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## MEMORANDUM

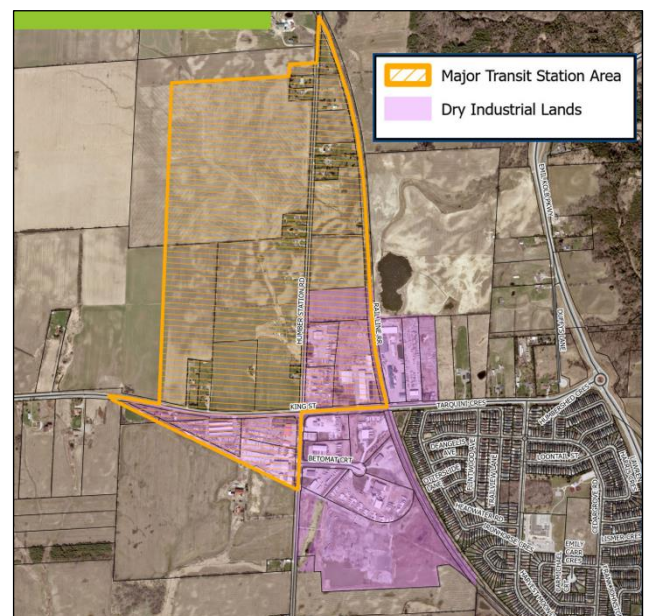
**To:** Lesley Gill Woods, Senior Planner  
**From:** Nick McDonald - Meridian Planning Consultants  
**Date:** November 9, 2023  
**Re:** Dry Industrial Lands Conversion – Region of Peel Conversion Project

Meridian Planning, in association with The Planning Partnership and Paradigm Transportation Solutions, have been retained by the Town of Caledon to undertake a Major Transit Station Areas (MTSA) Study for the Bolton GO Station Area and Mayfield West Transit Hub Area.

This study is intended to inform the Town of Caledon Official Plan Review by recommending land use designations and policies for the two MTSA's as well as recommending a land use option for the "Dry Industrial" Employment Area in the vicinity of the Bolton GO MTSA.

**Figure 1** shows the location of the Bolton GO MTSA. The MTSA is located primarily to the north of the intersection of King Street and Humber Station Road and west of the Caledon-Vaughan rail corridor.

**Figure 1: Location of Bolton GO MTSA  
(King St. and Humber Station Rd.)**



This interim memo relates solely to whether all of the Dry Industrial Employment Area located to the south of the Bolton GO Station should be converted to non-employment uses (residential and population serving employment). The Dry Industrial Employment Area is shown on **Figure 2**.

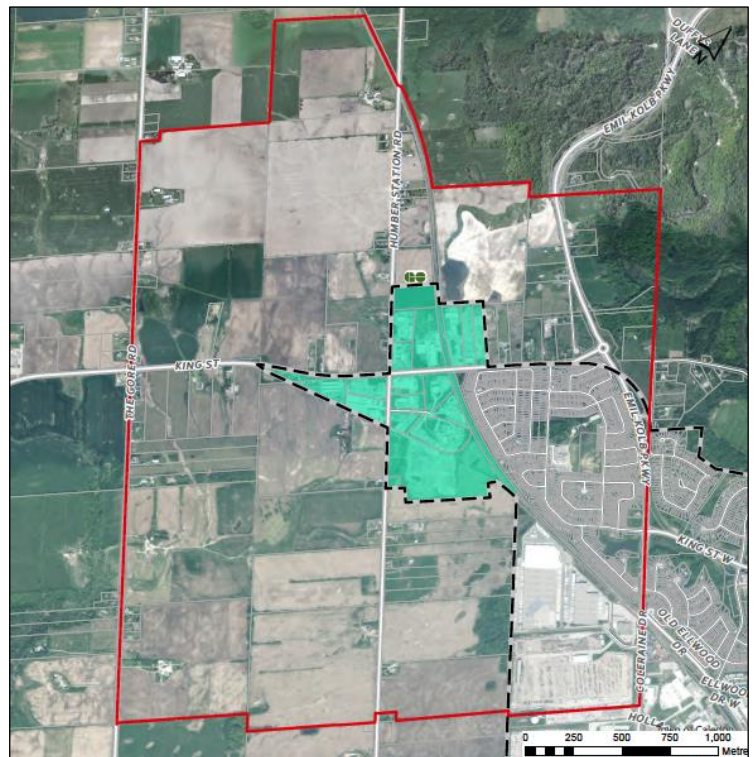
This analysis has been completed to determine whether the goals and objectives of the Region and Town respecting the establishment of a transit-supportive community in the vicinity of the Bolton GO MTSA could be further supported if the Dry Industrial Employment Area is converted. This analysis is being conducted in coordination with the Region of Peel as a further phase of the municipal comprehensive review (Regional Official Plan Review).

