

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

**THE CORPORATION OF THE TOWN OF CALEDON**

**BY-LAW NO. 2023-XXX**

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

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

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

Read three times and finally passed in open Council this XX day of XXXX, 2024.

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Annette Groves, Mayor

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Kevin Klingenberg, Town Clerk

## THE CONSTITUTIONAL STATEMENT

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

PART B - THE AMENDMENT - consisting of amendments to the Text and Schedules of the Official Plan for the Town of Caledon constitutes Amendment No. XXX to the Official Plan for the Town of Caledon.

## AMENDMENT NO. XXX

### TO THE OFFICIAL PLAN OF THE TOWN OF CALEDON

#### PART A - THE PREAMBLE

##### **Purpose of the Amendment:**

The purpose of Official Plan Amendment No. XXX is to amend the Town of Caledon Official Plan to introduce policies and mapping for the Humber Station Employment Area Secondary Plan.

##### **Location:**

The lands subject to this Amendment are bounded by Humber Station Road, Healey Road, Mayfield Road and the current Bolton Rural Service Centre boundary midway between Coleraine Drive and Humber Station Road, as indicated on the attached Schedule "A".

##### **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 and designates it Employment Area.

Official Plan Amendment 274 (OPA 274) to the Town of Caledon Official Plan was approved by the Region of Peel in 2023. OPA 274 amended the boundary of the Bolton Rural Service Centre to include the limits of the Humber Station Employment Area and redesignated the lands from "Prime Agricultural Area" to "New Employment Area" and "Highway 413 Transportation Corridor".

This Amendment to the Official Plan establishes the Secondary Plan and introduces a land use and policy framework for the Humber Station Employment Area to the Town's Official Plan.

#### PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following Text, Tables, Figures and Schedules constitutes Amendment No. XXX to the Official Plan of the Town of Caledon.

##### **Details of the Amendment**

The Town of Caledon Official Plan is amended as follows and in accordance with the boundaries shown on Schedule A to this Amendment:

1. Schedule 'C8' Humber Station Employment Area Land Use Plan is added as a sub-schedule to Schedule "C".
2. The Town of Caledon Official Plan is amended to add Section 7.16 as follows:

## **7.16. Humber Station Employment Area Secondary Plan**

### **7.16.1. Purpose**

The purpose of this Secondary Plan is to establish a land use and policy framework for the Humber Station Employment Area. This Secondary Plan directs future Prestige Employment Area and General Employment Area land use designations, as well as the protection of Environmental Policy Areas, along with policies on transportation, servicing, and implementation. The Secondary Plan also protects for the future Highway 413 Transportation Corridor.

### **7.16.2. 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, Healy Road, Mayfield Road and the mid-concession between Humber Station Road and Coleraine as shown on Schedule 'C8'.

### **7.16.3. 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 and designates it Employment Area. The Peel Regional Official Plan directs Employment Areas in Caledon to achieve a minimum employment density of 26 jobs per hectare.

Official Plan Amendment 274 (OPA 274) to the Town of Caledon Official Plan was approved by the Region of Peel in 2023. OPA 274 amended the boundary of the Bolton Rural Service Centre to include the limits of the Humber Station Employment Area and redesignated the lands from "Prime Agricultural Area" to "New Employment Area" and "Highway 413 Transportation Corridor".

The following technical studies have been completed which demonstrate the feasibility of development for employment uses and have informed the preparation of this secondary plan:

- Archeological Resource Assessment
- Cultural Heritage Impact Statement
- Comprehensive Environmental Impact Statement and Management Plan (CEISMP)
- Functional Servicing Report
- Hydrological Impact Assessment
- Transportation/Traffic Impact Study and Class EA Study
- Geotechnical Report
- Phase 1 Environmental Site Assessment

#### **7.16.4. Vision and Guiding Principles**

Humber Station Employment Area will reinforce and strengthen Bolton as a centre for business and economic growth in Caledon expanding on and linking to the existing Coleraine West and South Simpson Secondary Plans and providing for a mix of industrial, business and office uses within Prestige Employment Area and General Employment Area designations. Development of the Humber Station Employment Area will be essential in achieving Caledon's employment forecasts and creating a work live community in Caledon.

