

DEVELOPMENT STAGING AND SEQUENCING PLAN

Caledon Station Secondary Plan

November 2024

Prepared by:



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1.0 INTRODUCTION

The Caledon Station Secondary Plan, as endorsed by Town Council, represents an opportunity to introduce a compact, transit-oriented community, with a focus on being a healthy and vibrant community with a mixture of uses in the Town of Caledon. The Caledon Station Plan Area is generally bound by The Gore Road to the west, Humber Station Road and the Canadian Pacific Kansas City (CPKC) Railway Corridor to the east, future 2051 Urban lands to the north, west and south, and King Street to the south. These lands encompass an area of approximately 182 hectares (450 acres), including approximately 12 hectares (30 acres) of natural heritage features. A context figure of the Caledon Station Plan Area is shown below in Figure 1-1.

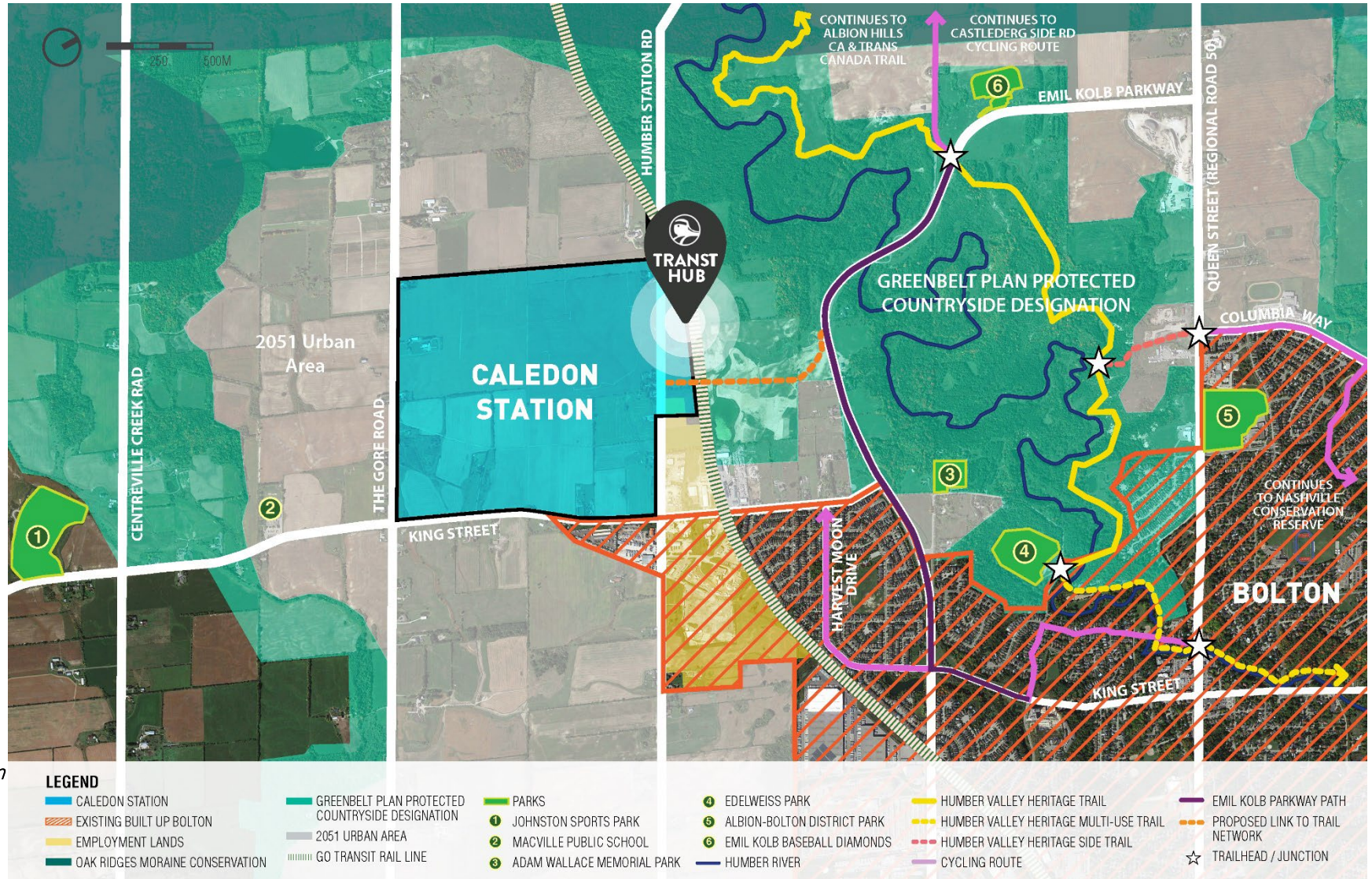


Figure 1-1:
Context Plan

The Caledon Station Plan Area is to accommodate a range and mixture of uses to accommodate a transit-oriented, mixed-use community. The Caledon Station community is to be comprised of a range of low, medium and high-density housing forms, mixed-use areas, open space uses, elementary schools, natural areas and open space areas, and the Caledon GO Station. The Framework Plan (see Figure 1-2 below) prepared in support of the Caledon Station community is designed to accommodate a population of approximately 18,000 residents and 2,200 jobs. The Plan Area is expected to accommodate a minimum density of 150 people and jobs combined per hectare within the Bolton GO Major Transit Station Area (‘MTSA’) segment, and a minimum density of 67.5 people and jobs combined per hectare outside of the MTSA area. Overall, the Caledon Station Plan Area is expected to accommodate approximately 6,400 dwelling units. The Framework Plan showing the anticipated location and configuration of the layout of land uses and transportation across the Caledon Station community is shown below in Figure 1-2.