It is a requirement of the Province and Peel Region that the lands within the Bolton GO MTSA be planned to achieve a minimum density of 150 residents and jobs combined per hectare through the establishment of high-rise forms of mixed-use development, incorporating residential apartments with retail, service commercial, business and professional offices, prioritizing transit services, ensuring a high degree of urban design, protecting and maintaining natural features and integrating community facilities, parklands and open spaces.

Given that lands to the east of Caledon-Vaughan rail corridor are subject to the Greenbelt Plan and not available for urban development, this means that increased efforts are required to ensure that the remaining area is developed in accordance with Provincial and Regional requirements.

In this regard, this memo recommends that the entirety of the Dry Industrial Employment Area be converted to support the transition of this area into a residential area that assists in providing the critical mass required to support the development of the Bolton GO MTSA as a transit-supportive and complete community. The balance of this report reviews relevant policies and is intended to justify

**Figure 2: Bolton Dry Employment Area**

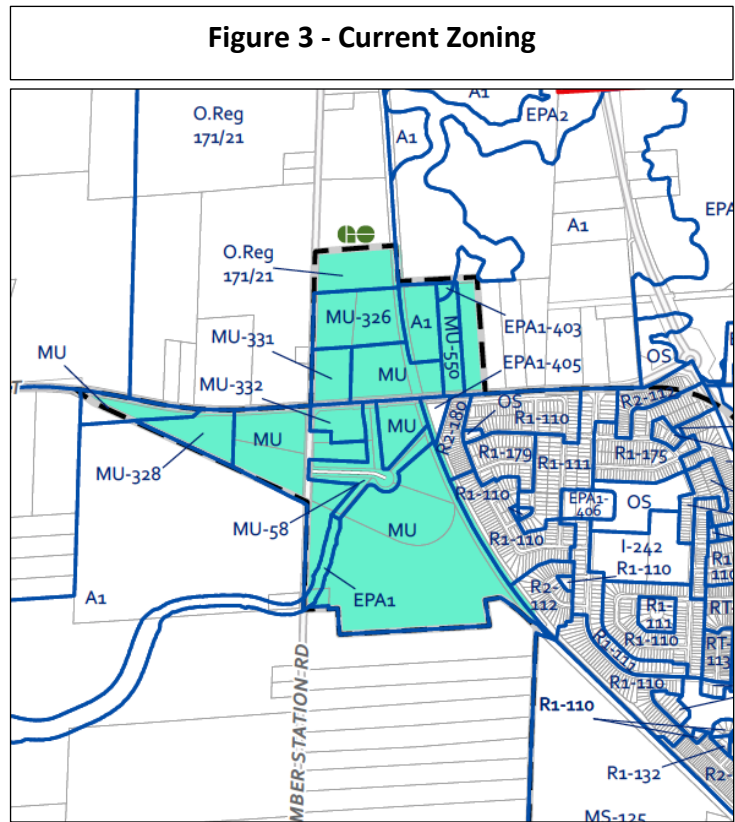


this recommendation.

### **Existing Land Use Context**

The Dry Industrial Employment Area is designated Employment Area in the Peel Region Official Plan, as shown on Schedule E-4, and Dry Industrial in the Town Official Plan, as shown on Schedule C Bolton Land Use Plan. These lands are also zoned Unserved Industrial in the Town Zoning By-law 2006-50 as shown on **Figure 3**.

The Dry Industrial Employment Area has an area of approximately 50 hectares and is not serviced by municipal water and sewer services. About 50% of the Dry Industrial Employment Area was developed prior to 2001.



At the present time, most of the Dry Industrial Employment Area is occupied by a variety of land uses and only two vacant properties remain.

The existing employment uses within this area include the following:

- a) Self-storage;
- b) Landscape supply;
- c) Construction equipment sales;
- d) Propane distribution and sales;
- e) Concrete manufacturing;
- f) Asphalt paving and construction;
- g) Transportation services;
- h) Hardwood distribution and sales;
- i) Supplier of agricultural products; and
- j) Stone distribution

There are 15 businesses in this area, which employ approximately 260 people.

Given the nature of the land uses in the Dry Industrial Employment Area, they have the potential to impact the developability of lands adjacent to the Dry Industrial Employment Area and this is a significant factor to consider when reviewing the potential for development on adjacent lands.

In addition, the nature of the permitted uses that can be permitted as-of-right in accordance with current zoning also needs to be considered. In this regard, below is a list of as-of-right permitted uses in the Dry Industrial Employment Area:

- |                                    |   |
|------------------------------------|---|
| a) Bulk Storage Facility           | j) Motor Vehicle Compound                   |
| b) Contractor's Facility           | k) Motor Vehicle Repair Facility            |
| c) Equipment Storage Building      | l) Motor Vehicle Towing Facility            |
| d) Factory Outlet                  | m) Open Storage Area, Accessory             |
| e) Gasoline Pump Island, Accessory | n) Outside Display or Sales Area, Accessory |
| f) Industrial Use                  | o) Transportation Depot                     |
| g) Maintenance Garage, Accessory   | p) Warehouse                                |
| h) Merchandise Service Shop        | q) Warehouse, Public Self-Storage           |
| i) Motor Vehicle Body Shop         | r) Warehouse, Wholesale                     |

As a consequence of the above, both the nature of the existing uses and the potential uses that could occur in accordance with existing zoning need to be considered.

