February 10, 2026 Project No. CA0011873.4918

Raymond Nicolini
King Station Facility Inc.
410-3120 Rutherford Road
Concord, Ontario
L4K 0B2

PROPOSED PARKING LOT
14 STATION ROAD, CALEDON, ONTARIO

Dear Mr. Nicolini,

WSP Canada Inc. (WSP) is pleased to provide this letter which provides information regarding the proposed at-grade parking lot to be constructed at 14 Station Road, Caledon, Ontario (the Site). This letter should be read in conjunction with the geotechnical report completed by WSP, titled "Geotechnical Investigation for Proposed Development, 14 Station Road, Caledon, Ontario" dated March 1, 2024.

SITE BACKGROUND

The current proposed parking lot development lies adjacent to several developed areas and is situated approximately 650 meters south of the Humber River in Bolton, Ontario. Ground elevations generally decrease northward toward the river even though lands directly to the north of the Site, on the north side of King Street West, contain a man-made berm at similar elevation. Topographic undulations vary throughout the Site area, but average slopes are generally flatter than 25 Horizontal to 1 Vertical based on publicly available information. Existing development and features surrounding the Site include constructed retaining walls, disturbed (filled) areas, roads, buildings (including a substantial amount of townhouse and single-family residential construction), and other infrastructure.

The attached drawing depicts the extensive urban development encompassing the entire periphery (and beyond) of the Site. A contiguous valley slope and physical top of bank cannot be specifically identified on the Site, as the margins are surrounded by development and the onsite slope has been modified by grading operations and other construction activity (including large retaining wall construction).

Based on historical data, particularly associated with Jaffary's Creek, the Site was considered a valleyland and our review was completed based on this historical determination. However, the technical data and merits of our review determines that the Site does not contain valleyland features as described in Section 8 of the Natural Heritage Reference Manual (NHRM). According to the NHRM, valleylands are defined based on several factors, including geomorphology that requires the presence of a distinct valley landform, characterized by a depression or low area between hills or mountains, often with a river or stream running through it. The Site and surrounding

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areas are highly disturbed and developed and no longer contains technical features associated with a valleyland (e.g., no meander belt, no defined toe-of-slope, extensive disturbed areas with built structures, no distinguishable crest of slope etc.). The Site also is no longer considered part of a valleyland or hazard land under the Provincial Policy Statement Glossary definition for similar reasons (see glossary on page 54) because it is not: “A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.”

The PPS definition encompasses natural areas within valleys or depressions where water is present either seasonally or year-round. The Site and surrounding area are extensively developed as noted, are no longer considered natural, and the Site does not contact a watercourse.

GEOTECHNICAL INVESTIGATIONS / ASSESSMENTS

Regarding subsurface conditions at the Site, several boreholes were advanced within the proposed parking lot as part of the 2024 geotechnical investigation. The boreholes extended to a maximum depth of 9.6 m below ground surface (mbgs) and indicate that the subsurface conditions comprise layers of non-native fill, underlain by competent, very stiff to hard / compact to dense till. A cohesive deposit (silty clay to clayey silt) was also encountered interlayered with the till deposit and was found to have stiff to very stiff consistency. Groundwater was not observed in any of the boreholes upon completion of drilling, nor was groundwater observed in any of the monitoring wells installed at the site.

Two additional geotechnical investigations / reports have been completed for the site, including:

- Slope Stability Assessment, completed by WSP, September 29, 2017
- Proposed Residential Development - King Street West and Station Road, completed by Stantec, June 26, 2014

A mostly man-made onsite slope with a maximum inclination of approximately 2H:1V exists on the Site. Most of the site area within the proposed parking zone has been modified by previous construction activity (fill, retaining wall construction, etc.). A stability assessment of the slope was completed in the letter report provided by WSP in 2017. In this report, based on the competent till soils encountered, the Site slope was deemed stable with an acceptable Factor of Safety for both static and potential seismic (pseudo-static) loading conditions. A similar geotechnical report completed by Stantec indicates that competent till soils extend to a minimum depth of 14.5 m below the Site ground surface (approximate elevation 226 masl).

Based on slope stability analysis competed in 2017, and the existing topographic conditions, WSP has no concerns regarding ground stability or erosion. No natural recession of the onsite slope has occurred to our current knowledge, and a robust, engineered retaining wall system has been constructed onsite to stabilize the differential grading between the existing retirement residence, townhouse development, other previous developments and the proposed parking area.

CONCLUSION

Based on technical merits, the current Site condition does not qualify as valleyland or hazard land despite historic characterization associated Jaffary’s Creek. However, owing to historical information presented in Environmental Impact Studies that may view the Site as part of a former valleyland, WSP is of the opinion that there are no existing erosion hazards that warrant public safety concerns nor preclude the proposed development.

We trust this information is satisfactory. Please contact us if there are any questions.

Yours truly,

WSP Canada Inc.

