

'0' Humber Station Road Town of Caledon

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PLANNING JUSTIFICATION REPORT



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PLANNING JUSTIFICATION REPORT

‘0’ Humber Station Road, Caledon (Bolton)

PART I – INTRODUCTION, SITE & DEVELOPMENT CONCEPT

1.0 INTRODUCTION

Gagnon Walker Domes Ltd. (GWD) acts as Planning Consultant to Satwant Deol, Charanjit Sekhon, Swaranjit Sekhon and Bhupinder Sekhon the Registered Owners of the property legally known as Part of the West Half of Lot 11, Concession 5, Town of Caledon, Regional Municipality of Peel (hereinafter referred to as the subject site), to provide planning consulting services, including the preparation of a Planning Justification Report, in connection with a site-specific Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Approval Applications (“Amendment Applications”) in support of the proposed development of the subject site for Mixed-use Residential.

This Planning Justification Report has been prepared in support of the Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Approval Applications. Subsequent sections of this Planning Justification Report describe the subject site and surrounding area, examine the Town’s development standards, review the proposed development concept, and outline the planning rationale in support of the proposed Applications within the context of the current planning policy regime.

A PARC Pre-Consultation Application was filed on February 27, 2024, and the Pre-Consultation Meeting was held on April 25, 2024 (under Town File #PRE-2024-0056), with the formal Amendment Application Checklist received on July 3, 2024. These Formal Amendment Applications, inclusive of this Planning Justification Report and the other Technical Plans and Reports noted below, reflect the required supporting documents as identified on the Checklist.

GWD is part of a multi-disciplinary consulting team that has collectively prepared technical supporting materials towards the advancement of the Amendment Application and development concept. The Amendment Applications should be evaluated based on a review of this Planning Justification Report as well as the following additional supporting materials:

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#	Document	Author	Date
1	PRE-2024-0056 Checklist		
2	Registered Owner Authorization / Completed Application Form		
3	Parcel Register		
4	Planning Justification Report	Gagnon Walker Domes Ltd.	July 10, 2026
5	Public Engagement Summary	Gagnon Walker Domes Ltd.	April 14, 2026
6	Draft Zoning By-law Amendment	Gagnon Walker Domes Ltd.	April 14, 2026
7	Draft Official Plan Amendment	Gagnon Walker Domes Ltd.	April 14, 2026
9	Green Development Standards	Gagnon Walker Domes Ltd.	April 14, 2026
10	Healthy Development Assessment	Gagnon Walker Domes Ltd.	April 14, 2026
11	Commercial Impact Study	Tate Research	August 26, 2024
12	Zoning By-law Matrix	nArchitecture	December 11, 2025
13	Site Plan	nArchitecture	December 11, 2025
14	Renderings	nArchitecture	December 11, 2025
15	Urban Design Brief	nArchitecture	December 11, 2025
16	Sun/Shadow Study	nArchitecture	December 11, 2025
17	Topographic and Boundary Survey	Mauro Group Inc.	August 7, 2024
18	Archaeological Assessment	AMICK	March 8, 2018
19	Functional Servicing and Stormwater Management Report	Schaeffers Consulting	December 2025
20	Grading and Servicing Plan	Schaeffers Consulting	January 9, 2026
21	Geotechnical Report	Englobe	April 28, 2026
22	Hydrogeological Report	Englobe	May 13, 2026
23	Landscape Plan	Adesso Design Inc.	December 17, 2025
24	Noise and Vibration Study	HGC	July 7, 2025
25	Compatibility and Mitigation Study	RWDI	June 15, 2026
26	Transportation Study	NexTrans Consulting	April 17, 2026
27	Tree Inventory and Preservation Plan and Report	Jackson Arboriculture Inc.	December 16, 2025

2.0 **SITE DESCRIPTION and SURROUNDING LAND USES**

2.1 **Subject Site**

The subject site is legally known as Part of the West Half of Lot 11, Concession 5, and is municipally known as '0' Humber Station Road, in the Town of Caledon. The subject site is located on the east side of Humber Station Road, north of King Street, which measures approximately 2.63 hectares (6.50 acres) in size, with a street frontage of approximately 122.02 metres (400.32 feet) along Humber Station Road and a lot depth of 216.13 metres (709.08 feet).

The subject site is currently vacant. Access to the subject site is proposed from Humber Station Road. A CP Rail corridor is located immediately east of the subject site's easterly boundary.