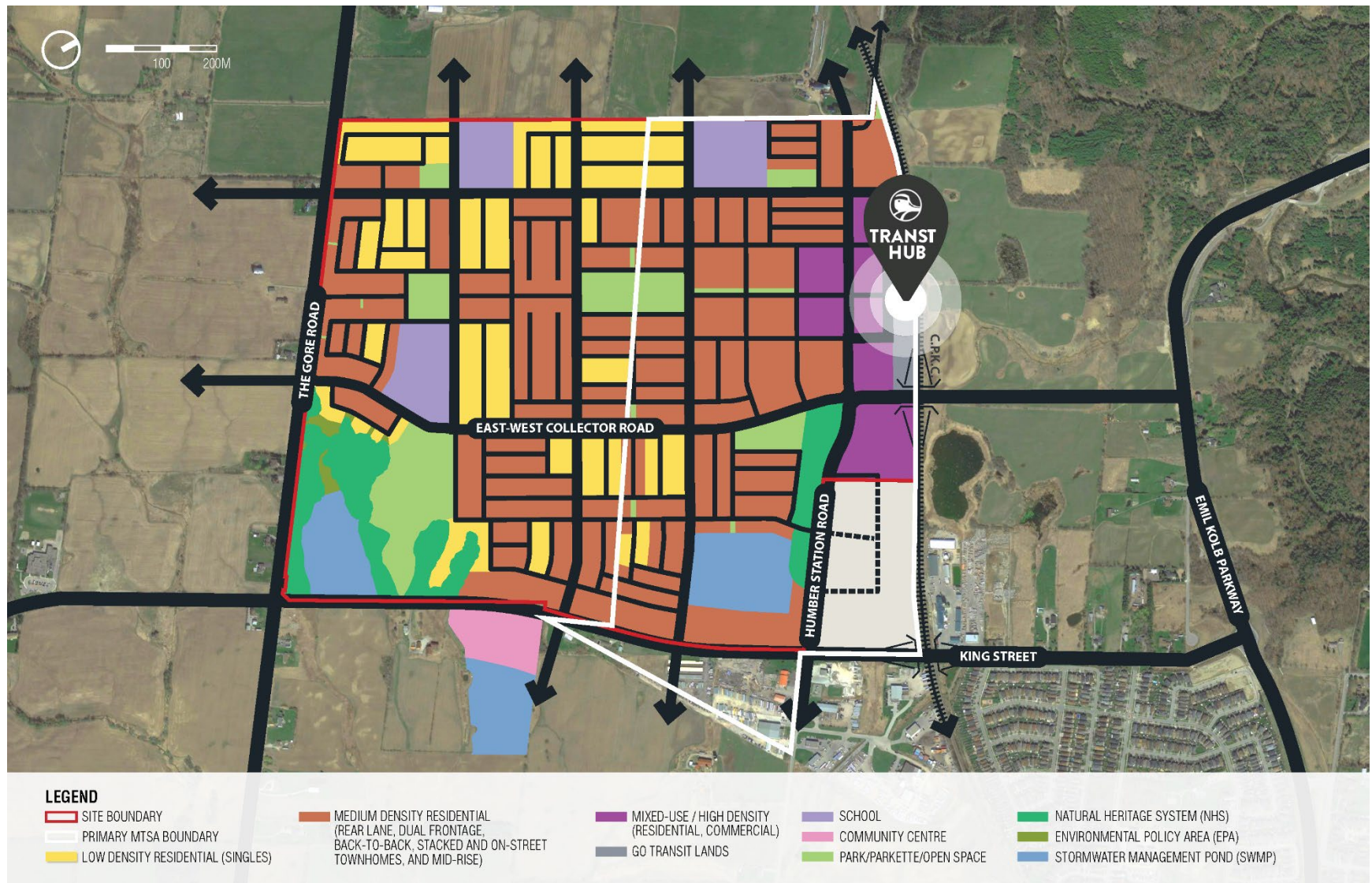


Figure 1-2:
Framework
Plan

This Development Staging and Sequencing Plan ("DSSP") is intended to address – in part – Policy 5.6.20.14.16 of the Region of Peel Official Plan which includes planning-related criteria for which to prioritize, advance, sequence and approve a new Secondary Plan within the 2051 New Urban Area. Policy 5.6.20.14.16 is illustrated below. As demonstrated, not all of the Secondary Plan processing criteria are applicable to staging and sequencing. Some of the considerations are addressed through other supporting Reports, including the Comprehensive Environmental Impact Study and Management Plan (CEISMP) or the Community Energy and Emissions Reduction Plan which have been submitted and reviewed in support of the Caledon Station Secondary Plan.

POLICY 5.6.20.14.16	APPLICABILITY TO STAGING AND SEQUENCING
<i>"Require that local municipal secondary plan areas be prioritized, advanced, sequenced and approved and on the basis of a staging and sequencing plan, to the satisfaction of the Region, and in accordance with planning-related criteria including, but not limited to, the following:</i>	-
a) <i>the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;</i>	√
b) <i>provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;</i>	√
c) <i>coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;</i>	√
d) <i>make appropriate considerations for watershed boundaries and the protection, restoration and enhancement of a natural heritage system;</i>	N/A (addressed via CEISMP)
e) <i>ensure protection of a natural heritage system and water resource system informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;</i>	N/A (addressed via CEISMP)
f) <i>ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;</i>	√
g) <i>identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;</i>	√
h) <i>identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;</i>	√
i) <i>provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical; and</i>	√
j) <i>feasibility assessments of implementing alternative and renewable energy systems including district energy systems.</i>	N/A (addressed via Community Energy and Emission Reduction Plan)

Based on the preceding table to guide the preparation of this DSSP, the planning criteria applicable to staging and sequencing include the following themes:

- Progression of Growth;
- Completion of Community;
- Water and Wastewater;
- Transportation;
- Community Infrastructure; and
- Agricultural Transition

The following sections of this DSSP have been organized based on the themes above.

2.0 PROGRESSION OF GROWTH

Policy 5.6.20.14.16 (a) of the Region of Peel Official Plan requires that secondary plan areas be a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers.

The Caledon Station Plan Area is contiguous to the existing Bolton community and serves as a natural and logical extension of the existing community, centered on the new Caledon GO Station. The proposed boundaries of the Caledon Station Plan Area are easily identified.

The locational attributes of the proposed community adjacent to an already urbanized area to the south and east makes for logical phasing of development. Development will generally occur first based on the current location and availability of services and infrastructure. This sequence of development will provide for the most efficient and cost-effective delivery of infrastructure to service and develop the Caledon Station community.

Figure 2-1 shows the location of the Caledon Station Plan Area in the context of the surrounding Bolton community and demonstrates a logical progression of growth with identifiable boundaries following the existing limit of the Bolton community, and the surrounding arterial roads., The figure also depicts the current sequencing and progression of growth based on development applications that are in 'pre-application review' and development applications that are currently under review with the Town of Caledon.



Figure 2-1: Progression of Growth

3.0 COMPLETION OF COMMUNITY

Policy 5.6.20.14.16 (b) of the Region of Peel Official Plan requires that secondary plan areas provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development.

As shown on Figure 3-1, the surrounding Bolton community is based on complete community planning principles and is considerably built-out. Given the logical northerly expansion for urban uses in this area, combined with the planned introduction of the Caledon GO Station, the Caledon Station Plan Area serves to contribute to the completion of the development of the Bolton community and will enable the introduction of Caledon's first transit-oriented community within the 2051 New Urban Area. The Caledon Station Plan Area is appropriate as it allows for the advancement and eventual completion of the Bolton community prior to or concurrent with opening up other new community and neighbourhood areas for development.



Figure 3-1: Complete Community Plan

4.0 WATER AND WASTEWATER

Policy 5.6.20.14.16 (c) of the Region of Peel Official Plan requires that secondary plan areas coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan.

Water Service

With respect to water service, the Caledon Station Secondary Plan area requires a 1050mm watermain to be extended along Emil Kolb Parkway from King St. W to King St. and a 600mm watermain on King St from Emil Kolb to Humber Station Road. There will also be a Water Booster Pumping Station installed at the northeast corner of Coleraine Drive and King St. W to provide interim capacity for these lands while the Region designs and builds the Elevated Water Tank to service the new Pressure Zone 7. To facilitate the Caledon Station Plan Area development, the required watermains and booster station will be advanced as it has been incorporated in the Regional Capital Budget through Council Resolution 2023-458, dated June 8th, 2023.

Wastewater Service

With respect to wastewater service, the Region's Water and Wastewater Master Plan conceptually shows the Caledon Station Plan Area draining southerly to the area of the proposed sewer along King Street. A 1200mm sanitary sewer is required on Humber Station Road from Healey Road to King Street, which is being designed to accommodate wastewater from the entirety of the community. Given the sanitary sewer trunk has been incorporated in the Regional Capital Budget through Council Resolution 2023-458, dated June 8th, 2023, the Caledon Station Secondary Plan area is aligned with the Region's servicing priorities. More detail on the proposed servicing strategy is provided in the Caledon Station Functional Servicing Report, prepared by Urbantech.

5.0 TRANSPORTATION

Policy 5.6.20.14.16 (f) of the Region of Peel Official Plan requires that secondary plan areas ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of the Caledon GO Station transit corridor, the conceptual alignment of corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan to support alternatives to single-occupant vehicle dependency and use of multi-modal transportation networks.

The Caledon Station community accommodates coordinated and efficient sustainable transportation and transit infrastructure and service as it provides for an extension of the existing multimodal transportation system within surrounding Macville and Bolton communities. Additionally, the Caledon Station Plan Area is planned and organized around ease of access to the Caledon GO Station.

As shown on Figure 5-1, the Caledon Station community accommodates the introduction of the Caledon GO Station, which will provide service to Downtown Toronto. The Caledon Station community is Caledon's first transit-oriented community, with ease of access to the Caledon GO Station. This enables safe, comfortable, convenient access to transit services.

The Caledon Station Plan Area also provides active transportation options including a network of cycling routes through the local road system as well as multi-use trails and multi-use pathways through open space areas and the abutting arterial roads. These proposed active transportation options also provide for an appropriate staged expansion of existing cycling and pedestrian-oriented infrastructure located in the surrounding area.