In the early 1990's, the Ministry of Environment (now Environment, Conservation and Parks) released the D-Series Guidelines that were intended to inform the preparation of Official Plan policy on land use compatibility and to assist decision makers with making Planning Act decisions involving potentially incompatible uses and determining adverse effects.

Guideline D-1 (and the supporting Procedures D1-1, D1-2 and D1-3 contained within Guideline D-1) is the key guideline to consider. The following is indicated in the 'synopsis' section of Guideline D-1: *"This guideline identifies the direct interest of the Ministry in recommending separation distances and other control measures for land use planning proposals to prevent or minimize adverse effects from the encroachment of incompatible land uses where a facility either exists or is proposed. This guideline sets the context for all existing and new guidelines relating to land use compatibility."*

Section 2.1 of Guideline D-1 recognizes the dual nature of the Guideline. Specifically, the Guideline is applicable when a new sensitive land use is proposed within the influence area or potential influence area of an existing facility; and/or a new facility is proposed where an existing sensitive land use would be within the facility's influence area or potential influence area.

A 'facility' is defined in Procedure D1-3 as: *"a transportation, commercial, industrial, agricultural, intensive recreational or utilities/services building or structure and/o associated lands (e.g. abattoir, airport, railway, sewage treatment plant, landfill, manufacturing plant, generation stations, sports/concerts stadium, etc.) which produce(s) one or more 'adverse effect(s)' on a neighbouring property or properties. For specific details on some of these facilities, see Procedure D-1-2."*

Section 2.2 of Guideline D-1 indicates that the Guideline applies when a change of land use places *"or is likely to place sensitive land use within the influence area or potential influence area of a facility."* It then goes on to indicate that the Guideline should be considered when policies, guidelines and programs are being formulated, when general land use plans are being prepared and in response to site specific requests for development approvals.

Section 2.3.2 of Guideline D-1 then goes on to indicate the following: *"This Guideline does not normally affect a change in land use, an expansion, or new development, for either a facility or a sensitive land use which is in compliance with existing zoning and the Official Plan designation."* In this case, the proposed change in land use is on the adjacent lands outside of the Dry Industrial Employment Area in the MTSA area shown on Figure 1.

Section 2.4 of Guideline D-1 provides examples of adverse effects in the context of this Guideline and notes that they *"may be related to, but not limited to one or more of the following:*

- a) Noise and vibration;*
- b) Visual impact (only for landfills)*
- c) Odours and other air emissions;*
- d) Litter, dust and other particulates; and.*
- e) Other contaminants."*

Section 3.1 of Guideline D-1 sets out the preferred approach with respect to siting of incompatible land uses: *"Incompatible land uses are to be protected from each other, in and use plans, proposals, policies and programs to achieve the Ministry's environmental objectives. Various buffers on either of the incompatible land uses or on intervening lands, as discussed in Section 4 of Procedure D-1-1, "Land Use Compatibility: Implementation", may be used to prevent or minimize 'adverse effects'. Distance is often the only effective buffer, however, and therefore adequate separation distance, based on a facility's influence area, is the preferred method of mitigating 'adverse effects'."*

Section 3.2 of Guideline D-1 provides further direction with respect to separation distances and states: *"The separation distance should be sufficient to permit the functioning of the two incompatible land*

*uses without an 'adverse effect' occurring. Separation of incompatible land uses should not result in freezing or denying usage of the intervening land. The distance shall be based on a facility's potential influence area or actual influence area if it is known."*

With respect to the use of land within a required 'separation distance', Section 3.3 of Guideline D-1 states the following: *"When the separation distance is the method of buffering, and the buffer area extends beyond a facility or sensitive land use site boundary, this Ministry encourages intervening land uses or activities that are compatible with both the facility and the sensitive land use(s)."*

Section 3.4 of Guideline D-1 then indicates the following: *"When impacts from discharges and other compatible problems cannot be reasonably mitigated or prevented to the level of trivial impact, new development, whether it be a facility or a sensitive land use shall not be permitted."*

In order to determine what separation distances are required, Guideline D1.3 establishes three industry classifications as defined below:

**Class 1 Industrial Facility** - A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry. **Influence area is 70 metres and recommended separation distance is 20 metres.**

**Class 2 Industrial Facility** - A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours. **Influence area is 300 metres and recommended separation distance is 70 metres.**

**Class 3 Industrial Facility** - A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions. **Influence area is 1,000 metres and recommended separation distance is 300 metres.**