2.2 **Surrounding Context**

Immediately abutting land uses include:

- **North:** Agricultural.



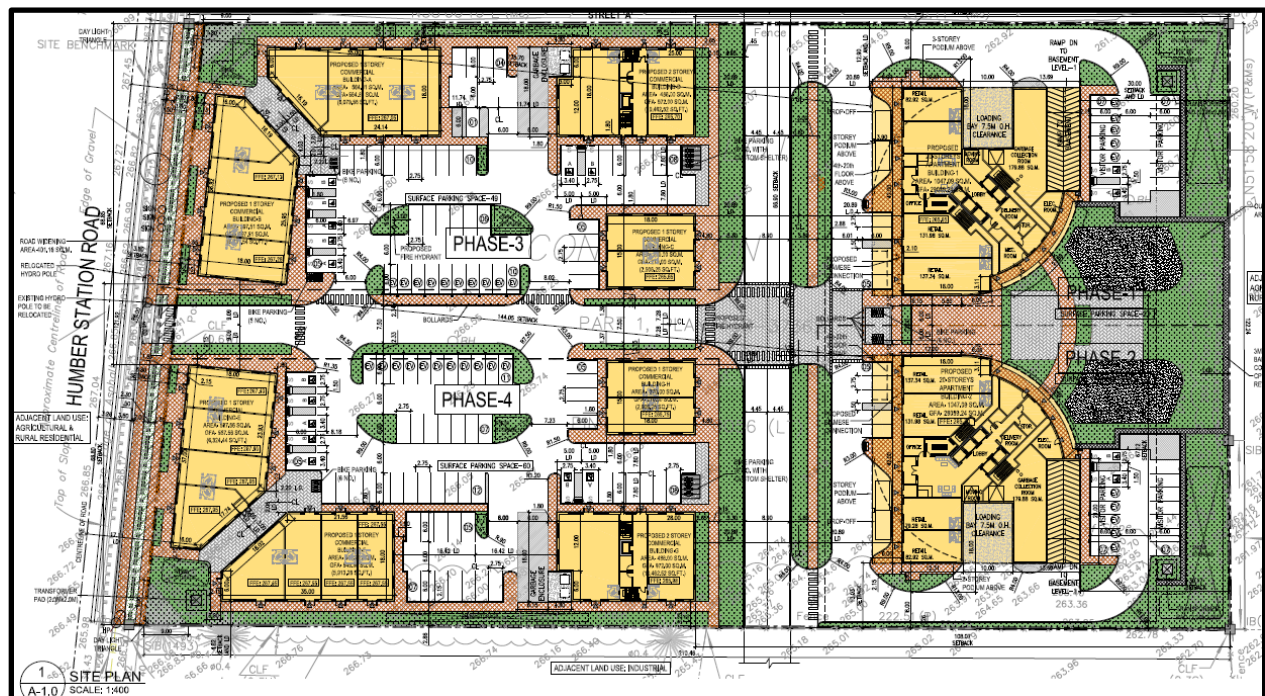
- **South:** Tractor Trailer Terminal and Assorted Industrial Employment Uses.
- **East:** Industrial and Agricultural, as well as the whole of the Bolton Settlement Area.
- **West:** Humber Station Road, beyond which is Rural Residential and Agricultural.

TAB 1 includes Air Photos of the subject site and area context.

3.0 DEVELOPMENT CONCEPT

It is proposed that the subject site be developed for a mixed-use residential/commercial high-rise development consisting of two (2) 20-storey apartment buildings with a combined gross floor area (G.F.A.) of 2,094.18 m² (58,178.48 ft²) each consisting of 330 residential units for a total of 660 residential units, and eight (8) commercial buildings ranging in size from 270.00 m² (2,906.25 ft²) to 972.00 m² (10,462.52 ft²) as well as indoor and outdoor amenity space.

A total of 587 parking spaces and 192 bicycle parking spaces are provided. Access to the subject site is proposed from Humber Station Road.



The proposed development will be divided into four (4) phases, identified as Phases 1 through 4, summarized as follows (a copy of the Site Plan is located in **TAB 2**):

- **Phase 1:** At the northeast corner of the site comprises Apartment Building 1 (20-storeys);



- **Phase 2:** At the southeast corner of the site comprises Apartment Building 2 (20-storeys);
- **Phase 3:** At the northwest corner of the site comprises Retail Commercial Buildings A (1-storey), B (1-storey), C (1-storey), and D (2-storeys); and
- **Phase 4:** At the southwest corner of the site comprises Retail Commercial Buildings E (1-storey), F (1-storey), G (2-storeys), and H (1-storey).