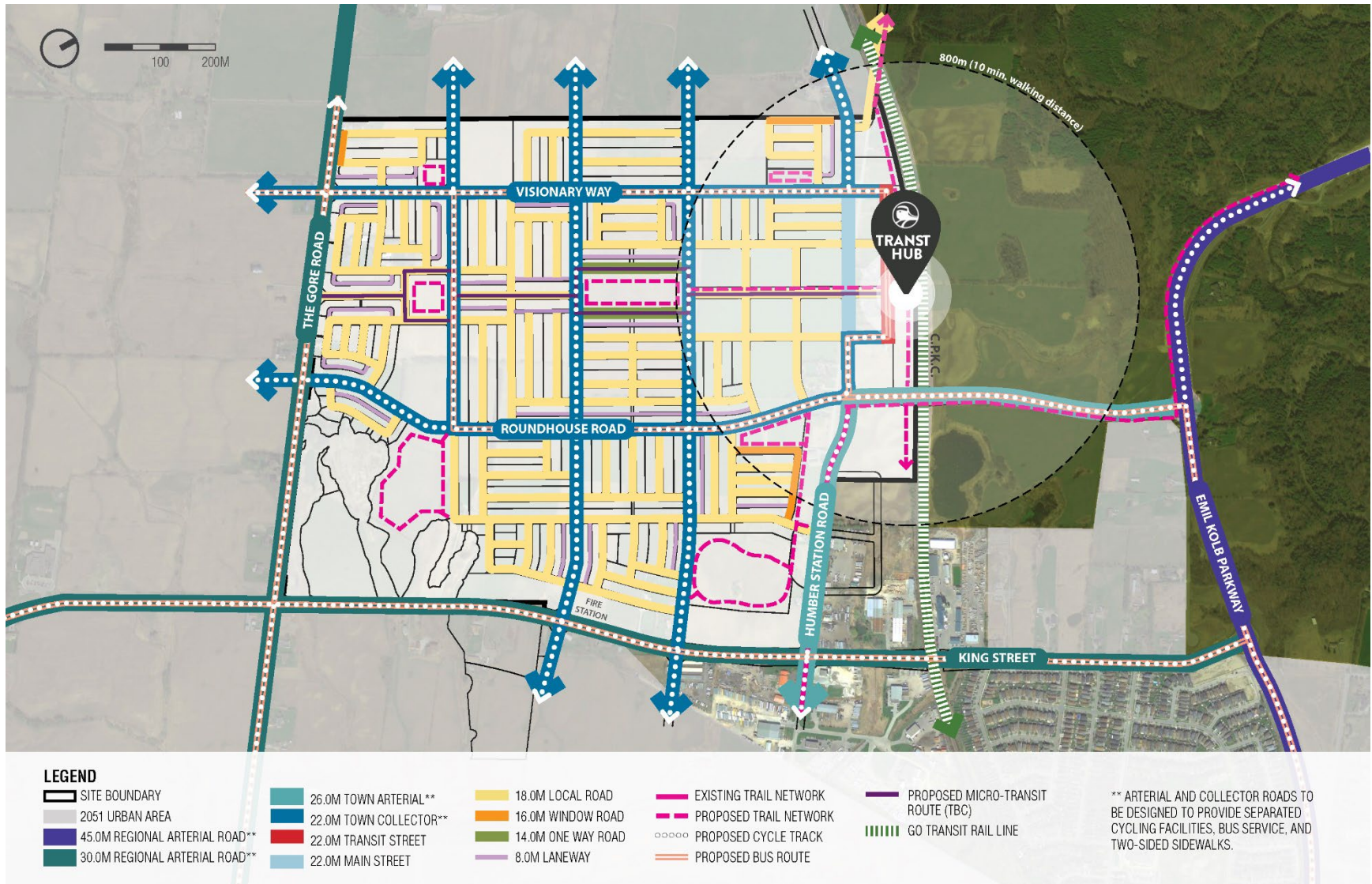


Figure 5-1: Active Transportation & Transit Plan

6.0 DEVELOPMENT PHASING

Figure 6-1 below conceptually shows the sequencing of development in relation to the provision of water and wastewater services. As shown, Phase 1 includes the lands abutting King Street in the southeast quadrant of the Plan Area, followed by Phase 2 which includes the lands surrounding the central parkland area and includes the Caledon GO Station and immediately surrounding lands, followed by Phase 3 which relates to lands in the southwest quadrant and EPA lands, and concluding with lands abutting The Gore Road in the northwest quadrant of the Plan Area.

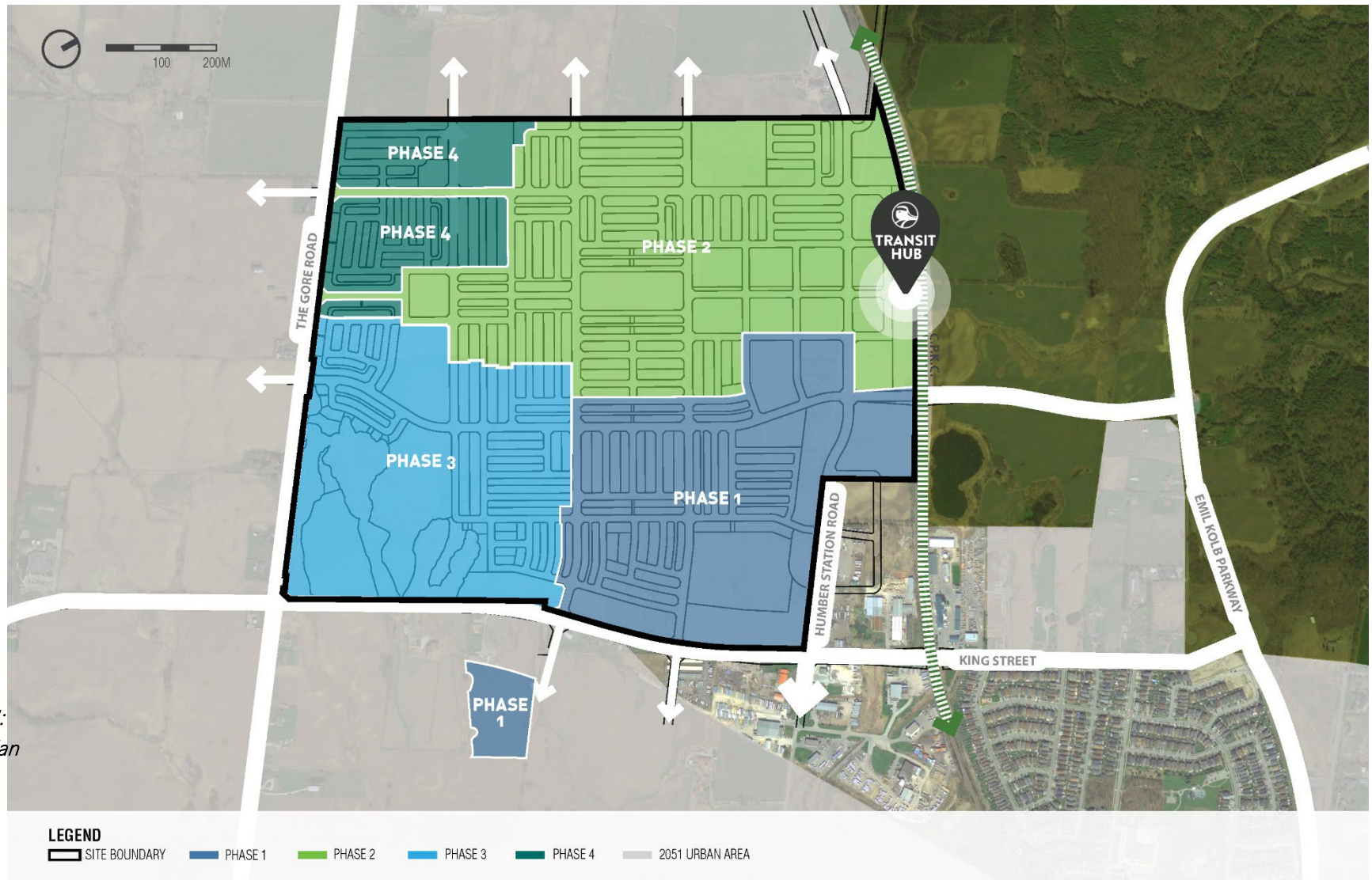


Figure 6-1:
Phasing Plan

Figures 6-2, 6-3, 6-4 and 6-5 below conceptually show the sequencing of development in relation to the provision of roads by Phase. As shown, Phase 1 includes the lands abutting King Street, followed by Phase 2 which includes the lands surrounding the central parkland area and the Caledon GO Station, followed by Phases 3 and 4 which includes the lands abutting The Gore Road.