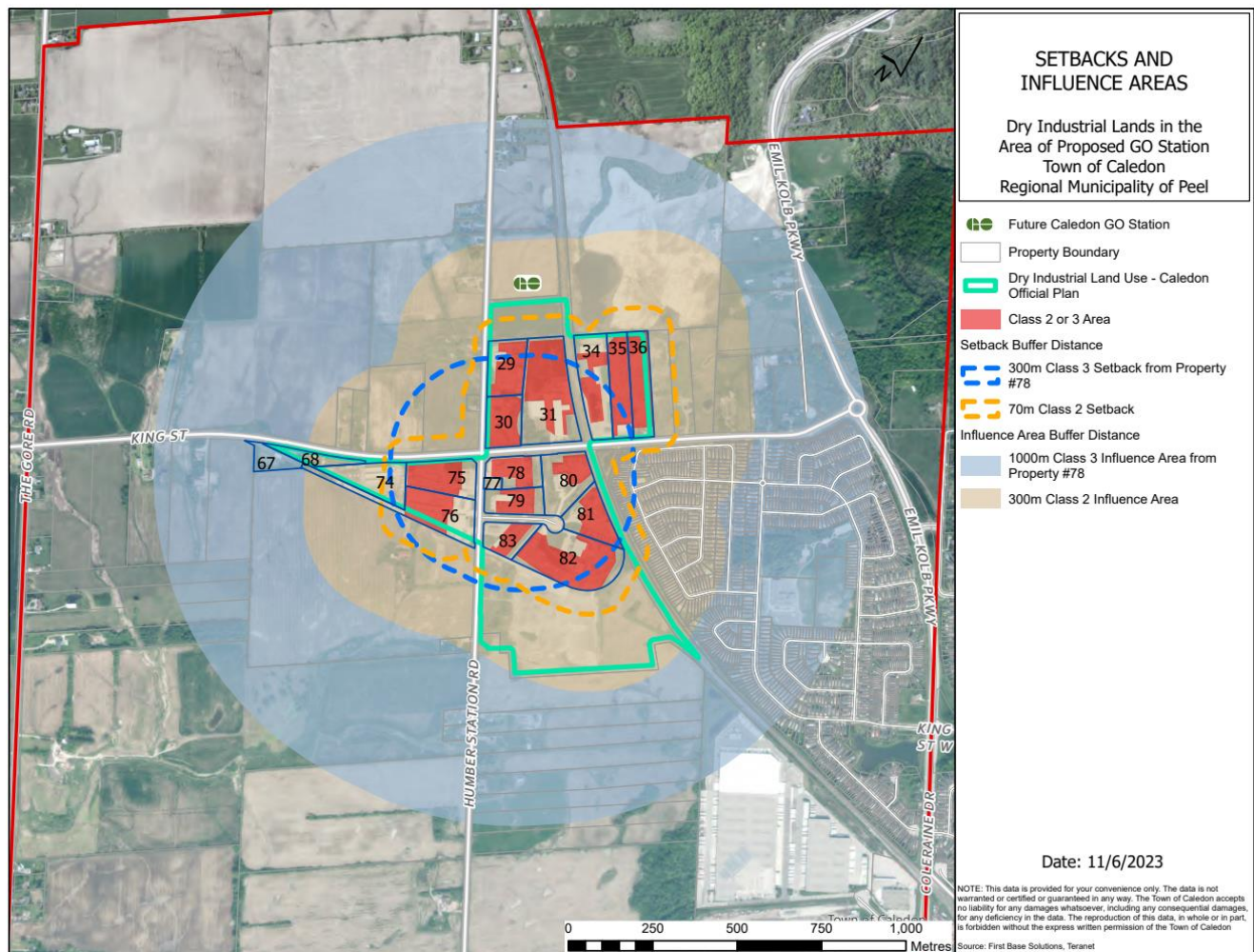
To determine the classification of each of the 15 uses in the Dry Industrial Employment Area, site visits were carried out to understand the nature of the uses, historical air photography was reviewed to determine how each of the uses has evolved since 2001 and business websites were reviewed to better understand the nature of each business. The results of this analysis are found in **Tables 1a to 1d** in **Appendix 1**.

Based on the nature of the existing businesses in the Dry Industrial Employment Area, the majority of the uses would be considered Class 2 uses with one use being a Class 3 use.

The distinguishing factor between a Class II use and a Class III uses is the level of truck movements on a daily basis on any given site and the nature of any processing and material handling that occurs. In this Dry Industrial Employment Area, most if not all of the uses involve the outdoor storage of materials and/or trucks and the frequent movement of trucks on individual sites. However, one site in particular is considered to be a Class III use because of the nature of the outdoor processing that occurs on the site.