A total of 1,231.70 m² (13,257.90 ft²) of residential space, 5,645.72 m² (60,770.02 ft²) of office and/or retail commercial floor space is proposed. A total overall Gross Floor Area (GFA) of 2,961.72 m² (677.714.31 ft²) is proposed. The proposed Floor Space Index (FSI) is 0.40.

With regard to the indoor and outdoor amenity space, a total of 1,243.14 m² (13,381.04 ft²) of indoor amenity space and 1,835.22 m² (19,754.14 ft²) of outdoor amenity space is proposed. Overall a total of 3,078.36 m² (33,135.19 ft²) of amenity space is proposed.

The following is a summary of the development proposal:

- Gross Site Area: 2.63 ha (6.50 ac)
- Net Site Area: 0.96 ha (2.37 ac)
 - Development Lands Summary
 - Phase 1: 29,089.24 m² (313,113.97 ft²)
 - Phase 2: 29,089.24 m² (313,113.97 ft²)
 - Phase 3: 2,404.32m² (25,879.88 ft²)
 - Phase 4: 2,378.92m² (25,606.48 ft²)
 - Roads and Public Lands Summary
 - Proposed ROW 1: 7.50 m (24.60 ft)
 - Proposed ROW 2: 8.90 m (29.19 ft)
 - Proposed Floor Space Index: 0.40
 - Proposed Density: 687.5 units/net hectare (278.48 units/net acre)
 - Number of Storeys:
 - Phase 1: 1-Storey
 - Phase 2: 1-Storey
 - Phase 3:
 - Building A: 1-Storey
 - Building B: 1 Storey
 - Building C: 1-Storey
 - Building D: 2-Storeys



- Phase 4:
 - Building E: 1-Storey
 - Building F: 1 Storey
 - Building G: 2-StoreyS
 - Building H: 1-Storey
- Phase 1 Summary
 - Residential GFA: 615.85 m² (6,628.95 ft²)
 - Retail GFA: 431.24 m² (4,641.82 ft²)
 - Total GFA: 29,089.24 m² (95,437.13 ft²)
 - Indoor Amenity Area: 1,243.14 m² (4,078.54 ft²)
 - Outdoor Amenity Area: 1,835.22 m² (19,754.14ft²)
 - Total Floor Area
 - Residential Units:
 - 1 Bedroom: 145 units
 - 2 Bedroom: 179 units
 - 3 Bedroom: 6 units
 - Total Units: 330 units
- Phase 2 Summary
 - Residential GFA: 615.85 m² (6,628.95 ft²)
 - Retail GFA: 431.24 m² (4,641.82 ft²)
 - Total GFA: 29,089.24 m² (95,437.13 ft²)
 - Indoor Amenity Area: 1,243.14 m² (4,078.54 ft²)
 - Outdoor Amenity Area: 1,835.22 m² (19,754.14ft²)
 - Total Floor Area
 - Residential Units:
 - 1 Bedroom: 145 units
 - 2 Bedroom: 179 units
 - 3 Bedroom: 6 units
 - Total Units: 330 units
- Phase 3 Summary
 - Building A:
 - Retail GFA: 564.81 m² (6,09.56 ft²)
 - Total Floor Area: 2,404.32 m2 (25,879.88 ft2)
 - Building B:
 - Retail GFA: 597.51 m² (6,431.54 ft²)
 - Total Floor Area: 2,404.32 m2 (25,879.88 ft2)
 - Building C:
 - Retail GFA: 270.00 m² (2,906.25 ft²)
 - Total Floor Area: 2,404.32 m2 (25,879.88 ft2)