PHASE 1 STATISTICS

UNITTYPE	LU DESIGNATION	NET HA	NUMBER UNITS	POPULATION	JOBS (9.57% OF POPULATION)
MU BLOCKS	MIXED USE / HIGH DENSITY AREA	3.11	575	(@ 19 PPU) 1,092.5	104.5 + 137 RETAIL
MED DENSITY BLOCKS (THS)	MEDIUM DENSITY RES. AREA	8.49	721	(@ 3.1 PPU) 2,235.1	214
RL TH	MEDIUM DENSITY RES. AREA	4.5	344	(@ 3.1 PPU) 1,066.4	102
B2B	MEDIUM DENSITY RES. AREA	1.74	180	(@ 3.1 PPU) 558	53.4
STANDARD TH	MEDIUM DENSITY RES. AREA	2.15	106	(@ 3.1 PPU) 328.6	31
DETACHED	LOW / MEDIUM DENSITY RES. AREA	4.52	146	(@ 3.7 PPU) 540.2	52
SUB-TOTAL		24.51	2,072	5,821	694
NHS CHANNEL	ENVIRONMENTAL POLICY AREA	2.96			
PARKS	OPEN SPACE POLICY AREA	1.16			
SWM POND	MEDIUM DENSITY RES. AREA / SWM SYMBOL	8.18			
VISTA/WALKWAY	MEDIUM DENSITY RES. AREA	0.07			
ROW		16.07			
ROAD WIDENING		0.21			
SUB-TOTAL		27.65			
TOTAL		52.16	2,072	5,821	694

LEGEND

- CALEDON STATION SECONDARY PLAN SITE BOUNDARY
- PHASING BOUNDARY
- - - SERVICING INFRASTRUCTURE AREA
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- EXISTING ARTERIAL ROAD
- PROPOSED ARTERIAL ROAD (TO BE BUILT IN PHASE)
- PROPOSED COLLECTOR ROAD (TO BE BUILT IN PHASE)
- POTENTIAL SENIORS HOUSING LOCATION
- FIRE STATION
- STORMWATER MANAGEMENT POND
- PARK/PARKETTE
- ENVIRONMENTAL PROTECTION AREA (EPA)
- ⊙ INTERSECTION IMPROVEMENTS