The Secondary Plan will be directed by the following Guiding Principles:

- Achieve a minimum density of 26 jobs per hectare across the Secondary Plan Area;
- Provide for a mix of prestige and general employment uses that contribute and provide variety to the Town's employment base;
- Recognize accessibility and visibility of the Secondary Plan Area afforded by its location near, Mayfield Road, Coleraine Drive, Highway 427 and the Highway 413 Transportation Corridor.
- Ensure development is logical, orderly and fully serviced within the Secondary Plan Area and well-integrated with adjacent development;
- Promote high quality site design, streetscapes and built form that is compatible with surrounding uses;
- Encourage walkability, active transportation linkages and connections to future transit services through site and road design;
- Encourage low-impact sustainable development; and
- Protect significant environmental features and functions within the Secondary Plan Area.

#### **7.16.5. Planning Designations**

- 7.16.5.1. The Humber Station Employment Area Secondary Plan provides for Prestige Employment Area and General Employment Area as well as Environmental Policy Area land use designations and the Highway 413 Transportation Corridor.
- 7.16.5.2. The Prestige Employment Area designation applies to lands adjacent to Mayfield Road and the Highway 413 Transportation Corridor.
- 7.16.5.3. Development on lands designated Prestige Employment Area will be permitted in accordance with the policies of Section 5.5.10 of this Official Plan except that large-scale warehousing, goods movement and logistics will be permitted.
- 7.16.5.4. Development on lands designated General Employment Area will be permitted in accordance with the policies of Section 5.5.11 of this Official Plan.
- 7.16.5.5. Development of individual sites will be integrated with the possibility of buildings and uses straddling the Prestige Employment Area and General Employment Area land use designations.

- 7.16.5.6. The Zoning By-law shall establish the range of permitted uses and regulations related to those uses in accordance with the policies of the Prestige Employment Area and General Employment Area land use designations.
- 7.16.5.7. Lands along the east side of Humber Station Road will also be subject to the objectives and policies of the Knowledge and Innovation Employment Area designation and may be planned in accordance with the policies of Section 5.5.13 of this Official Plan in addition to the permissions of the Prestige Employment and General Employment designations where they apply except that goods movement, logistics, manufacturing, warehousing, contractor's facilities and outdoor storage shall be permitted according to the permissions in the Prestige Employment and General Employment designations where they apply.

**7.16.6. Design**

- 7.16.6.1. Buildings and streetscapes are encouraged to be designed to provide for quality settings through the treatment of features, forms, massing, scale, site layout, orientation and landscaping.
- 7.16.6.2. Lands adjacent to residential areas shall be developed in a compatible manner, locating parking, loading and storage areas away from residential uses, and utilizing such provisions as landscaping, berming, site design and on-site open space and landscaping features to ensure adequate buffering between the two uses.
- 7.16.6.3. Lands adjacent to industrial uses shall be developed to enhance and be compatible with adjacent road patterns, land uses, landscaping/street streetscape and site design.
- 7.16.6.4. Parking, loading and storage areas shall be oriented away from highly visible or pedestrian oriented streetscapes, and utilize provisions such as landscaping, berming, site design and on-site open space and landscaping features to provide adequate buffering along these edges.
- 7.16.6.5. Building frontage and siting should be oriented to address major roads, including the Highway 413 Transportation Corridor and arterial roads. Buildings within the Prestige Employment Area designation shall be located close to the street edge in attractively landscaped settings. Generally loading bays, within the Prestige Employment Area designation, shall be oriented away from these major roads to minimize their visual impact.
- 7.16.6.6. Where appropriate, transit stops and stations should be integrated into the site design of large uses.

**7.16.7. Environmental Policy Area**

- 7.16.7.1. Lands designated as Environmental Policy Area on Schedule "C8" reflect the natural feature boundaries determined through the Comprehensive Environmental Impact Study and Management Plan (CEISMP) and shall be managed in accordance with the policies of this Official Plan as well as the following specific policies.