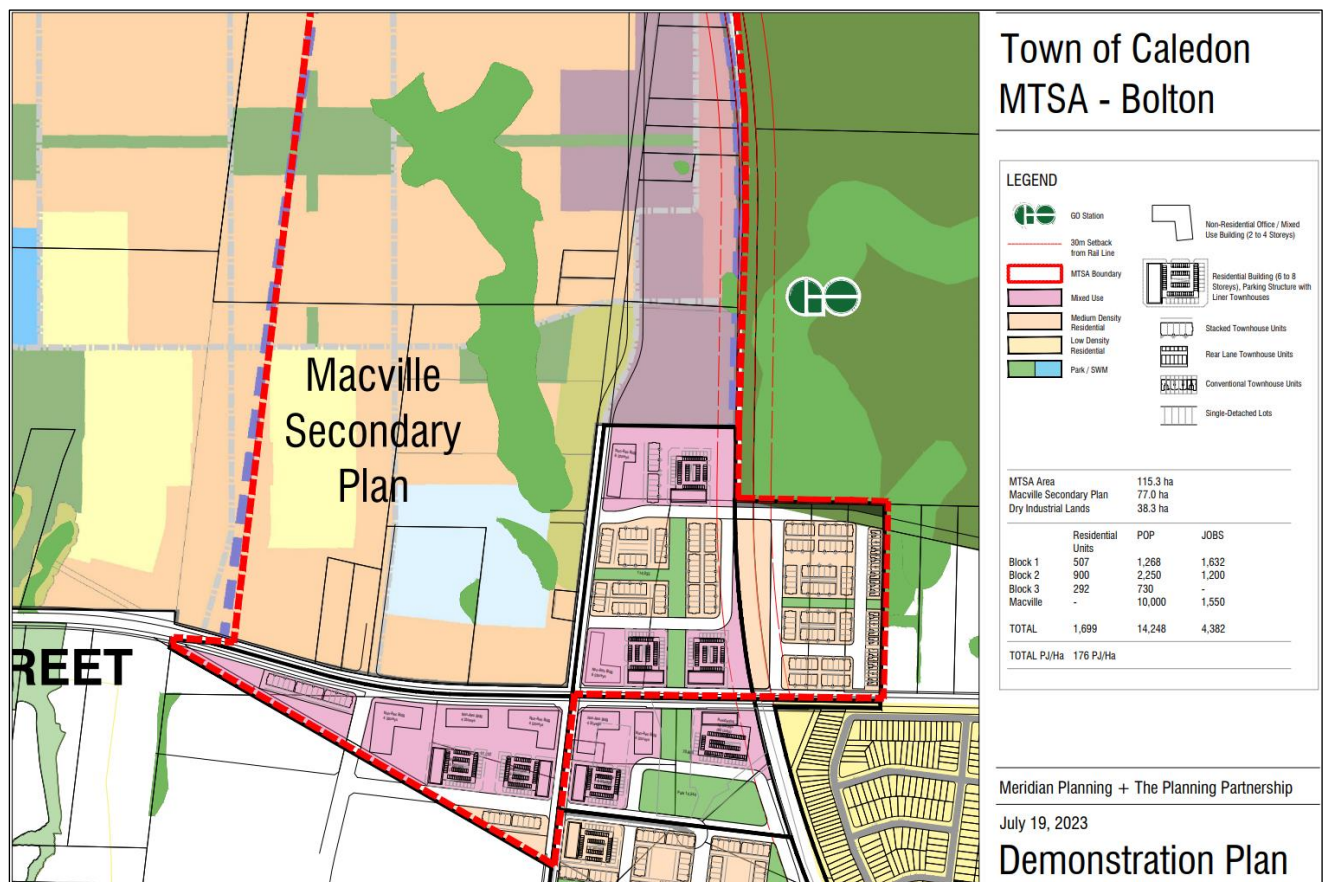
**Figure 4** below shows the Class 2 or 3 areas on each affected property, the separation distances from the Class 2 and 3 uses and the area of influence of the Class 2 and 3 uses. Of all of the uses, the one Class 3 use has the most significant impact on lands within the Bolton GO MTSA located in the northwest quadrant of King Street and Humber Station Road.



**Figure 4: Setbacks and Influence Areas**

In order to understand how the dry industrial area could be redeveloped if converted, a demonstration plan has been prepared (**Figure 5**) that shows how the area within the Bolton GO MTSA can be planned and how many people and jobs can be accommodated on these lands. The building heights in this area range from 2 – 3 storey townhouses, 20 storey apartment buildings and 8 storey non-residential buildings. In this regard, the demonstration plan applied a density of 185 persons and jobs per hectare to the Dry Industrial Employment Area within the Bolton GO MTSA and the result is a population of 4,248 and 2,832 jobs.



**Figure 5: Demonstration Plan**

## **Policy Review**

### **Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. The PPS sets the policy foundation for regulating the development and use of land. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

The PPS contains specific policies regarding protecting and preserving Employment Areas for current and future uses. The PPS defines “Employment Areas” as:

*Those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.*

Specifically, as it relates to employment areas, the PPS provides that planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs (1.3.2.1). The PPS also sets out that planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area and that industrial and manufacturing uses are separated from sensitive land uses to maintain long-term operation and economic viability of these areas (1.3.2.2).

