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TOWN OF CALEDON  
PLANNING  
RECEIVED  
November 2, 2023

# Humber Station Employment Area Draft Secondary Plan

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## 1 Purpose

The purpose of this Secondary Plan is to establish detailed land use policies for the Humber Station Employment Area. This Secondary Plan contains policies regarding the development of future prestige and general employment land uses and protection of environmental policy areas. In addition, the policies cover transportation, servicing, cost sharing, phasing, environmental, urban design, eco-business, cultural and built heritage, archaeology and implementation.

## 2 Location

The Humber Station Employment Area Secondary Plan covers approximately 236 gross hectares of in Bolton, within the Town of Caledon. The Secondary Plan Area is bounded by Humber Station Road to the west, Mayfield Road to the south, Healy Road to the north and the Coleraine West Employment Area Secondary Plan Area boundary to the east. The following policies shall apply to the Humber Station Employment Area Secondary Plan as shown on Schedule XX of the Town of Caledon Official Plan.

## 3 Basis

In 2016, through Regional Official Plan Amendment 30 (ROPA 30), the Secondary Plan Area was redesignated from Rural System to Rural Service Centre in the Peel Region Official Plan. This decision was appealed by multiple parties. In November 2020, a settlement was reached, and the Local Planning Appeal Tribunal (now Ontario Land Tribunal) allowed the appeal, directing that ROPA 30 be modified as defined in Attachment 1 of the decision. The lands are intended to accommodate growth to 2031.

The 2022 Peel Regional Official Plan identifies the Secondary Plan Area as part of the Urban System and Bolton Residential Expansion Settlement Area (Schedule E1) and designates it Employment Area (Schedule E4). According to the Peel Region Official Plan, Employment Areas within the 2051 New Urban Area will accommodate approximately 38,000 jobs as the focus for new clusters of business and economic activities.

A number of supporting technical studies have been completed which demonstrate the feasibility of development for employment uses and have informed the preparation of this secondary plan. This Secondary Plan conforms to the Region of Peel Official Plan by bringing the lands into the Bolton Settlement Area and designating the lands for employment uses.

This Secondary Plan was prepared in the context of the need to:

- Preserve, expand and diversify the Town's employment base;
- Strengthen the local economy and tax base;

- Focus employment and industrial development in the Town's Rural Service Centres recognizing Bolton's close proximity to the rest of the GTA and growing markets; and,
- Recognize the accessibility/visibility afforded by its location near, Mayfield Road, Coleraine Drive, Highway 427 and the future GTA West Transportation Corridor.

In addition to the above, the Secondary Plan is based on the principles and policies as established in Section 23.6 of the Official Plan.

## **4 Goals**

The Humber Station Employment Area Secondary Plan promotes high quality industrial development in a comprehensive manner consistent with the Official Plan.

Specific goals for the Humber Station Employment Area Secondary Plan include the following:

- To provide for a mix of employment uses that contributes to the Town's employment and commercial/industrial assessment base;
- To provide for logical and orderly development on full municipal services;
- To ensure a high standard of community design is provided along all arterial roads; and
- To recognize, protect and enhance significant environmental features and functions through good planning.

## **5 General Policies**

The Humber Station Employment Area Secondary Plan provides for prestige and general employment uses.

The Prestige Employment designation is intended to be planned and developed for prestige industrial and office development, frequently in larger scale buildings located on large properties. It is the intent that prestige employment areas will provide prime business locations that help attract new business and support the retention of existing businesses in Caledon. The range of uses provided for is limited to light manufacturing, distribution and office uses within enclosed buildings. Development standards and criteria in this designation are intended to support consistent, high-quality building and site design. The General Employment designation is more suitable for manufacturing, processing, distribution and outdoor storage uses and will be characterized by large properties developed with single and multiple unit buildings accommodating the industrial uses that are primary to the designation.

Development of individual sites will be integrated with the possibility of buildings and uses straddling the Prestige Employment and General Employment designations. Open storage uses shall not be permitted in the Prestige Employment designation.

The land uses proposed will respect the natural features and functions of the Secondary Plan Area, associated with the Clarkway Tributary corridor. Wetlands, woodlots, and stream corridors within the Secondary Plan Area will be subject to the recommendations of a Comprehensive Environmental Impact Study and Management Plan (CEISMP) to the satisfaction of the Town.

## **6 Community Design**

- 6.1 All development within the Secondary Plan Area shall conform to the design policies of Section 7 as well as the following specific policies.
- 6.2 To ensure high-quality design within the Secondary Plan Area, an Urban Design Assessment to the satisfaction of the Town will be required to show the site layout, design, elevations, signage, landscaping and pedestrian movement at the Site Plan Approval stage.
- 6.3 All development shall conform to the design policies of Section 7 as well as the following specific policies.
- 6.4 Buildings placed within the Prestige Employment designation shall generally front and provide their primary building entrance on Mayfield Road, George Bolton Parkway or Healey Road. Generally loading bays, within the Prestige Employment designation, shall be placed along the walls of the building not facing these major roads to minimize their visual impact along these major roads.
- 6.5 Visual impacts of parking and loading facilities shall be minimized.
- 6.6 Enhanced building and landscape design is required along the GTA West Transportation Corridor, Mayfield Road, Humber Station Road, Healey Road and George Bolton Parkway.
- 6.7 Corner lot buildings are to be of superior design and quality and respond to both street frontages.