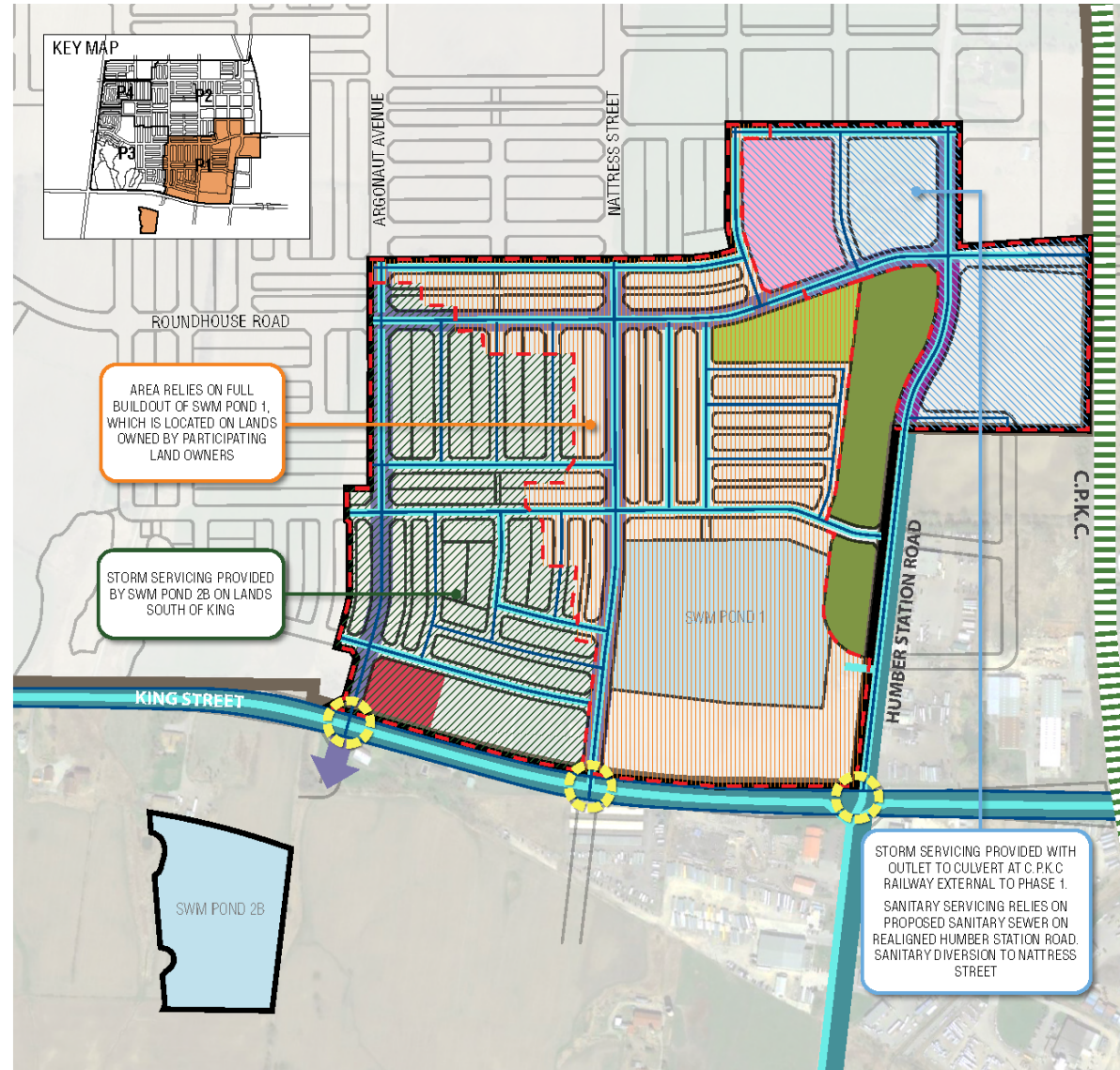


Figure 6-2:
Phase 1 Plan

PHASE 2 STATISTICS

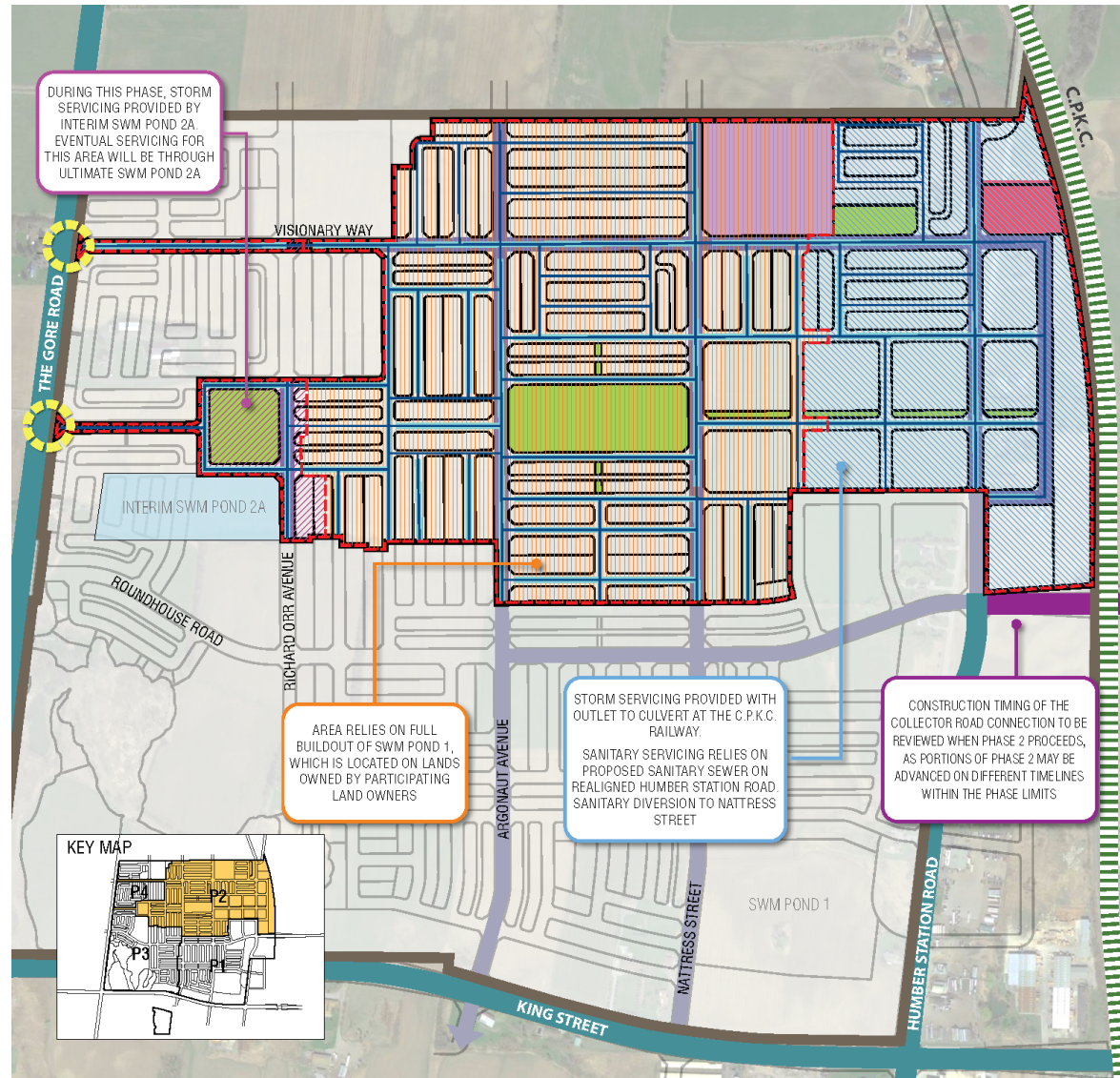
UNIT TYPE	LU DESIGNATION	NET HA	NUMBER UNITS	POPULATION	JOBS (9.57% OF POPULATION)
MU BLOCKS	MIXED USE / HIGH DENSITY AREA	5.58	1,032	(@ 1.9 PPU) 1,960.8	189 + 246 RETAIL
MED DENSITY BLOCKS (THS)	MEDIUM DENSITY RES. AREA	6.08	517	(@ 3.1 PPU) 1,602.7	153
STACKED THS	MEDIUM DENSITY RES. AREA	0.74	90	(@ 3.1 PPU) 279	27
RL TH	MEDIUM DENSITY RES. AREA	4.42	325	(@ 3.1 PPU) 1,007.5	96
DF TH	MEDIUM DENSITY RES. AREA	0.28	17	(@ 3.1 PPU) 52.7	5
B2B	MEDIUM DENSITY RES. AREA	5.59	624	(@ 3.1 PPU) 1,934.4	185
STANDARD TH	MEDIUM DENSITY RES. AREA	5.88	316	(@ 3.1 PPU) 979.6	94
DETACHED	LOW DENSITY RES. AREA	6.64	211	(@ 3.7 PPU) 780.7	75
SUB-TOTAL		35.21	3,132	8,597	1,069
GO STATION	GO TRANSIT HUB	2.67			
PARKS	OPEN SPACE POLICY AREA	4.52			
SCHOOLS	INSTITUTIONAL	3.24			40
VISTA / WALKWAY	MEDIUM DENSITY RES. AREA	0.15			
ROW		25.03			
SUB-TOTAL		35.61			
TOTAL		70.82	3,132	8,597	1,109

LEGEND

-  CALEDON STATION SECONDARY PLAN SITE BOUNDARY
-  PHASING BOUNDARY
-  SERVICING INFRASTRUCTURE AREA
-  PROPOSED WATERMAIN
-  PROPOSED SANITARY SEWER
-  EXISTING ARTERIAL ROAD
-  PROPOSED ARTERIAL ROAD (TO BE BUILT IN PHASE)
-  PROPOSED COLLECTOR ROAD (BUILT IN PREVIOUS PHASE)
-  PROPOSED COLLECTOR ROAD (TO BE BUILT IN PHASE)
-  PROPOSED AFFORDABLE HOUSING BLOCK
-  SCHOOL BLOCK
-  STORMWATER MANAGEMENT POND
-  PARK/PARKETTE
-  ENVIRONMENTAL PROTECTION AREA (EPA)
-  INTERSECTION ENHANCEMENT



Figure 6-3:
Phase 2 Plan

















*Note: Portions of Phase 2 may be advanced on different timelines within the phase limits.

PHASE 3 STATISTICS

UNIT TYPE	LU DESIGNATION	NET HA	NUMBER UNITS	POPULATION	JOBS (9.57% OF POPULATION)
MED DENSITY BLOCKS (THS)	MEDIUM DENSITY RES. AREA	1.76	150	(@ 3.1 PPU) 465	45
RL TH	MEDIUM DENSITY RES. AREA	1.93	134	(@ 3.1 PPU) 415.4	40
DF TH	MEDIUM DENSITY RES. AREA	0.22	14	(@ 3.1 PPU) 43.4	4
B2B	MEDIUM DENSITY RES. AREA	0.8	86	(@ 3.1 PPU) 266.6	26
STANDARD TH	MEDIUM DENSITY RES. AREA	2.15	116	(@ 3.1 PPU) 358.6	34
DETACHED	LOW DENSITY / MEDIUM DENSITY RES. AREA	72.1	232	(@ 3.7 PPU) 858.4	82
SUB-TOTAL		14.07	731	2,405	231
NHS	ENVIRONMENTAL POLICY AREA	78.3			
NHS ENHANCEMENT	ENVIRONMENTAL POLICY AREA	0.66			
PARKS	OPEN SPACE POLICY AREA	5.42			
SCHOOLS	INSTITUTIONAL	3.25			40
SWM POND	MEDIUM DENSITY RES. AREA / SWM SYMBOL	3.68			
VISTA / WALKWAY	MEDIUM DENSITY RES. AREA	0.01			
ROW		8.48			
SUB-TOTAL		29.33			40
TOTAL		43.40	731	2,405	271

LEGEND

-  CALEDON STATION SECONDARY PLAN SITE BOUNDARY
-  PHASING BOUNDARY
-  SERVICING INFRASTRUCTURE AREA
-  PROPOSED WATERMAIN
-  PROPOSED SANITARY SEWER
-  EXISTING ARTERIAL ROAD
-  PROPOSED COLLECTOR ROAD (BUILT IN PREVIOUS PHASE)
-  PROPOSED COLLECTOR ROAD (TO BE BUILT IN PHASE)
-  SCHOOL BLOCK
-  STORMWATER MANAGEMENT POND
-  PARK/PARKETTE
-  ENVIRONMENTAL PROTECTION AREA (EPA)
-  HERITAGE RESOURCE
-  INTERSECTION ENHANCEMENT

