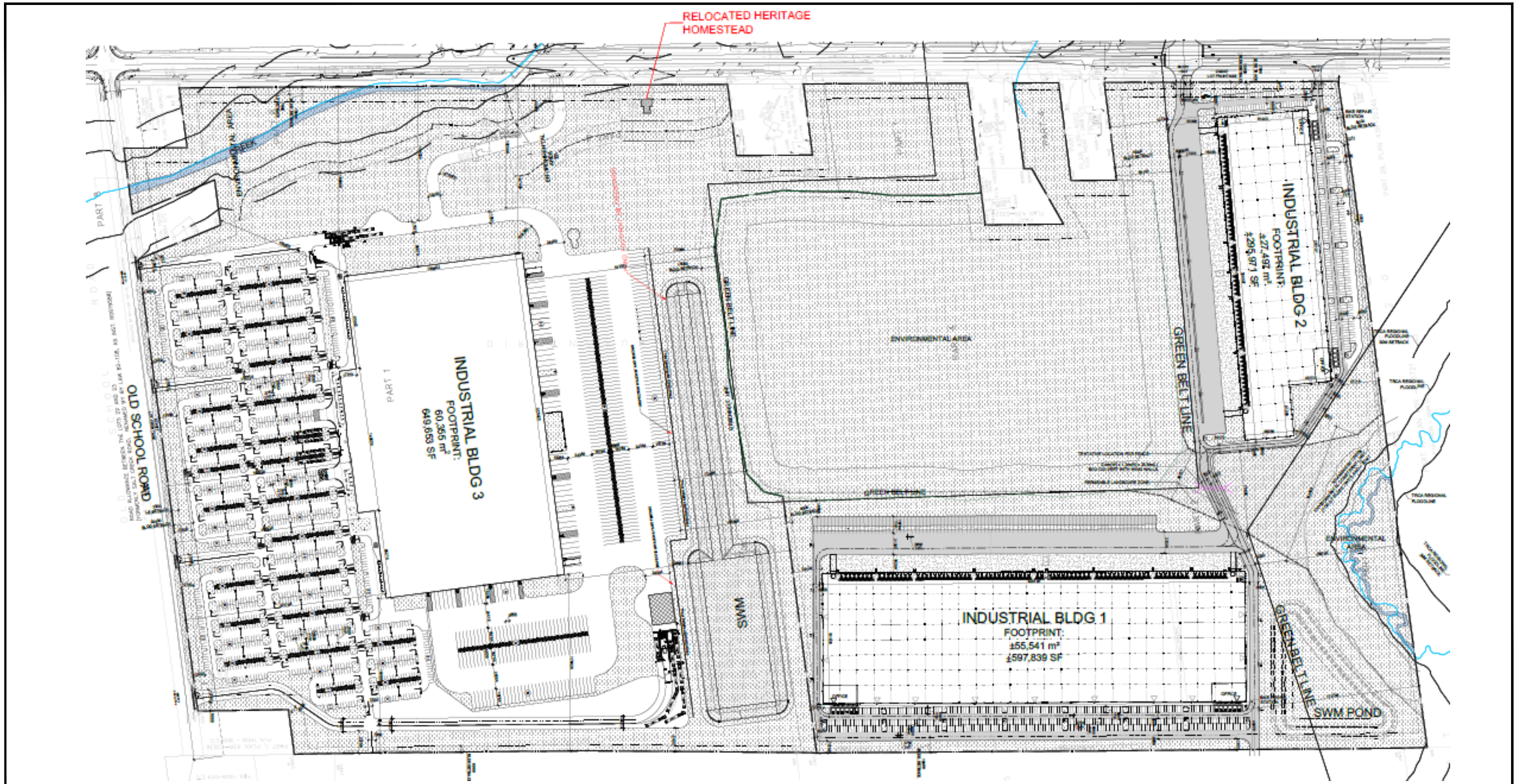
12862 and 12668 Dixie Road

DATE  
DEC 2023



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**Figure 3: Conceptual Site Plan**