- Building D:
 - Retail GFA: 486.00 m² (5,231.26 ft²)
 - Total Floor Area: 2,404.32 m² (25,879.88 ft²)
- Phase 4 Summary
 - Building E:
 - Retail GFA: 564.81 m² (6,09.56 ft²)
 - Total Floor Area: 2,378.92 m² (25,606.48 ft²)
 - Building F:
 - Retail GFA: 597.51 m² (6,431.54 ft²)
 - Total Floor Area: 2,378.92 m² (25,606.48 ft²)
 - Building G:
 - Retail GFA: 270.00 m² (2,906.25 ft²)
 - Total Floor Area: 2,378.92 m² (25,606.48 ft²)
 - Building H:
 - Retail GFA: 486.00 m² (5,231.26 ft²)
 - Total Floor Area: 2,378.92 m² (25,606.48 ft²)
- Total GFA: 10,188.19 m² (109,664.84ft²)
- Outdoor Amenity Area: 1,835.22 m² (19,754.14ft²)
- Overall Residential Unit Mix
 - 1 Bedroom: 290 units (43.9%)
 - 2 Bedroom: 359 units (54.2%)
 - 3 Bedroom: 12 units (1.9%)
- Parking Ratio and Parking Required
 - Residential: 0.7 spaces per unit (462)
 - Visitor: 0.10 spaces per unit (66)
 - Retail/Commercial: 1 per 20m² (283)
 - Total Parking Required: 811
 - Accessible Parking Spaces: 34
- Parking Provided
 - Residents: 440
 - Visitors: 28
 - Retail/Commercial: 119
 - Accessible Parking Spaces: 34
 - Total Parking provided: 587
- Bicycle Parking Spaces Provided
 - Long-Term Spaces: 156 Bicycle Parking Spaces
 - Short-Term Spaces: 36 Bicycle Parking Spaces



- Total Bicycle Parking Spaces Provided: 192 Bicycle Parking Spaces

Site access is to be provided via a new public road extending east-west between Humber Station Road and a new north-south public road towards the easterly portion of the site on the west side of Phases 1 and 2. In addition, a new public road will extend in a north-south direction along the west side of Phases 1 and 2 as previously mentioned, connecting to planned/potential developments north and south of the subject site.

The buildings will be serviced by municipal water and sanitary infrastructure. Stormwater flows will be managed on-site to match pre-development flows.

TAB 2 includes a copy of the Site Plan prepared by nArchitecture.

In order to facilitate the proposal, a site-specific Official Plan and Zoning By-law Amendment is required. The proposed Official Plan Amendment intends to redesignate the subject site from 'Dry Industrial' to 'Mixed-Use Residential' and the Zoning By-law Amendment proposes the Rezoning of the subject site from 'Mobility Transit Hub Zone' to 'RMD-XXX – Mixed Density Residential' Zone to accommodate the proposed mixed-use development in addition to a new site-specific Special Section that will address various lot and development performance standards.

TAB 3 includes a copy of the proposed Draft Zoning By-law Amendment.

TAB 4 includes a copy of the proposed Draft Official Plan Amendment

PART II - PLANNING FRAMEWORK & JUSTIFICATION

4.0 PLANNING ANALYSIS

The development proposal has been reviewed in the context of the following governing planning policy documents:

- Planning Act, R.S.O. 1990, c.P.13, November 27, 2025;
- Provincial Planning Statement (October 2024);
- Region of Peel Official Plan (April 2022);
- Future Caledon Official Plan (October 2025); and
- Town of Caledon Zoning By-law No.2006-50.

The following outlines the planning justification for the proposal.

4.1 Planning Act, R.S.O. 1990, c.P.13 (November 27, 2025)

The Planning Act, R.S.O. 1990, c. P.13 ("*Planning Act*") requires the Council of a municipality in carrying out their responsibilities under the *Planning Act* to have regard to matters of Provincial interest as identified in Section 2. The *Planning Act* identifies a number of broad subjects of Provincial interest which are to be considered.



The Amendment Applications have provided sufficient regard to the following matters of Provincial interest:

- (e) supply, efficient use, and conservation of energy and water;
- (f) adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) orderly development of safe and healthy communities;
- (h.1) accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) adequate provision of employment opportunities; and
- (p) appropriate location of growth and development.

4.2 Provincial Planning Statement (2024)

On August 20, 2024, the Province of Ontario released the final version of the 2024 Provincial Planning Statement, as approved by the Lieutenant Governor in Council by Order in Council No. 1099/2024 (“2024 PPS”). The Provincial Planning Statement came into force on October 20, 2024, and replaces the 2020 PPS and the Growth Plan into a single provincial land use policy document. Any decision on a planning matter made by a planning approval authority on or after October 20, 2024 shall be consistent with the 2024 PPS, with the exception of applicable transition regulation made under the new authority.

According to Chapter 1 of the 2024 PPS, Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.