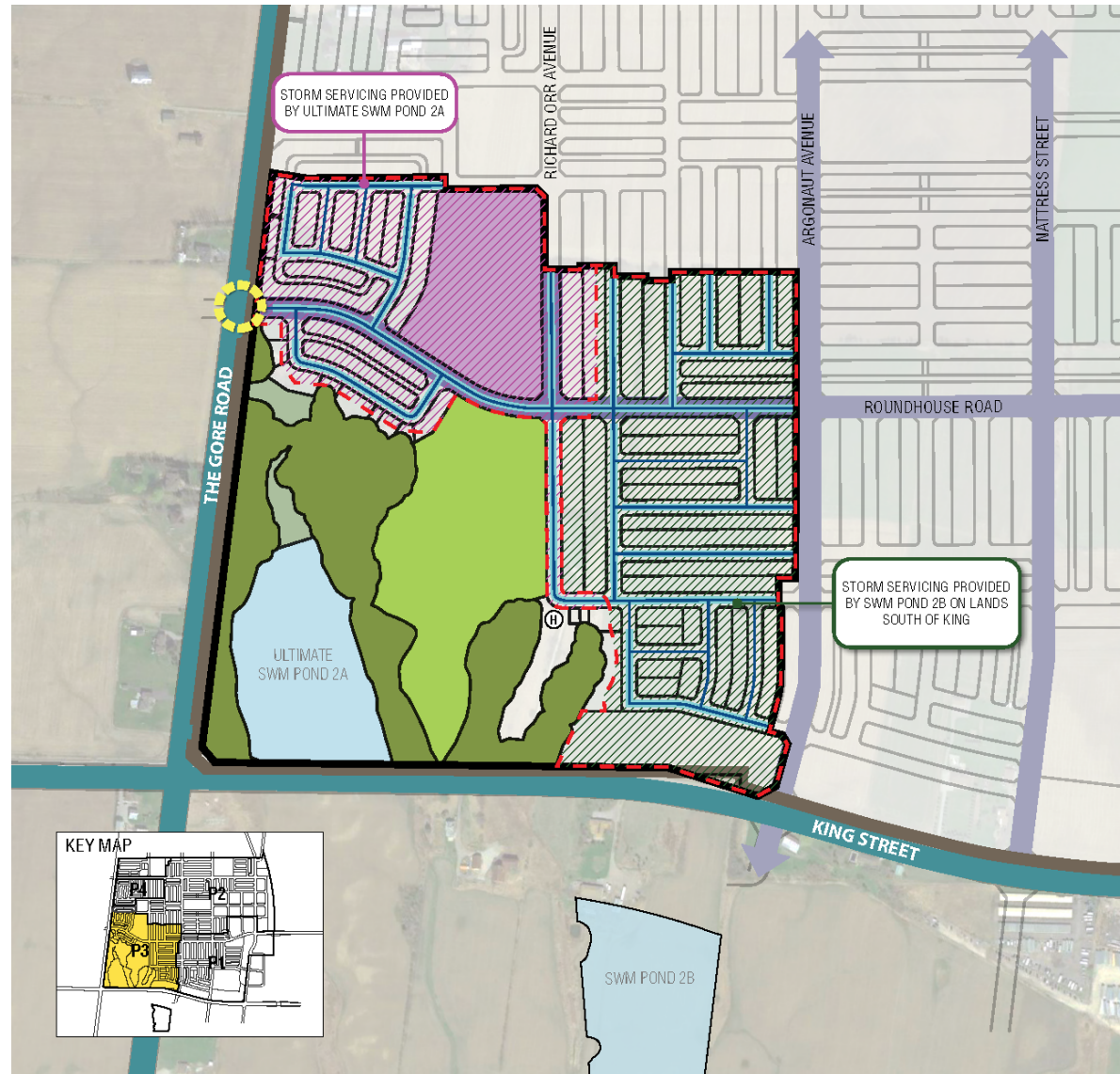














Figure 6-4:
Phase 3 Plan

PHASE 4 STATISTICS

UNIT TYPE	LU DESIGNATION	NET HA	NUMBER UNITS	POPULATION	JOBS (9.57% OF POPULATION)
RL TH	MEDIUM DENSITY RES. AREA	3.31	213	(@ 3.1 PPU) 660.3	63
DF TH	LOW DENSITY / MEDIUM DENSITY RES. AREA	0.33	22	(@ 3.1 PPU) 68.2	7
B2B	MEDIUM DENSITY RES. AREA	0.30	36	(@ 3.1 PPU) 111.6	11
DETACHED	LOW DENSITY / MEDIUM DENSITY RES. AREA	5.98	195	(@ 3.7 PPU) 721.5	69
HERITAGE HOUSE	MEDIUM DENSITY RES. AREA	0.08	1	(@ 3.7 PPU) 3.7	0.35
SUB-TOTAL		10.0	467	1,565	150
PARKS	OPEN SPACE POLICY AREA	0.48			
SCHOOLS	INSTITUTIONAL	2.45			40
VISTA/WALKWAY	MEDIUM DENSITY RES. AREA	0.03			
ROW		5.04			
SUB-TOTAL		8.0			40
TOTAL		18.0	467	1,565	190

LEGEND

-  CALEDON STATION SECONDARY PLAN SITE BOUNDARY
-  PHASING BOUNDARY
-  SERVICING INFRASTRUCTURE AREA
-  PROPOSED WATERMAIN
-  PROPOSED SANITARY SEWER
-  EXISTING ARTERIAL ROAD
-  PROPOSED COLLECTOR ROAD (BUILT IN PREVIOUS PHASE)
-  PROPOSED COLLECTOR ROAD (TO BE BUILT IN PHASE)
-  SCHOOL BLOCK
-  STORMWATER MANAGEMENT POND
-  PARK/PARKETTE
-  HERITAGE RESOURCE

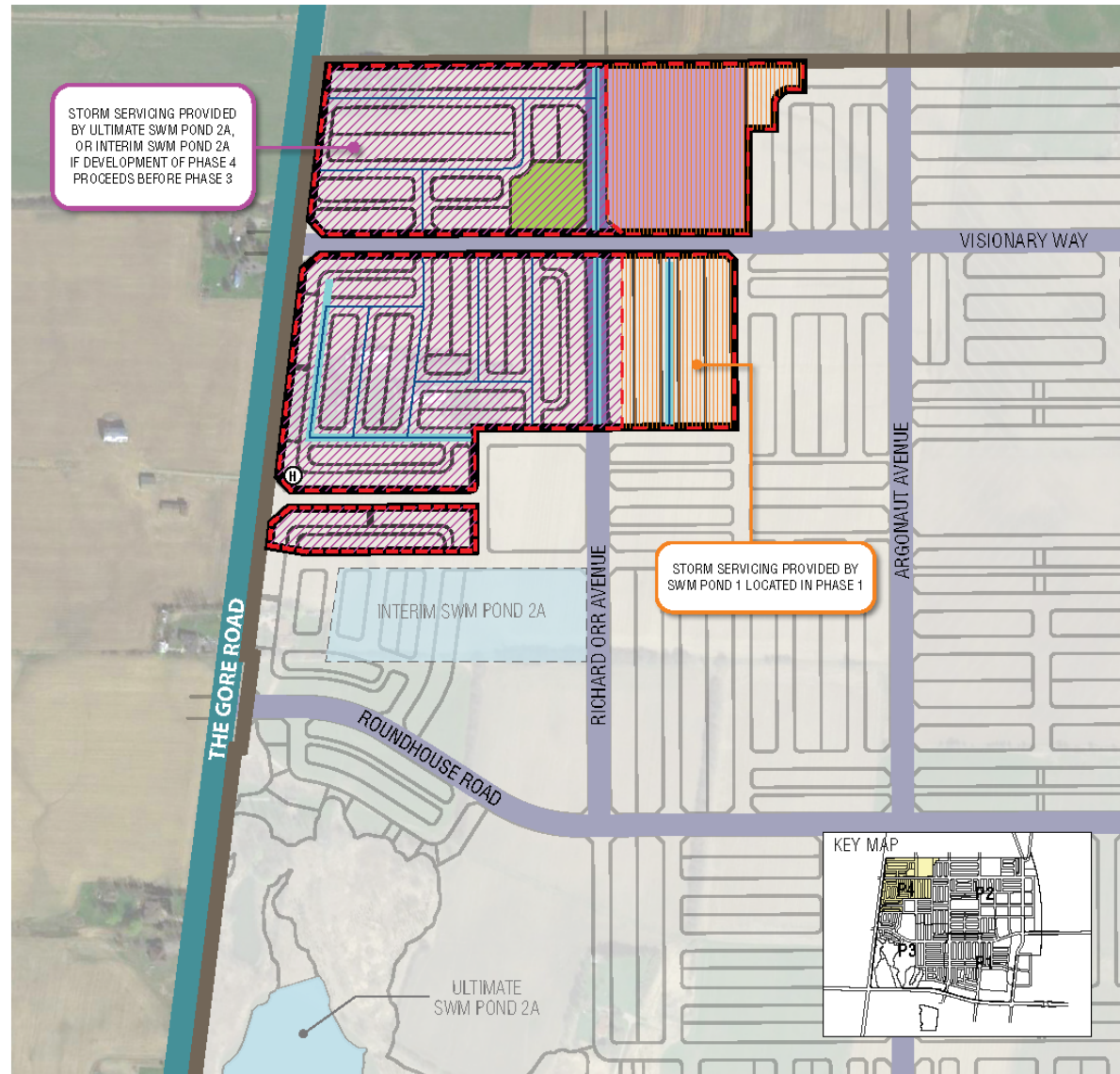


Figure 6-5:
Phase 4 Plan

Key transportation elements of the phasing plan include:

- **Phase 1:** extension of a north-south collector system tying into King Street, allowing for collector road loop access to serve the initial phases of development with the surrounding arterial road network and to support multiple points of access/egress from the community for emergency services.
- **Phase 1:** expansion of Humber Station Road to the north limits of Phase 1, tying in via an east-west collector network. Phase 1 will include the urbanization and realignment of Humber Station Road, either in stages or altogether. The final staging will be determined at detailed design in coordination with the Town.
- **Phase 2:** extension of an east-west collector system to both Humber Station Road and The Gore Road for collector road access to serve the development with the surrounding arterial road network, to support multiple points of access/egress from the community for emergency services, and to expand the grid-system towards urban growth areas to the west, allowing for opportunities to connect transit and active transportation beyond the Caledon Station Secondary Plan limits. Introduction of the Caledon GO Station and extension of the east-west collector network to Emil Kolb Parkway
- **Phase 3 & 4 (Full Buildout):** Completion of the final phases of development adjacent to The Gore Road, including the final east-west collector connection to The Gore Road through the Phase 3 lands.

All collector streets in the Secondary Plan support multi-use paths or cycle tracks. Interim transit services during Phases 1 and 2 are illustrated in Figure 5-1. Bus stops are proposed at collector/collector intersections along the bus route.

At each phase of development, the collector road network is designed to support both active transportation and transit services.

7.0 COMMUNITY INFRASTRUCTURE

Policy 5.6.20.14.16 (g) and (h) of the Region of Peel Official Plan requires that secondary plan areas identify community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit, and areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process.

The Caledon Station Plan Area represents a natural, logical expansion to the existing Bolton community. It is the intent of the Caledon Station Plan Area to accommodate a compact, transit-oriented community with a mix of land uses which will contribute to complete community planning. A range and mixture of greenspaces and open spaces are also to be accommodated.

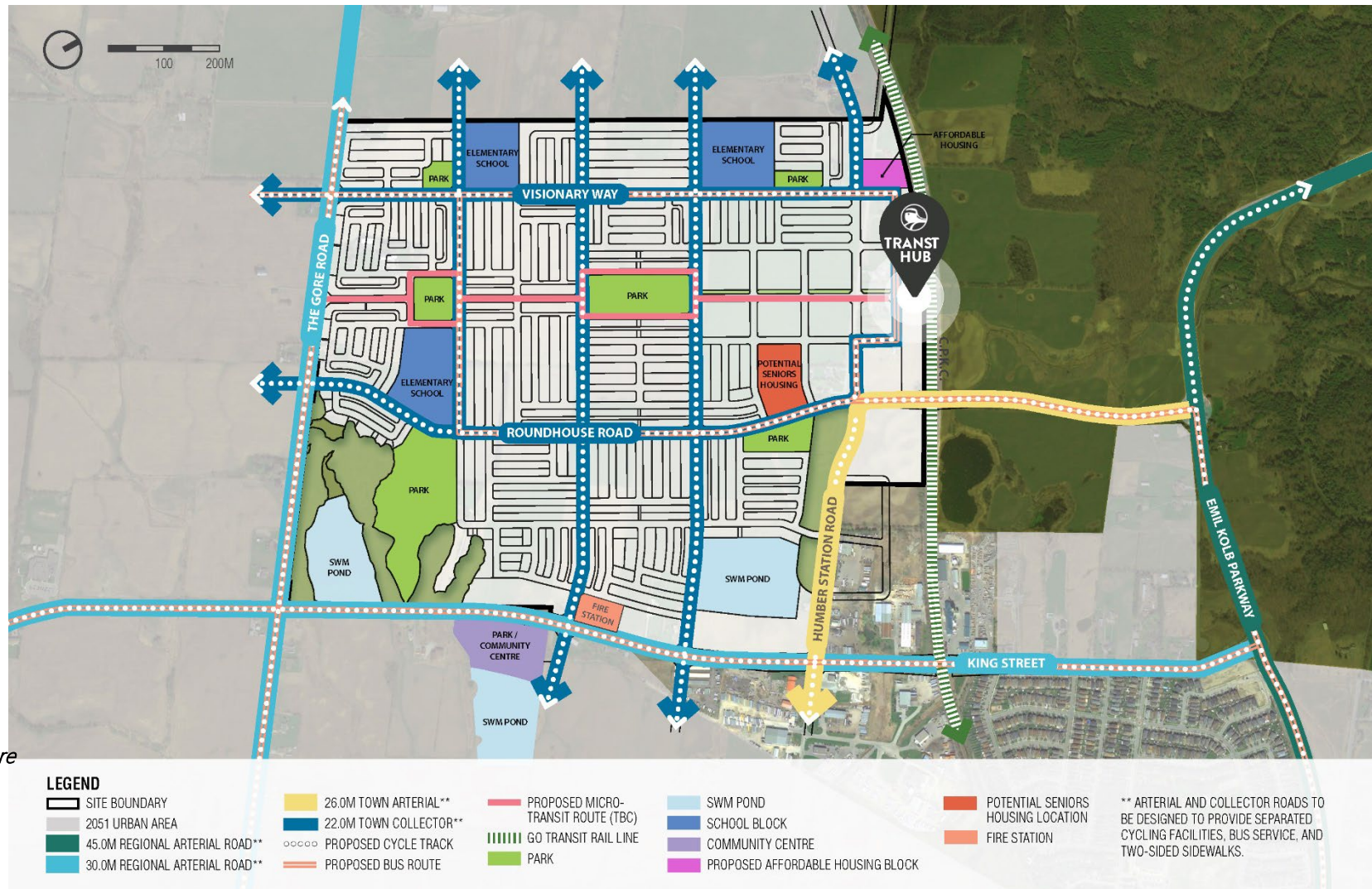


Figure 7-1: Infrastructure Plan

Employment Opportunities

Opportunities for population-related employment within the Caledon Station Plan Area are made available by way of the proposed mixed-uses and the GO Transit Station blocks. Additional opportunities are made available via optional commercial uses within the medium density residential blocks, the Fire Station, work from home and the anticipated school blocks. Collectively, these uses are located adjacent to the surrounding arterials roads which are, will be, or have the opportunity to be served by transit.

Institutional Land Uses

Institutional land uses within the Caledon Station Plan Area include the three proposed elementary school blocks. These uses have been intentionally located along the Multi-modal Loop Road, allowing for active transportation options as well as being adjacent to parkland which offers the Town and School Boards an opportunity for shared facility arrangements and efficiencies. The location of the schools are further illustrated on Figure 6-2, 6-3, 6-4 and 7-1.

Recreation

The Caledon Station Plan Area also includes lands for recreation, parks, open space, and cultural facilities by way of introducing a natural heritage system, introducing a network of multi-use trails, proposing several parks, and retention of existing built heritage resources. As shown on Figure 7-1, the Caledon Station Plan Area contains several Neighbourhood areas, each of which is planned to have its own character. Additionally, each Neighbourhood area is intended to have a range of parks and greenspaces, enabling opportunities for social interaction and for residents to enjoy public recreation facilities within their local neighbourhood as the construction of the Neighbourhood is completed. This avoids the need for residents to wait for other parts of the community to develop before being able to utilize the community amenities.

Areas for larger scale community infrastructure such as community sports parks and recreation centres are already established in the surrounding Bolton area. This enables residents moving into the Caledon Station community to benefit from these community amenities from day one. It also allows the opportunity for all Caledon residents to easily access a potential Community Centre that is proposed to be located directly adjacent to the Caledon Station Secondary Plan area on King Street.

Fire Station

The Town of Caledon has identified the Caledon Station Plan Area as the preferred location to provide for a Fire Station along the King Street corridor, west of Humber Station Road. The Plan Area can readily accommodate a block of land for Fire Station purposes. The location, configuration, and size of the required block will be finalized at the detailed design stage; however, a suitable location has been conceptually shown on Figure 7-1.