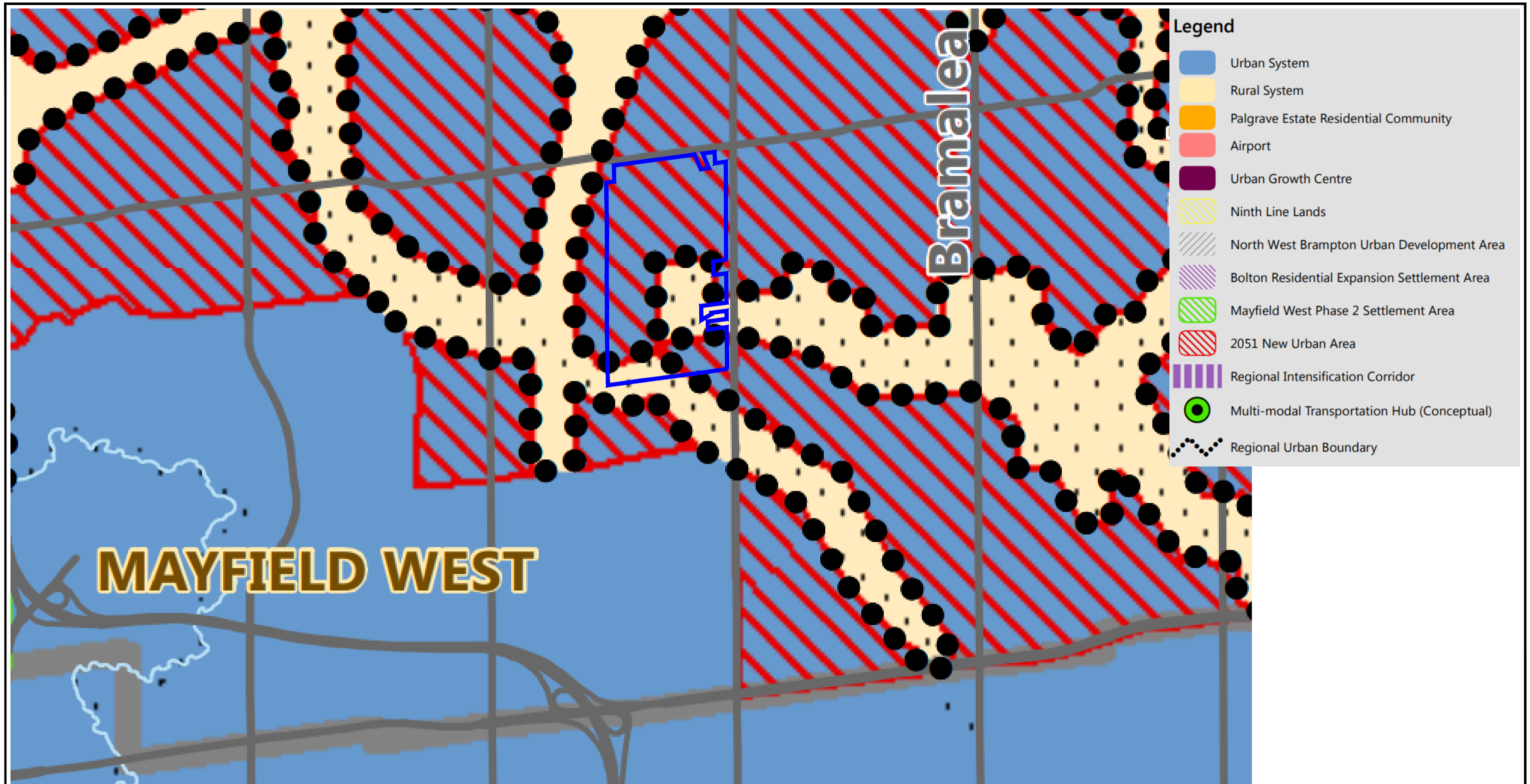
12862 and 12668 Dixie Road, Caledon ON

DATE  
DEC 2023



\*Please refer to 'Conceptual Site Plan' submitted with this Application resubmission for more details

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**Figure 4: Peel OP - Schedule E-1**