The PPS also provides that planning authorities may permit the conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion (1.3.2.4), and the lands have not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation (1.3.2.5). Section 1.3.2.5 further provides that lands within existing employment areas may be converted to a designation that permits non-employment uses outside of a comprehensive review subject to the following:

- a) *there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) *the proposed uses would not adversely affect the overall viability of the employment area; and*
- c) *existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

### **A Place to Grow – Growth Plan for the Greater Golden Horseshoe**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, adopted pursuant to the Places to Grow Act, 2005, is the Province's growth management plan that articulates a long-term strategic vision and tools for how southern Ontario should grow over the next 30 years. The Growth Plan was developed to guide planning decisions in a way that will promote economic development and strong communities. It directs municipalities to optimize the use of existing and new infrastructure to support growth, and coordinate infrastructure planning, land use planning, and infrastructure investment.

The Growth Plan sets out a vision for the GGH, which is supported through *the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available.*

The Growth Plan provides that economic development and competitiveness will be promoted in the GGH through ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth (2.2.5.1 b). Similar to the PPS, the Growth Plan (2.2.5.9) provides that the conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) *there is a need for the conversion*
- b) *the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c) *the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
- d) *the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan*
- e) *there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

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

The Region of Peel Official Plan was adopted by Regional Council on April 28, 2022, through By-law 20-2022. This by-law repealed and replaced the former July 11, 1996 Region of Peel Official Plan adopted by By-law 54-96, as amended. The Plan was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister's Notice of Decision on the Plan dated November 4, 2022.

The Region Official Plan provides a planning framework for future growth in Peel Region within the context of the Greater Toronto and Hamilton Area. The population, household and employment forecasts in the Plan are to be used for determining Regional services and establishing requirements to accommodate growth to the year 2051. These forecast a population of 300,000 and 125,000 jobs within the Town of Caledon by 2051.

Section 5.8.34 permits the conversion of lands within Employment Areas designated on Schedule E-4 to non-employment uses, only through a municipal comprehensive review that demonstrates the

following:

- a) *there is a need for the conversion;*
- b) *the lands are not required over the horizon of the Plan for the employment use they were designated;*
- c) *the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;*
- d) *the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;*
- e) *there is existing or planned infrastructure and public service facilities to accommodate the proposed uses;*
- f) *the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and*
- g) *cross-jurisdictional issues have been considered.*

### **Evaluation and Justification for Conversion**

Based on the policy framework set out above, the following is an evaluation and justification for the proposed conversion of the Dry Industrial Employment Area, based on the application of the Peel Region criteria (which include PPS and Growth Plan criteria):

#### **a) *There is a need for the conversion;***

It is our opinion that the need for the conversion is justified since it would further support other Provincial goals, objectives and policies regarding the development of high density communities that are anchored by and which support higher order transit. Retaining the Dry Industrial Employment Area as an employment area will have an impact on the ability of the Region and Town to plan for the critical mass required to support the development of the Bolton GO Station.

#### **b) *the lands are not required over the horizon of the Plan for the employment use they were designated;***

Given the location of the Dry Industrial Employment Area adjacent to the Bolton GO MTSA, it

is our opinion that the need to fully support the development of the Bolton GO MTSA as a transit-supportive community outweighs the need to retain a legacy dry industrial area. Notwithstanding the above, it is acknowledged that there is a need for lands that are designated to permit land extensive and low employment density employment uses and in this regard, it is recommended that the new Caledon Official Plan designate new lands for this purpose.

**c) *the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;***

The Region through their Official Plan added new employment areas throughout the new urban area to meet expected employment needs. It is not expected that the conversion of the Dry Industrial Employment Area will have an impact on the ability of the Town to meet its employment targets. In this regard, it is noted that there are approximately 258 jobs in the Dry Industrial Employment Area and that approximately 2,832 jobs could be created if it was converted.

**d) *the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;***

It is our opinion that the viability of other employment areas in the Town would not be affected by the conversion since the lands affected are physically separated from other employment areas. The conversion will support the intensification target since the lands are within the built boundary and the population and jobs that can be accommodated on the Dry Industrial Employment Area is significant.

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

Given that the Dry Industrial Employment Area is within the urban area and adjacent to residential lands that are expected to be developed within the short term, it is anticipated that municipal water and sewer services will be available to service the Dry Industrial Employment Area. The need for public service facilities will be determined at the appropriate time by the Town when a Secondary Plan or similar comprehensive development plan is completed.



***f) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and***

If the Dry Industrial Employment Area dry is converted, there will be no adjacent employment lands.

***g) cross-jurisdictional issues have been considered.***

There are no cross jurisdictional issues to consider in this case given the small size of the Dry Industrial Employment Area and its location internal to the Town of Caledon.

**Public Consultation**

A meeting with landowners within the Bolton GO MTSA area and the dry industrial lands was held on May 4, 2023. Approximately 15 landowners and representatives attended, plus Town/Region staff and Councillors. The purpose of the meeting was to gather feedback from landowners regarding land uses. Feedback received through this consultation and subsequent emails supports higher density development within the dry industrial lands and conversion of the Dry Industrial Employment Area.