Nick La Posta, P.Eng.
Team Lead - Ground Engineering West

Steve Ash, P.Eng., P.Geo.
Senior Principal Geotechnical Engineer

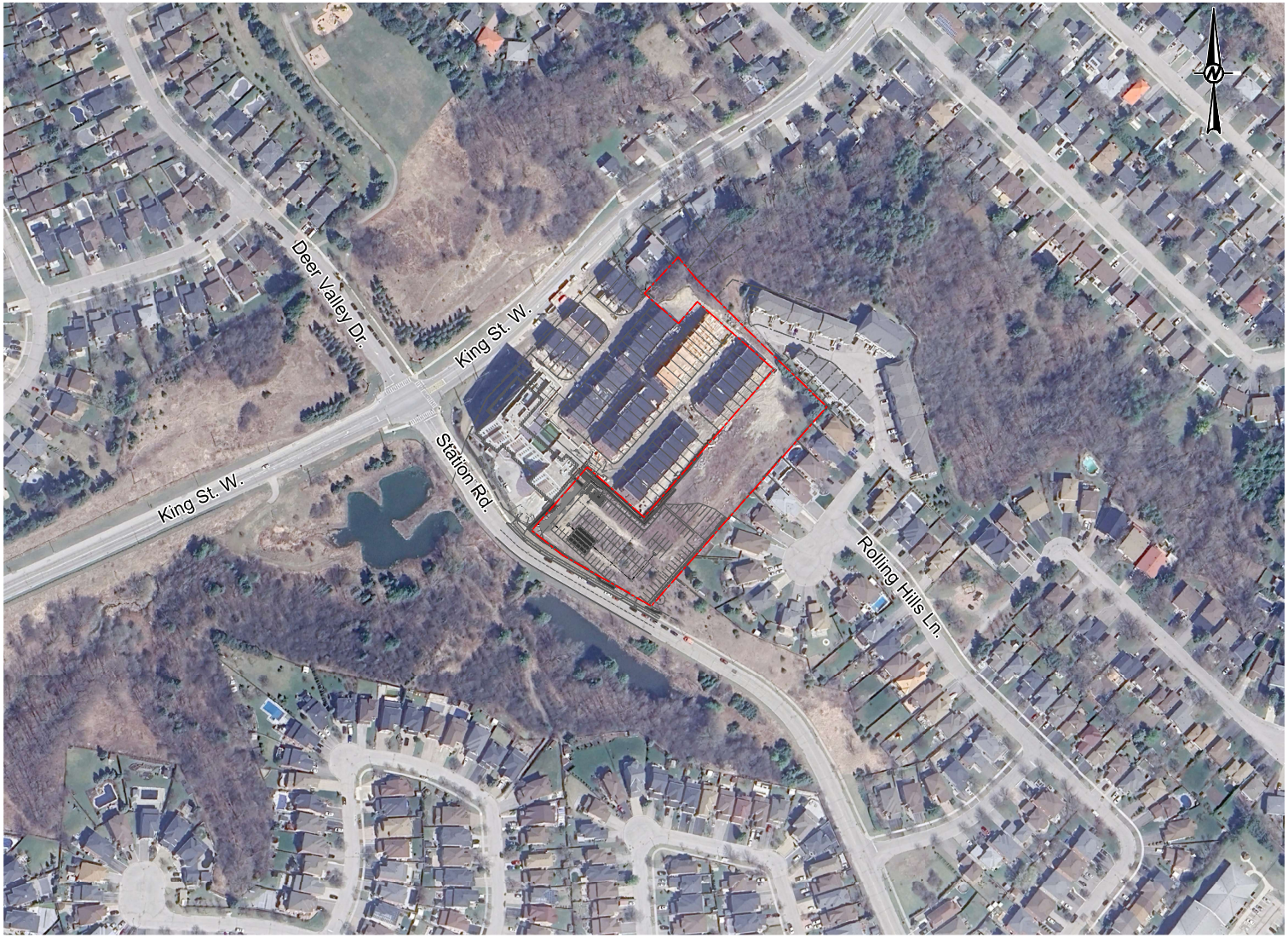
NLP/JSA/kj

Attachment A: Drawing

https://wsponlinecan.sharepoint.com/sites/ca-ca00118734918/shared documents/06. deliverables/2026 02 (february) - updated geotechnical memorandum/ca0011873.4918-l-rev0-trca response_14 station caledon_10feb26.docx

ATTACHMENT A

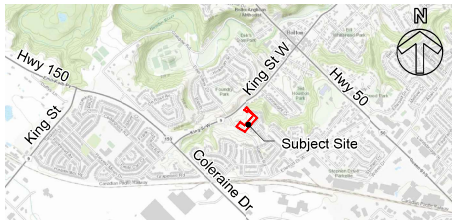
Drawing



LEGEND

SITE PROPERTY

KEY MAP



NOTE(S)

1. PROJECTION: UTM NAD83, ZONE17.

0 50 100
1:2,500 METRES

CLIENT
KING STATION FACILITY INC.

CONSULTANT
wsp

YYYY-MM-DD	2025-04-30
DESIGNED	NLP
PREPARED	WSL
REVIEWED	NLP
APPROVED	NLP

PROJECT
GEOTECHNICAL INVESTIGATION
PROPOSED PARKING LOT
14 STATION ROAD, TOWN OF CALEDON, ONTARIO

TITLE
SITE MAP

PROJECT NO.	CONTROL	REV.	FIGURE
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