12862 and 12668 Dixie Road, Caledon ON

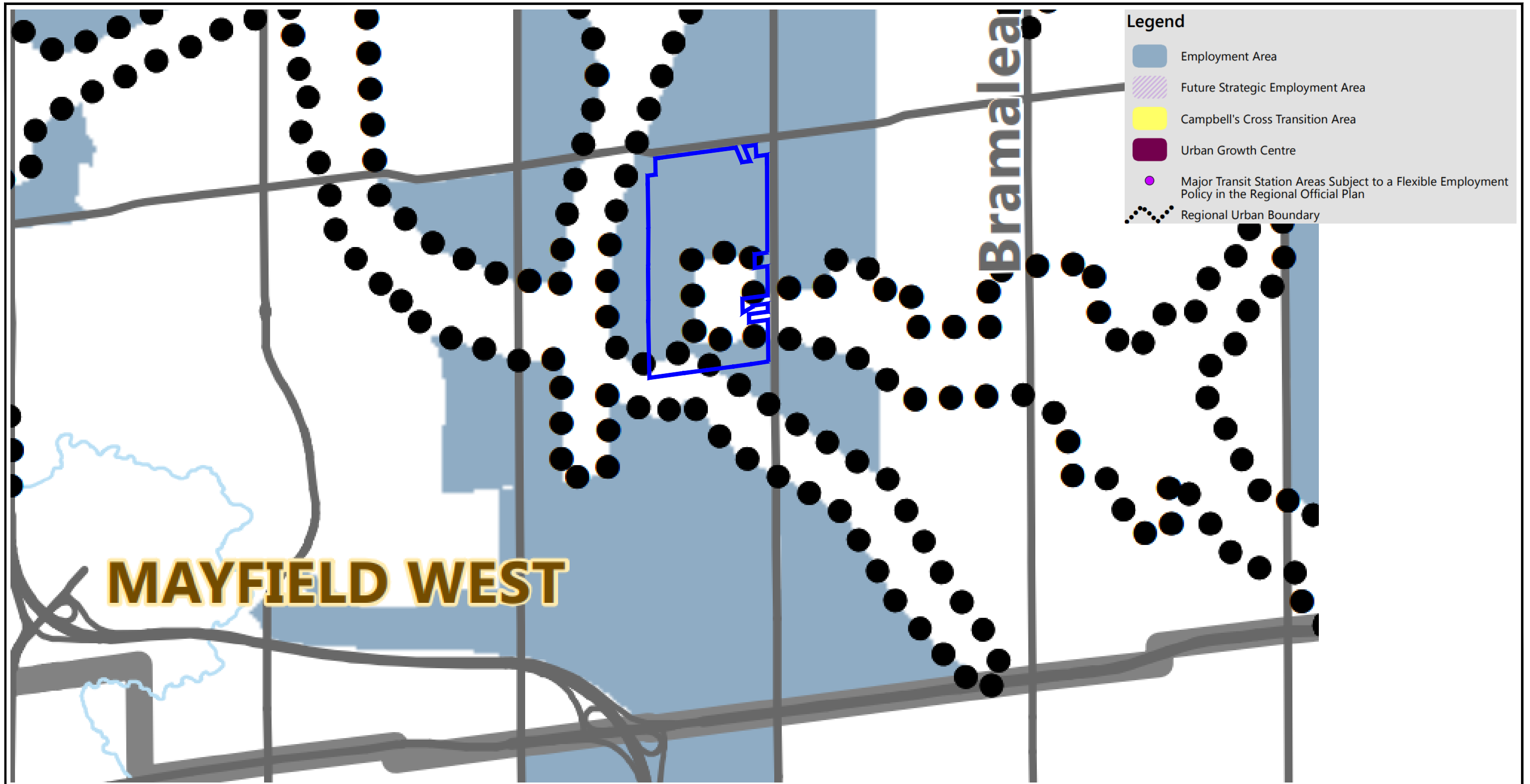
DATE  
DEC 2023



 12862 and 12668 Dixie Road

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Source: Armstrong Planning & Project Management; Region of Peel