The 2024 PPS, is a consolidated statement of the Province of Ontario’s new policies on land use planning. It provides provincial policy direction on key land use planning issues that affect communities, such as:

- Supporting Ontario’s economy;
- Building more housing where it’s needed;
- Making land available for development;
- Creating opportunities for economic development and job creation;
- Planning for the appropriate transportation, water, sewer and other infrastructure necessary to accommodate current and future needs;
- Protecting the environment and important resources including farmland, water, archaeology, cultural heritage, mineral aggregates and petroleum; and
- Protecting people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas.



The 2024 PPS represents a significant part of the Province of Ontario's policy-based planning system by establishing foundational policies for the governance of land use and development. Chapter 1 of the 2024 PPS professes "more than anything a prosperous Ontario will see the building of more homes" with the goal of building at least 1.5 million homes in the province by 2031(6 years' time). Every municipality envisages building homes that respond to changing market needs and local demand. Prioritizing compact design and optimizing investments in infrastructure and service facilities will support access to housing and quality employment. Zoning By-laws should be forward-looking to meet the range and mix of housing options necessary within a fast-growing Province of Ontario (Chapter 1).

Pursuant to Chapter 1 of the 2024 PPS, municipal Official Plans are the most important vehicle for the implementation of 2024 PPS policy direction and for achieving comprehensive, integrated and long-term planning. The policies of the 2024 PPS represent minimum standards. Planning authorities and decision makers may go beyond the minimum standards.

Building Homes, Sustaining Strong and Competitive Communities

Pursuant to Section 2.1.4 a), the 2024 PPS directs that Planning Authorities are to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development.

The proposal will assist the Town of Caledon in meeting this policy objective. The proposed development provides housing in a compact urban form, in a mix of unit types/sizes at a density that is desirable in the existing context and will help further diversify the available local housing stock. The proposal will also assist in maintaining the supply of residential units needed to meet demand and accommodate growth at a density that will optimize the use of available services and infrastructure.

Policy 2.1.6 of the 2024 PPS directs that Planning Authorities should support the achievement of complete communities. The proposed development contributes to the achievement of complete communities by:

- Improving quality of life;
- Optimizing infrastructure;
- Providing a more diverse mix of housing;
- Advancing a compact mixed-use built form;
- Providing apartment dwelling housing options;
- Providing local employment opportunities within the development through the provision of retail/commercial floor space and buildings;
- Considering sustainable green development methods on building and site design as appropriate.



Housing

It is desirable for the Town of Caledon to promote the implementation of the housing policies contained in Section 2.2 of the 2024 PPS; including permitting an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents of the regional market area.

Pursuant to Policies 2.2.1 b) and c), planning authorities shall achieve the objectives of the policies of Section 2.2 by permitting and facilitating a diverse range of housing options through residential development and intensification to meet current and future needs; promoting densities for new housing to efficiently use land, resources, and infrastructure, while supporting active transportation.

Consistent with these policy directives, the proposal offers additional housing unit types/sizes that will contribute to the diversification of the local housing stock. The proposed additional dwelling units are located in an area where infrastructure (public and private) exist and/or can be accommodated on the lands and can support proposed growth. The development of new housing units will also support active transportation by locating development in close proximity to local employment opportunities (off-site), community facilities, institutional uses, retail services and open space facilities. The development standards advanced through the proposed development establishes a built form that is appropriate in the local context.

Settlement Areas and Settlement Area Boundary Expansions

Section 2.3.1 of the 2024 PPS defines the general policies for Settlement Areas. Settlement Areas shall be the focus of growth and development. Within Settlement Areas, growth should be focused in strategic growth areas, including Major Transit Station Areas where applicable (2.3.1.1). The subject site is located within a Settlement Area on Schedule A of the Town of Caledon Official Plan. The subject site is also located within the Primary Major Transit Station Area - HUB-1 Bolton GO on Schedule E-5: Major Transit Station Areas of the Region of Peel Official Plan.

Section 2.3.1.2 states that land use patterns within Settlement Areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities; and
- c) support active transportation.

As per the direction of Sections 2.3.1.1, 2.3.1.2, 2.3.1.3 and 2.3.1.4 of the 2024 PPS, as it pertains to Settlement Areas, the proposal:

- Directs residential growth to a Settlement Area to assist in the achievement of minimum growth and intensification targets established through Provincial, Regional and Town policies;



- Advances a density and built form that efficiently utilizes the subject site and shall optimize the use of available/planned infrastructure and public service facilities;
- Provides for an intensified built form and promotes a land use pattern on a site that is appropriate in the local context; and
- Supports the principle of complete communities.