Affordable Housing

Opportunities for affordable housing is available through the designation of medium-density and mixed-use land uses within the Plan Area which allow for a wide range of townhouse and apartment dwellings which accommodate lower cost housing. Additional opportunities are to be made available by way of as-of-right additional residential units in all detached, semi-detached, and townhouse dwellings as well as lands planned to be dedicated to the Region of Peel in the northeastern quadrant of the Caledon Station community for purpose-built affordable housing. This location, as shown on Figure 6-3 and 7-1, with a total land area of 0.91 hectares (2.25 acres), will enable the ability for at least 290 purpose-built affordable housing units that are directly adjacent to the Caledon GO Station and in proximity to the planned transit network, parkland, amenities, schools and services to meet daily needs.

These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. The conveyances of the lands shall occur at the time of registration of the plan of subdivision in which the lands are located.

8.0 AGRICULTURAL TRANSITION

Policy 5.6.20.14.16 (i) of the Region of Peel Official Plan requires that secondary plan areas provide for the orderly transition from agriculture and agricultural activities and related uses, and allows those uses to continue for as long as practical. The staging and sequencing of servicing and housing construction within Caledon Station will occur starting from the southeast quadrant of the community where water and wastewater services are to be made available first and continue northerly and/or westerly concurrent with the extension of municipal services. The staging and sequencing of development within Caledon Station will also allow for the existing agricultural operations located to the north and west to continue, until such time that operations are ceased at the appropriate time. Figure 8-1 below conceptually shows the sequencing of development in relation to the proposed phasing plan and also the existing agricultural uses on site and in the surrounding area.

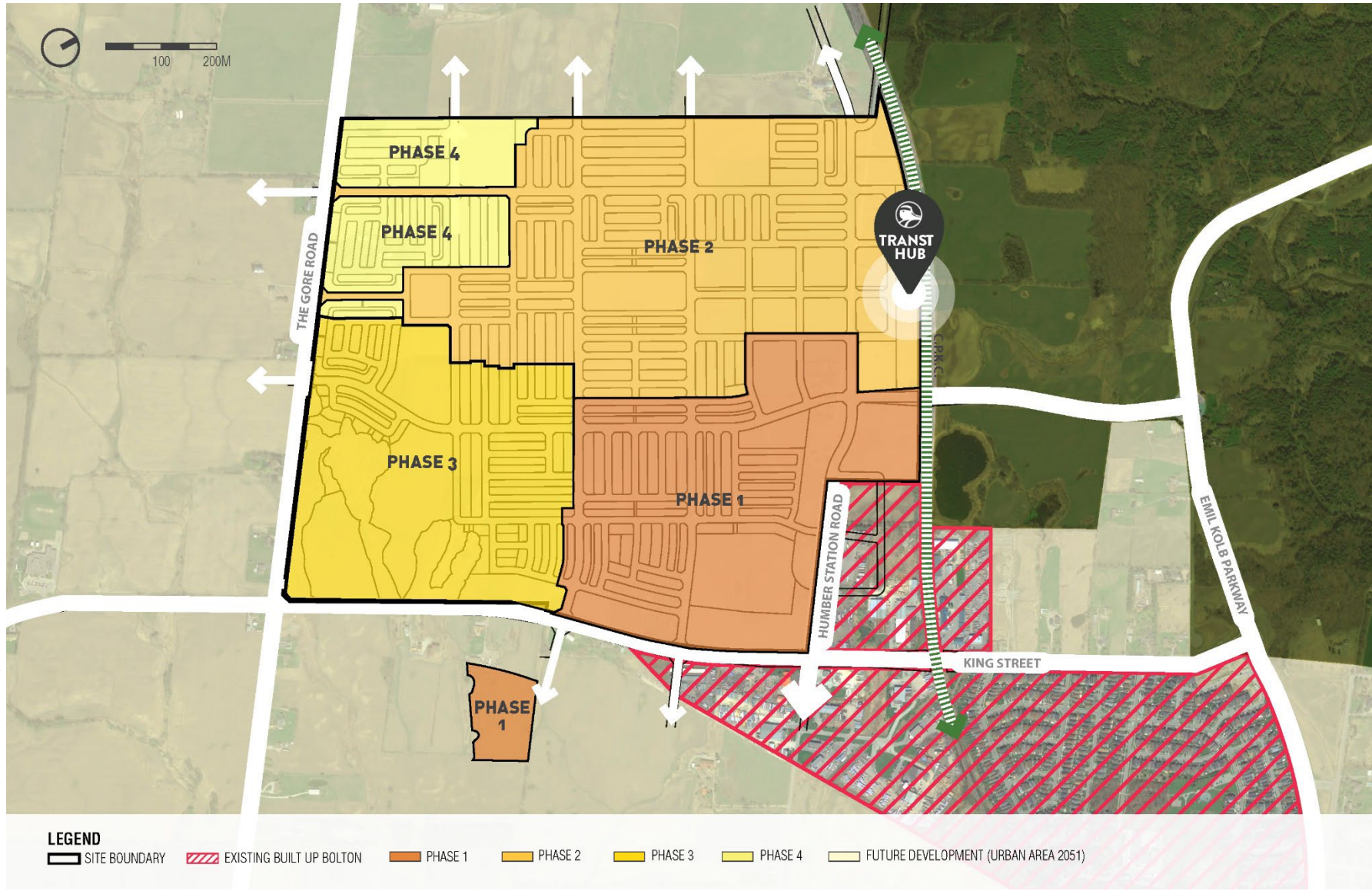


Figure 8-1:
Agricultural
Plan

9.0 PERMIT ISSUANCE

Table 9-1 below provides the estimated timing of building permit issuance for residential units in the Caledon Station Secondary Plan area. The phasing areas are based on those shown in Figure 6-1 on page 10 above.

Table 9-1: Estimated Schedule of Building Permit Issuance

Phase	Estimated Year of Building Permit Issuance									
	2024	2025	2026	2027	2028	2029	2030	2031	2032	TOTAL
1	0	0	144	576	61	0	0	0	0	781
2	0	0	0	0	515	576	413	0	0	1,504
3	0	0	0	0	0	0	163	409	0	572
4	0	0	0	0	0	0	0	167	301	468
CUMULATIVE TOTAL	0	0	144	576	576	576	576	576	301	3,325

NOTE: The above table relates to ground-oriented housing units only.

NOTE 2: Given the above, it is assumed that the medium density and mixed-use blocks are counted as one (1) permit which may be advanced post-2032, subject to market trends. The number of units contained in the medium density and mixed-use blocks are not accounted for in the above table. As such, when these units are added the total number of units across the community will be 6,400.

Note 3: Portions of Phase 2 may be advanced at different timelines within the Phase limits.

Note 4: The total number of units to be developed within each development phase is also conceptually presented in Figure 6-2, 6-3, 6-4 and 6-5 above

10.0 SUMMARY

The proposed Caledon Station Plan Area is a logical progression of growth integrated as an extension of the existing Bolton community with identifiable arterial road boundaries which also respects the existing physical and natural features of the surrounding area. The Caledon Station community represents an appropriate location for transit-oriented, compact development to occur, while also taking advantage of proximity to key community features, facilities and amenities. It is also a natural and logical extension of growth, centred around the provision of the Caledon GO Station.

Proposed municipal services will be available at the boundary of the Plan Area and the proposed servicing strategy follows the Region's servicing commitment as outlined in the approved Regional Capital Budget through Council Resolution 2023-458, dated June 8th, 2023. Development of the Caledon Station Plan Area accommodates multi-modal transportation systems, including sustainable transportation and transit infrastructure and services. The proposed community supports the establishment of the Caledon GO Station and other corridors.

Overall, the Caledon Station Plan Area accommodates a broad range and mixture of uses in low, medium and higher density, mixed-use formats and opportunities for population-related employment served by transit. It also accommodates the provision of a range of new housing, including purpose-built affordable units that are in proximity to transit, services and amenities to meet daily needs. The Caledon Station Framework Plan identifies areas for key community infrastructure including lands for education, recreation, parks and open space, cultural facilities and affordable housing, as well as a strategically located Community Centre that will be adjacent to the Caledon Station community.

Development of the Caledon Station community therefore represents a Secondary Plan area that is staged and sequenced in accordance with appropriate planning-related criteria, as required by the Region of Peel Official Plan.