**Figure 5: Peel OP - Schedule E-4**

12862 and 12668 Dixie Road, Caledon ON

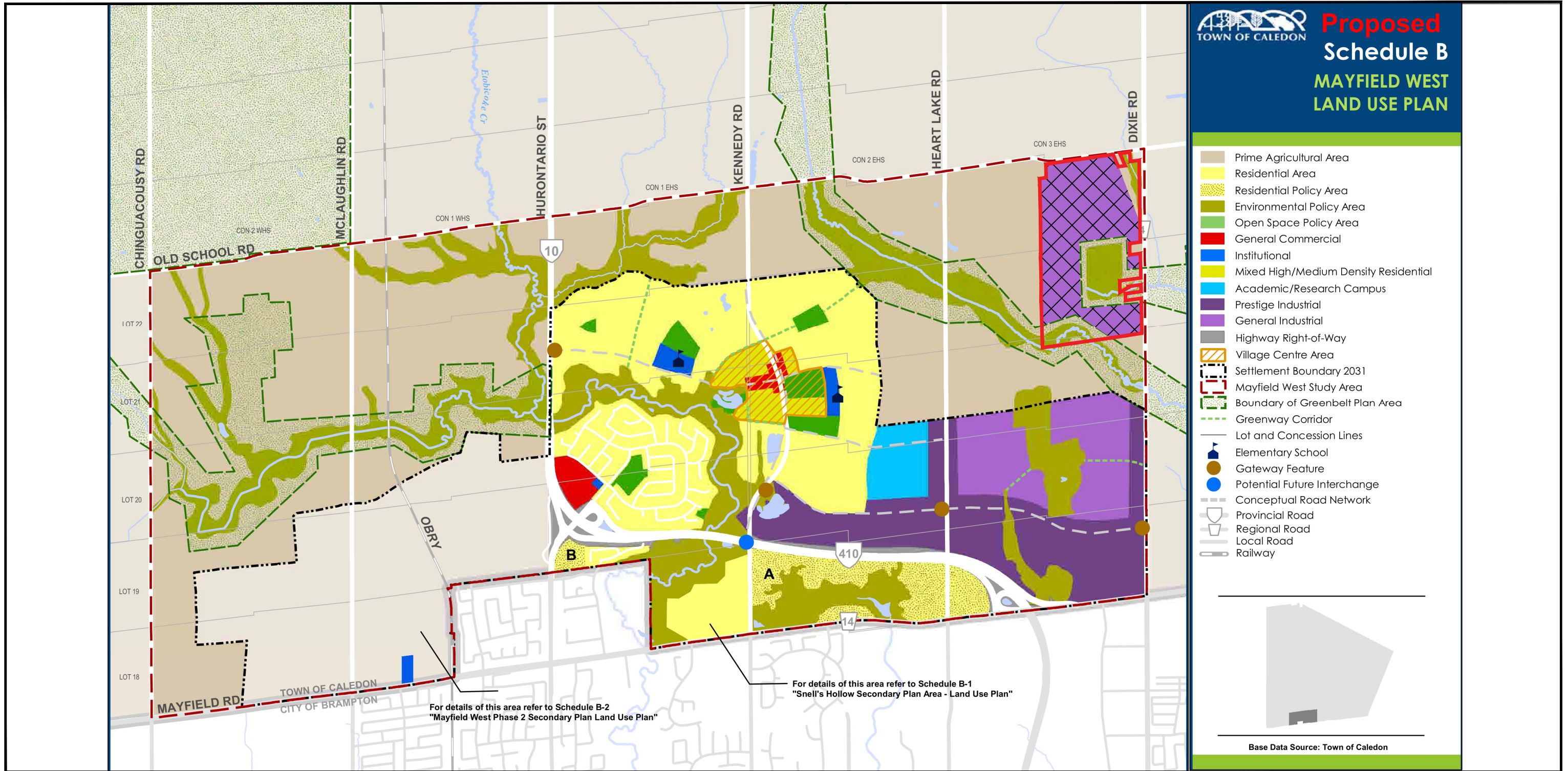
DATE  
DEC 2023



12862 and 12668 Dixie Road

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**Appendix A – Draft Official Plan Amendment**