## **7 Prestige and General Employment Land Use Designations**

- 7.1 Employment land development shall be permitted in accordance with the policies of Section 23.
- 7.2 Development on lands designated Prestige Employment on Schedule XX shall be permitted in accordance with the policies of Section 23.7 of this Plan as well as the following specific policies. The Prestige Employment designation shall apply to lands

adjacent to Mayfield Road and the GTA West Transportation Corridor, with the intent that the development adjacent to these major roads will be attractive and developed to a high standard of community design with buildings that appear to front onto major roads.

- 7.3 Development on lands designated General Employment on Schedule XX shall be permitted in accordance with policies of Section 23.8 of this Plan. In addition to the permitted uses set out in Section 23.8.2, Film and Video Production and Processing shall also be permitted.
- 7.4 The Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with these policies.

## **8 Natural Heritage System**

- 8.1 The Natural Heritage System lands within the Humber Station Employment Area are designated as Natural Features and Areas on Schedule XX. Lands designated Natural Features and Areas shall be in accordance with the policies of Section 13 of this Plan as well as the following specific policies.
- 8.2 The refined development limit will be set through the completion of an EIS to the satisfaction of the Town of Caledon and based on the current planning policies of this Plan, relevant Region of Peel, Provincial and Conservation Authority policies.
- 8.3 Where appropriate and as permitted in accordance with applicable Provincial policies, the refined development limit may result in alterations, additions, eliminations or relocations of the Natural Features and Areas, which will not require amendment to this Plan. Exact limits will be implemented through zoning.
- 8.4 The Natural Features and Areas designation within the Secondary Plan Area includes a conceptual drainage realignment in the central portion of the plan and will require an EIS to the satisfaction of the Town prior to consideration of its refinement and/or relocation.
- 8.5 Top of bank staking was conducted with TRCA and the Town of Caledon in 2021 to determine the limits of the eastern valley corridor. No other defined Top of Bank was observed. Confined river or stream valleys are considered Valley Corridors. Unconfined valleys are considered drainage corridors. The limits of the Valley and Drainage Corridors shall be defined, as applicable, by the greater of the long-term stable top of slope/bank, toe of slope, regulatory floodplain, meander belt and any contiguous natural features and areas plus a buffer area.
- 8.6 New development located outside of the Natural Features and Areas designation will be required to follow the policies and performance measures of this Plan through the completion of investigations, studies, and specific implementation requirements. Wetlands and Vegetation Drip-lines were staked with TRCA and the Town of Caledon in 2021. The widths of the ecological buffers applied to the Natural Features and Areas designation require review and confirmation to ensure that:

- i. Sufficient width to protect the Natural Features and Areas designation and its ecological functions from impacts of the proposed new development or site alteration occurring during and after construction is maintained
- ii. The natural self-sustaining native vegetation is achieved and maintained
- iii. Possible trail locations can be accommodated without compromising the ecological buffer.
- iv. Where an isolated natural feature and/or a natural hazard warrants protection but it is not captured, or not entirely captured, the limit of the Natural System shall be determined by the greater of the outer limits of the natural feature and/or natural hazard to development or site alteration, as follows:
  - a. A 10-metre buffer from the greater of the long term stable top of slope/bank, stable toe of slope, Regulatory flood plain, meander belt, and any contiguous natural features or areas;
  - b. A 10-metre buffer from the dripline and any contiguous natural features or areas;
  - c. A 30-metre buffer from provincially significant wetlands; and
  - d. 10-metre buffer for all other wetlands and any contiguous natural features or areas.

## **9 Cultural Heritage Resources**

- 9.1 Conservation of heritage resources shall be consistent with the provisions of Section 6 of this Plan. The Secondary Plan includes areas that may have potential for undiscovered archaeological resources. Prior to final approval of new development or redevelopment, a detailed archaeological assessment shall be conducted according to the Provincial Standards and Guidelines for Consultant Archaeologists, 2011, or as amended, and to the satisfaction of the Town.
- 9.2 Prior to final approval of new development or redevelopment, detailed documentation of identified built heritage features shall be provided by a qualified professional, and opportunities for retention and reuse of features of architectural and historical merit shall be identified.

## **10 Transportation**

- 10.1 Roads, active transportation and public transit connections within the Secondary Plan Area shall be in accordance with the policies of Section 11 of this Plan as well as the following specific policies.