- 7.16.7.2. Adjacent land use development will minimize any impacts to the natural features and functions within the Environmental Policy Area designation through appropriate buffers as established through the CEISMP.
- 7.16.7.3. The limits of wetlands, woodlots, and stream corridors within the Secondary Plan Area are established through the recommendations of the CEISMP and form the basis for the Environmental Policy Area designation. Development and site alteration will not be permitted within this designation except as set out in the CEISMP.
- 7.16.7.4. Any refinement to the development limits of the Environmental Policy Area designation must be consistent with the policies of the Official Plan and recommendations of the CEISMP and demonstrated through an Environmental Impact Statement to the satisfaction of the Town.
- 7.16.7.5. The Natural Features and Areas designation within the Secondary Plan Area includes a conceptual drainage realignment in the central portion of the plan. The CEISMP sets out the detailed justification for its refinement and/or relocation.

**7.16.8. Cultural Heritage Resources**

- 7.16.8.1. Conservation of heritage resources shall be consistent with the provisions of this Official 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.
- 7.16.8.2. 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.

**7.16.9. Transportation**

- 7.16.9.1. Roads, active transportation and public transit connections within the Secondary Plan Area shall be in accordance with the policies of this Official Plan as well as the following specific policies.
- 7.16.9.2. Any roads within the Secondary Plan Area shown on Schedule 'C8' 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.
- 7.16.9.3. New development shall be serviced by municipal roads or series of private or public easement roadways with access to an opened public road allowance.
- 7.16.9.4. 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.

- 7.16.9.5. The road extending south from the extension of George Bolton Parkway shall serve as a Local Industrial Road but may also serve as a collector road linking to the south subject to an Environmental Assessment study and thus shall be protected for a Right-of-Way width of 22.5 metres.
  - 7.16.9.6. All public and private roads within the Secondary Plan Area shall be located to avoid encroachments into Environmental Policy Areas. 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.
  - 7.16.9.7. Consistent with the objectives of this Official 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.
  - 7.16.9.8. The roads within the Secondary Plan Area will 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.
  - 7.16.9.9. Minimum provisions shall be required for 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.
  - 7.16.9.10. The Town encourages private off-street surface parking lots to be designed to minimize negative aesthetic and environmental impacts.
  - 7.16.9.11. 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.
  - 7.16.9.12. 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.
- 7.16.10. Servicing**
- 7.16.10.1. 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.
  - 7.16.10.2. 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.

- 7.16.10.3. The development of stormwater management infrastructure, including the location, design, size and function of facilities shall be generally in accordance with the CEISMP.
- 7.16.10.4. 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.
- 7.16.10.5. The Town encourages, where possible, combining lot services for two or more land parcels sharing a property line.
- 7.16.10.6. 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.
- 7.16.10.7. New public and private infrastructure shall be subject to the environmental policies of this Plan and the recommendations of the CEISMP.

**7.16.11. Phasing**

- 7.16.11.1. The first phase of development will generally be north and south of the George Bolton extension, however, the bridge over the stream on the east side of the secondary plan does not need to be completed as part of the first phase of development.
- 7.16.11.2. Subsequent phases will extend south to the Highway 413 right of way and north to Healey Road.

**7.16.12. Implementation**

- 7.16.12.1. The provisions of the Town of Caledon Official Plan Section G regarding implementation shall apply to this Secondary Plan.
- 7.16.12.2. 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.
- 7.16.12.3. 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.

**7.16.13. Landowner Cost Sharing Agreement**

- 7.16.13.1. A Cost Sharing Agreement for the Secondary Plan Area shall be established to ensure orderly, timely and coordinated development in the Secondary Plan Area and that the costs associated with such

development are fairly and equitably distributed amongst all landowners in the Secondary Plan Area.

- 7.16.13.2. The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost of infrastructure and community facilities including associated land costs, to implement the Plan.
- 7.16.13.3. All landowners within the Secondary Plan Area will not be entitled to development approvals under the provisions of this Secondary Plan until such time as they have joined a Cost Sharing Agreement 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 Secondary Plan Area, where the Town has required a landowner to enter into a Cost Sharing Agreement, the Town shall require a certificate from the Landowners Group cost-sharing trustee confirming that the development proponent is in good standing with the Landowners Group.
- 7.16.13.4. 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.
- 7.16.13.5. In the case of a secondary planning process undertaken by a Landowner Group, the costs associated with the supporting studies and the preparation of a secondary plan will be shared equitably among benefitting landowners of the landowner group on a proportional basis. Benefitting landowners who choose not to participate in the preparation of a secondary plan but later decide to develop their lands will be required to make a financial contribution to the costs of preparing the secondary plan based on their proportional share.