Of particular note, the owners of the ready-mix concrete plant at the southeast corner of King Street and Humber Station Road (see Appendix 1, Table 1c, ID #78) acknowledged that the community is evolving around the intersection and their facility will eventually be out-of-place. They suggested that high density residential would be a more appropriate long-term use and provided rationale consistent with the analysis provided above.

On November 15, 2023, further consultation meetings will be held with Dry Industrial landowners and the public. Town staff may provide a verbal summary of the feedback received to the Planning and Development Committee.

## Appendix 1 – Land Use Analysis Tables

**TABLE 1A: NORTHEAST QUADRANT (KING ST. AND HUMBER STATION RD.) AND WEST OF RAIL LINE**

<b>ID #</b>	29	30	31
<b>Address</b>	14025 Humber Station Road	14091 Humber Station Road	8068 King Street
<b>Company Name</b>	Sondh Freight Systems	Cavalier Transportation Services	Ontario Hardwood Products
<b>Nature of Use</b>	Outdoor storage of cement trucks, some materials stored in tent structures - unpaved yard	Small office building with small attached warehouse and outdoor storage of trailers	Wholesaler of hardwood products - hardwood stored inside two buildings with multiple loading bays - some pallets stored outside
<b>Current Zoning</b>	MU-331	MU-326	MU (south portion) and MU-326 (north portion)
<b>Use Restrictions in Current Zoning</b>	Construction Equipment Sales and Service Establishment - Equipment Storage Building - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Outside Display or Sales Area, Accessory - Service and Repair Shop - Warehouse	Contractor's Facility - Equipment Storage Building - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Open Storage Area, Accessory - Warehouse	See left for MU-326 limitations
<b>Potential Restrictions on Development of Alternative Uses or Expansions</b>			
<b>Outdoor Parking of Trucks</b>	Yes	Yes	No
<b>Outdoor Storage of Materials</b>	Yes	No	Yes
<b>Potential for Air Quality Impacts</b>	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Noise Impacts</b>	Moderate - from truck movements and loading and unloading of materials	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Expansion</b>	No additional area available on property for expansion	No additional area available on property for expansion	Northern one-third of property available for expansion
<b>24-hour Operation (Yes/No/Unknown)</b>	Unknown - however, early morning truck movements likely	Unknown - however, early morning truck movements likely	Daytime only
<b>Classification</b>	2	2	2
<b>Influence Area (from edge of highest class area)</b>	300 metres	300 metres	300 metres
<b>Minimum setback (from edge of highest class area)</b>	70 metres	70 metres	70 metres

TABLE 1B: SOUTHWEST QUADRANT (KING ST. AND HUMBER STATION RD.)

ID #	67	68	74	75	76
Address	0 King Street	7801 King Street	7865 King Street	13970 Humber Station Road	13930 Humber Station Road
Company Name	None	None	JC Mini-Storage and Thunder Transport	S.W. Stoneworks and Sheehan Equipment	Sun Transportation Systems and Vermani Trucking
Nature of Use	Existing barn/storage building on the property	Existing single detached dwelling with one accessory building	Three storage buildings with areas for rent - number of vehicles also stored on the property - trailers stored on rear of property	Two warehouse buildings plus open storage of stone products and raw materials - property also used as a heavy duty and landscaping equipment supplier	Small office building attached to a larger warehouse, plus one other accessory building and large yard used for truck storage
Current Zoning	MU	MU	MU-328	MU	MU
Use Restrictions in Current Zoning	None	None	Equipment Storage Building - Guardhouse - Warehouse	None	None
Potential Restrictions on Development of Alternative Uses or Expansions	Small size of property and entrance on curve significantly limit the use of the property for MU uses	Small size of property and entrance on curve significantly limit the use of the property for MU uses			
Outdoor Parking of Trucks	No	No	Yes	No	Yes
Outdoor Storage of Materials	No	No	No	Yes	No
Potential for Air Quality Impacts	None	None	Low - based on nature of existing use	Moderate - resulting from customer pick up of materials	Moderate - resulting from movement of trucks on un-paved surface
Potential for Noise Impacts	None	None	Low - based on nature of existing use	Moderate - from truck movements	Moderate - from truck movements
Potential for Expansion	None	None	No additional area available on property for expansion	Limited additional area available on property for expansion	No additional area available on property for expansion
24-hour Operation (Yes/No/Unknown)	No	No	Daytime only	Daytime only	Daytime only
Classification	0	0	1	2	2
Influence Area (from edge of highest class area)	N/A	N/A	70 metres	300 metres	300 metres
Minimum setback (from edge of highest class area)	N/A	N/A	20 Metres	70 metres	70 metres