# Proposed Town of Caledon Official Plan Amendment

12862 and 12668 Dixie Road, Caledon ON

- 12862 and 12668 Dixie Road
- Prime Agricultural Area to General Industrial

Source: Town of Caledon Official Plan (2018), Armstrong Planning & Project Management

DATE  
DEC 2023



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December 15, 2023

**AMENDMENT NO. \_\_\_\_**  
**TO THE OFFICIAL PLAN FOR**  
**THE TOWN OF CALEDON PLANNING AREA**

December 15, 2023

**THE CORPORATION OF THE TOWN OF CALEDON**

**BY-LAW NO. \_\_\_\_\_**

A By-law to adopt Amendment No. \_\_\_\_ 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. \_\_\_\_ 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 \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
Annette Groves, Mayor

\_\_\_\_\_  
Patrick Trafford, Acting Clerk

December 15, 2023

**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. \_\_\_\_\_ of the Town of Caledon Official Plan.



**AMENDMENT NO. \_\_\_\_\_**

**OF THE TOWN OF CALEDON OFFICIAL PLAN**

**PART A - THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to amend Schedule "B" Mayfield West Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from Prime Agricultural Area to:

- a) General Industrial

**Location:**

The lands subject to this Amendment, as indicated on the attached Schedule "A", are municipally known as 12862 and 12668 Dixie Road. The legal description of the lands municipally known as 12862 Dixie Road is Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1, 3, and 6 on 43R-40325; Town of Caledon; Regional Municipality of Peel. The legal description of the lands municipally known as 12668 Dixie Road is Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 2, 4, and 5 on 43R-40325; Town of Caledon; Regional Municipality of Peel.

**Basis:**

The basis for this Amendment is contained in Planning Report PD \_\_\_\_\_, as adopted by Council on \_\_\_\_\_. The applicant, Tribal Partners Canada Inc. and QuadReal Property Group, has requested an amendment to the Town of Caledon Official Plan to permit General Industrial uses on the property in order to facilitate the construction of a development with employment and industrial uses. In support of the application, the applicant submitted the following reports:

- **Agricultural Impact Assessment**, *Clark Consulting Services Inc.*
- **Arborist Report**, *Canopy Consulting*
- **Archaeological Assessment (Stage 1 & 2)**, *Irvin Heritage Inc.*
- **Cultural Heritage Impact Assessment**, *Stantec Consulting*
- **Comprehensive Environmental Impact Study Management Plan**, *WSP Canada Inc.*
- **Economic Benefits Study**, *urbanMetrics Inc.*
- **Environmental Site Assessment (Phase 1 & 2)**, *MTE Consultants Inc.*
- **Fluvial Geomorphological Assessment and Erosion Hazard Delineation**, *Geomorphix Inc.*
- **Functional Servicing Report**, *WSP Canada Inc.*
- **Geotechnical Study**, *MTE Consultants Inc.*
- **Hydrogeological Impact Assessment**, *MTE Consultants Inc.*
- **Noise & Vibration Study**, *SLR Consultants Inc.*
- **Planning Justification Report**, *Armstrong Planning & Project Management*
- **Stormwater Management Report**, *WSP Canada Inc.*
- **Traffic Impact Study**, *LEA Group*
- **Urban Design Brief**, *Ware Malcomb Architects*

The proposed amendment to the Official Plan to permit a significant employment opportunity within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of an employment hub in the Mayfield West Secondary Plan Study Area addresses an identified need for employment uses and jobs within the Town of Caledon and Region of Peel.