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- 10.2 Any roads within the Secondary Plan Area shown on Schedule XX may be adjusted in the subdivision or site plan approval processes taking into account such matters as the preservation of environmental features, stormwater management requirements, heritage resources, the provision of full urban services, emergency services, detailed land use relationships and street pattern.
  - 10.3 New development shall be serviced by municipal roads or series of private or public easement roadways with access to an opened public road allowance.
  - 10.4 The westerly extension of George Bolton Parkway shall have a Right-of-Way width of 26 metres and serve as an East-West Industrial Collector Road, providing access to the Secondary Plan Area from Coleraine Drive and Humber Station Road. This road will also provide access to abutting properties. Consolidated site accesses may be required on the George Bolton Parkway Extension.
  - 10.5 The local road extending south from the extension of George Bolton Parkway shall serve as a Local Industrial Road and shall have a Right-of-Way width of 22.5 metres.
  - 10.6 All public and private roads within the Secondary Plan Area shall be located to avoid encroachments into the Natural Heritage System. Where it has been demonstrated that encroachments into the Natural Heritage System cannot be avoided, to the satisfaction of the Town, all such encroachments must be minimized to the greatest possible extent. All roads will be designed to eliminate, minimize and/or mitigate impacts on the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valley land crossings, as appropriate.
  - 10.7 Consistent with the objectives of Section 11.4 of this Plan, the Town shall encourage an active transportation system within the local road network that will link the lands within and outside of the Secondary Plan Area.
  - 10.8 The roads within the Secondary Plan Area shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, to be determined through the Municipal Class Environmental Assessment Process, as required.
  - 10.9 Shared parking, bicycle parking, carpool parking, and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle will be encouraged.
  - 10.10 The Town encourages private off-street surface parking lots to be designed to minimize negative aesthetic and environmental impacts.
  - 10.11 Active transportation facilities and linkages will be located where appropriate on publicly owned lands and shall be provided through, across or, where this is not possible, along the edges of adjacent open space elements, including parks, drainage corridors and natural areas such as valley lands and woodlands as deemed ecologically appropriate to the satisfaction of the Town and Conservation Authority. Road allowances may also be



utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.

- 10.12 Development shall identify ecologically appropriate locations for valley land crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected Secondary Plan Area can be achieved.
- 10.13 The Town will encourage the efficient movement of goods within and through the Secondary Plan Area by designing roads and driveways to accommodate large vehicles, where appropriate.

## **11 Servicing**

- 11.1 All development in the Secondary Plan Area shall be serviced by full municipal water and sanitary sewers, municipal roads, hydro, fiber optic trenches and other utilities.
- 11.2 An integrated stormwater management system shall be required as generally envisioned in the Comprehensive Environmental Impact Study and Management Plan (CEISMP) and to the satisfaction of the Town and the Conservation Authority.
- 11.3 The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be generally in accordance with the CEISMP.
- 11.4 Prior to the submission of site-specific planning applications, a comprehensive stormwater management study will be required to the satisfaction of the Town and Conservation Authority. Where an initial comprehensive stormwater management study has been completed, an addendum to this study shall be required in support of subsequent planning applications.
- 11.5 The Town encourages, where possible, combining lot services for two or more land parcels sharing a property line.
- 11.6 Where feasible, installation of infrastructure to support the use of alternative fueled vehicles including charging stations for electric vehicles and stations for biofuel shall be considered.
- 11.7 New public and private infrastructure shall be subject to the environmental policies of this Plan and the recommendations of the CEISMP.

## **12 Phasing**

- 12.1 Any phasing shall take place in accordance with the policies set out in Section 4.4 of this Plan.

### **13 Implementation**

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

### **14 Developer's Group Agreement**

- 14.1 To ensure that all affected property owners contribute equitably towards the provision of community and infrastructure facilities such as enhancement and restoration of environmental features, roads and road improvements, internal and external services, stormwater management facilities and private well monitoring protection, property owners may be required to enter into one or more Developers' Group Agreements as a condition of the development of their land.
- 14.2 These agreements shall provide for the equitable distribution of costs, including lands, of the aforementioned community and infrastructure facilities and associated studies where such costs are not dealt with under the Development Charges Act.
- 14.3 All landowners within the Plan Area will not be entitled to development approvals under the provisions of this Secondary Plan until such time as they have joined a Developers' Group as participating landowners, or have otherwise entered into an agreement to finalize their approvals to the satisfaction of the Town, and participate in the delivery of infrastructure as required. Prior to approval for any development within the Plan Area, where the Town has required a landowner to enter into a Developers' Group Agreement, the Town shall require a certificate from the Developers' Group cost-sharing trustee confirming that the development proponent is in good standing with the Developers' Group.
- 14.4 The Town shall encourage landowners to cooperate to provide required municipal services, however, the Town may, if necessary, take a more active role in advancing the construction of required services.