**TABLE 1C: SOUTHEAST QUADRANT (KING STREET AND HUMBER STATION ROAD)**

ID #	78	0	79	80	81	82	83
Address	13975 King Street	13973 King Street	2 Betomat Court	4 Betomat Court	5 Betomat Court	3 Betomat Court	1 Betomat Court
Company Name	All Mix Concrete	Electrical sub-station on property with Frontage on Humber Station Road	JD Xpress and Holmes Freight Lines	FGM Truck Lines and DKS Auto & Commercial Repair	York Paving Asphalt	Permacon Bolton	Superior Propane
Nature of Use	Concrete batching plant involving the manufacturing of concrete and loading into cement trucks	Electrical sub-station	Small warehouse with multiple shipping doors facing Betomat Court - some parking of vehicles	Building used for warehouse and repair services	Warehouse building - use inside unknown	Manufacturing of concrete masonry and landscaping materials - manufactured stone and some truck parking on property	Filling and storage of propane and outdoor storage of propane tanks
Current Zoning	MU-332	MU	MU - small area zoned MU-58	MU - small area zoned MU-58	MU - small area zoned MU-58	MU - small area zoned MU-58	MU - small area zoned MU-58
Use Restrictions in Current Zoning	Bulk Storage Facility - Concrete Batching Plant - Contractor's Facility - Equipment Storage Building - Factory Outlet - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Open Storage Area, Accessory - Service and Repair Shop - Transportation Depot - Warehouse	None	None	None	None	None	None
Potential Restrictions on Development of Alternative Uses or Expansions		Alternative use unlikely	None	Eastern property line located 55 metres from residential lots on east side of rail-line - thereby limiting the development of potentially some MU uses	Eastern property line located 55 metres from residential lots on east side of rail-line - thereby limiting the development of potentially some MU uses	Eastern property line located 75 metres from residential lots on east side of rail-line - thereby limiting the development of potentially some MU uses	None
Outdoor Parking of Trucks	Yes	No	Yes	Yes	Yes	Yes	Yes
Outdoor Storage of Materials	Yes	No	No	No	No	No	No
Potential for Air Quality Impacts	High - resulting from outdoor storage of materials and mixing of materials	N/A	Moderate - resulting from movement of trucks on un-paved surface	Moderate - resulting from movement of trucks on un-paved surface	Moderate - resulting from movement of trucks on un-paved surface	Moderate - resulting from movement of trucks on un-paved surface	Moderate - resulting from movement of trucks on un-paved surface
Potential for Noise Impacts	Moderate - from truck movements	N/A	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements
Potential for Expansion	No additional area available on property for expansion	N/A	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion
24-hour Operation (Yes/No/Unknown)	No	N/A	Daytime only	Daytime only	Daytime only	Daytime only	Daytime only
Classification	3	N/A	2	2	2	2	2
Influence Area (from edge of highest class area)	1000 metres	N/A	300 metres	300 metres	300 metres	300 metres	300 metres
Minimum setback (from edge of highest class area)	300 metres	N/A	70 metres	70 metres	70 metres	70 metres	70 metres

**TABLE 1D: NORTH SIDE OF KING STREET EAST OF RAIL LINE**

ID #	34	35	36
Address	8112 King Street	8114 King Street	8186 King Street
Company Name	Alliance Agri-Turf Inc.	Banas Stones	Unknown - business operated from single detached dwelling
Nature of Use	Manufacturer of fertilizer products with large mixing facility on site - about 8 buildings on site - some outdoor parking of trucks and chemicals/inputs - outdoor area is paved	Wholesaler of landscaping and decorative stones - small office/warehouse building on site - most of site is used for outdoor storage of stone products	Appears to be connected by driveway to Banas Stones property
Current Zoning	MU (south portion) and A1 (north portion)	MU-550 and EPA1-403	A1
Use Restrictions in Current Zoning	Northern two-thirds of property not zoned in accordance with OP land use designation and current use may not be permitted	Bulk Storage Facility - Contractor's Yard - Equipment Storage Building - Factory Outlet - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Open Storage Area, Accessory - Outside Display or Sales Area, Accessory - Transportation Depot - Warehouse - Warehouse, Public Self Storage	Lands are not zoned in conformity with existing land use designation - current use may not be permitted on the property
Potential Restrictions on Development of Alternative Uses or Expansions	None	None	None
Outdoor Parking of Trucks	Yes	No	No
Outdoor Storage of Materials	Yes	Yes	Yes
Potential for Air Quality Impacts	Moderate - from truck movements	Moderate - resulting from customer pick up of materials	Moderate - resulting from customer pick up of materials
Potential for Noise Impacts	Moderate - from truck movements and manufacturing process	Moderate - from truck movements	Moderate - from truck movements
Potential for Expansion	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion
24-hour Operation (Yes/No/Unknown)	Daytime only	Daytime only	Daytime only
Classification	2	2	2
Influence Area (from edge of highest class area)	300 metres	300 metres	300 metres
Minimum setback (from edge of highest class area)	70 metres	70 metres	70 metres