## **PART B - THE AMENDMENT**

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

### **Details of the Amendment**

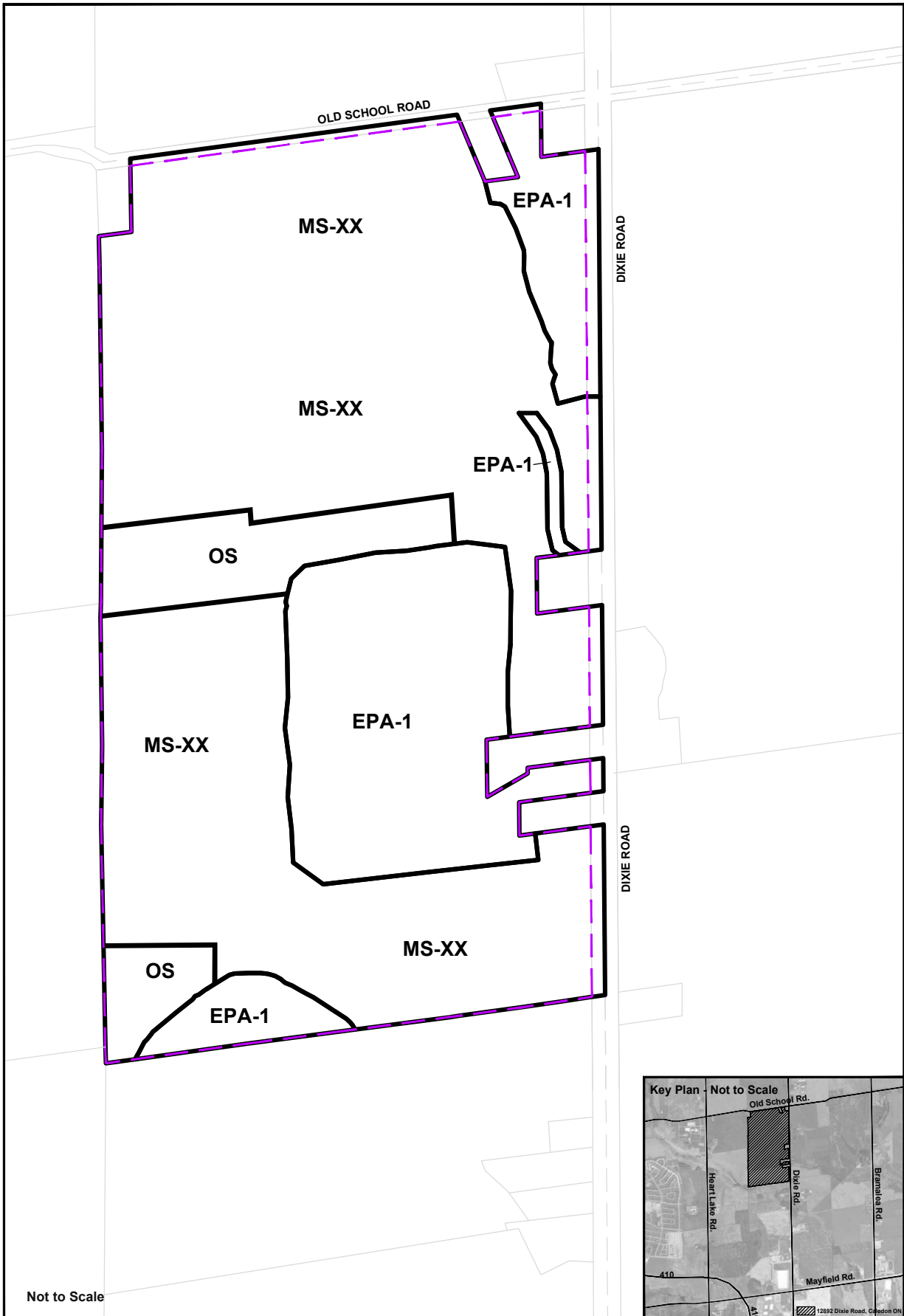
The Town of Caledon Official Plan is amended as follows:

1. "Schedule B" Mayfield West Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1, 3, and 6 on 43R-40325; Town of Caledon; Regional Municipality of Peel **and** Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 2, 4, and 5 on 43R-40325; Town of Caledon; Regional Municipality of Peel, from Prime Agricultural to General Industrial, in accordance with Schedule "A" attached hereto.

### **Implementation and Interpretation**

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


**Appendix B – Draft Zoning By-law Amendment**



Not to Scale

**Schedule "A" - By-law 2021-XXX**

12862 and 12668 Dixie Road, Caledon ON

 12892 and 12668 Dixie Road

**Legal Description:**  
 Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22,  
 Concession 3 EHS (Chinguacousy); designated as Parts 1-6 on 43R-40325;  
 Town of Caledon; Regional Municipality of Peel

DATE  
 DEC 2023



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**THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. \_\_\_\_\_**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1-6 on 43R-40325; Town of Caledon; Regional Municipality of Peel, municipally known as 12862 and 12668 Dixie Road.

**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 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1-6 on 43R-40325; Town of Caledon; Regional Municipality of Peel, for employment 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	_____	<ul style="list-style-type: none"> <li>- Bulk Storage Facility</li> <li>- Business Office</li> <li>- Cold Storage Warehouse</li> <li>- Contractor's Facility</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 Compound</li> <li>- Motor Vehicle Gas Bar</li> <li>- Motor Vehicle Repair Facility</li> <li>- Motor Vehicle Towing Facility</li> <li>- Open Storage Area, Accessory</li> <li>- Outside Display or Sales Area, Accessory</li> <li>- Place of Assembly</li> <li>- Research Establishment</li> <li>- Restaurant</li> </ul>	<p>For the purposes of this exception, all provisions are related to the entirety of the <i>lots</i> municipally known as 12862 and 12668 Dixie Road on the date of passing this by-law.</p> <p><b>Building Area:</b> For the purpose of calculating the <i>building area</i>, the <i>gross floor area</i> (exclusive of any rooftop mechanical structure) shall be divided by the <i>lot area</i>. <i>Lot area</i> is to be calculated on the entirety of the two <i>lots</i> (inclusive of any portion of the <i>lot</i> within the Environmental Policy Area 1 Zone).</p> <p><b>Lot Frontage</b> (minimum): 30 m</p> <p><b>Building Area</b> (maximum): 50%</p> <p><b>Front Yard</b> (minimum): 20 m</p> <p><b>Rear Yard</b> (minimum): 15 m</p> <p><b>Exterior Side Yard</b> (minimum): 15 m</p> <p><b>Interior Side Yard</b> (minimum): 6 m</p> <p><b>Building Height</b> (maximum): 35 m; except for <i>Cold Storage Warehouse</i> refrigeration tower where 45 m is permitted.</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> <li>- <i>Retail Store, Accessory</i></li> <li>- <i>Training Facility</i></li> <li>- <i>Transportation Depot</i></li> <li>- <i>Warehouse</i></li> <li>- <i>Warehouse, Public Self-Storage</i></li> <li>- <i>Warehouse, Wholesale</i></li> </ul> <p>Nothing in this By-law shall prevent the <i>use</i> of any <i>lot, building</i> or <i>structure</i> for any purpose prohibited by this By-law if such <i>lot, building</i> or <i>structure</i> was lawfully used for such purposes on the effective date of this By-law as for so long as it continues to be used for that purpose.</p>	<p><b>Landscaping Area</b> (minimum): 10%</p> <p><b>Planting Strip Width</b> (minimum): Front Lot Line: 3.5 m</p> <p style="text-align: right;">except where there are trucks, 12.0 m is required.</p> <p>Rear Lot Line: 0.0 m Exterior Lot Line: 7.0 m Interior Lot Line: 0.0 m</p> <p><b>Parking Space Setback</b> (minimum): From any <i>street</i> 3.0 m</p> <p><b>Parking Requirements:</b> for added clarity, truck and trailer <i>parking spaces</i> count towards parking minimums.</p> <p><b>Fencing Restrictions:</b> noise attenuation fencing required through the approved <i>noise study</i>, shall be permitted in any <i>yard</i> to the height specified by the <i>noise study</i>.</p>

2. Schedule "A", Zone Map 6 of By-law 2006-50, as amended is further amended for Part of Lot 21, Concession 3 EHS (Chinguacousy); Part of Lot 22, Concession 3 EHS (Chinguacousy); designated as Parts 1-6 on 43R-40325; Town of Caledon; Regional Municipality of Peel, from A1 and EPA 2 to MS-XX, OS, and EPA 1 in accordance with Schedule "A" attached hereto.

Read three times and finally passed in open Council on the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Annette Groves, Mayor

\_\_\_\_\_  
Patrick Trafford, Acting Clerk