Planning for People and Homes

In accordance with Section 2.1 of the 2024 PPS, planning authorities shall base population and employment growth forecasts on the Ontario Population Projections published by the Ministry of Finance. Notwithstanding, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning (Section 2.1.1, 2.1.2).

The proposed development has considered the population and growth projections in the Region of Peel Official Plan that are premised on the direction of the previously in effect Growth Plan which have been repealed and replaced by the in force 2024 PPS. In this regard, the Region of Peel is expected to grow to approximately 2.28 million people and 1.07 million jobs by 2051. These growth projections have been adopted in the Region of Peel Official Plan, which is now administered by the Town of Caledon. The proposal contributes towards the achievement of the Region of Peel's growth projections consistent with the direction of Section 2.1 of the 2024 PPS.

In accordance with Policy 2.1.3, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, and Strategic Growth Areas may extend beyond this time horizon. The proposed development contributes to meeting this policy direction.

Major Transit Station Areas

The delineation of Major Transit Station Areas within Official Plans are intended to define areas surrounding transit stations that maximize the number of potential transit users within walking distance of the stop or station (Section 2.4.2.1). In this regard, it is noted that the subject site is located within the Primary Major Transit Station Area - HUB-1 Bolton GO on Schedule E-5: Major Transit Station Areas of the Region of Peel Official Plan.

According to the 2024 PPS, Major Transit Station Areas on higher order transit corridors shall be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by commuter or regional rail (Section 2.4.2.2).

As the subject site is located in the vicinity of the Bolton GO Station, it will be served by commuter or regional rail, therefore the minimum density target for this Major Transit Station Area is 150 residents and jobs combined per hectare.



The 2024 PPS also indicates that development and intensification within Major Transit Station Areas, shall be promoted by planning for land uses and built forms that support the achievement of the minimum density targets; and by supporting redevelopment that is transit-supportive and promotes complete communities (Section 2.4.2.3).

The proposed development of the subject site supports the objective of the 2024 PPS as it supports the achievement of minimum density targets for the Bolton GO Major Transit Station Area.

The proposed development of the subject site has been designed to be transit-supportive as it incorporates sidewalks as well as on-site bicycle storage and parking to promote active transportation, as well as achieving multi-modal access to transit stations and stops, and major trip generators (Section 2.4.2.6). As above, the proposed intensification of the subject site consists of 660 apartment dwellings and approximately 5,645.72 m² (60,770.02 ft²) of office and/or retail commercial floor space which will assist the Town of Caledon in the achievement of density requirements within the Hub-1 MTSA.

Employment

In accordance with Section 2.8.1.1, the proposed development promotes economic development by planning to deliver approximately 5,645.72 m² (60,770.02 ft²) of office and/or retail commercial floor space within a compact mixed-use development. The inclusion of employment generating uses within the development will add to the Town of Caledon's economic base, enhance the vitality of the HUB -1MTSA and contribute to the achievement of complete communities.

General Policies for Infrastructure and Public Service Facilities

In recognition of Section 3.1.1 and 3.1.3, the proposal avails itself to the public services necessary to accommodate the development proposal. The development proposal seeks to intensify an underutilized site that avails itself of existing and planned municipal servicing. The proposed development seeks to optimize the use of available servicing capacity.

Sewage, Water and Stormwater Services

Consistent with Sections 3.6.1 and 3.6.8, the Functional Servicing Report (FSR) prepared by Schaeffers Consulting Engineers in support of the development proposal identifies that planned municipal water, sanitary and stormwater servicing infrastructure will be along Humber Station Road to serve the subject site and surrounding area.

The proposed streets will contain the watermains to service the development. The domestic and fire flow water demands were calculated in accordance with Region of Peel criteria.

Storm sewers will be provided in the proposed streets to provide service to the development blocks as well as for the streets themselves. Stormwater quantity controls



will be implemented at the block level, prior to connections to the proposed municipal servicing, such that overall stormwater management criteria are met.

Public Spaces

The proposed development promotes the creation of healthy active communities. More specifically, the proposal:

- Enhances the pedestrian travelled segment of the abutting rights-of-way through the orientation of development and massing along the perimeter and proposed interior streets to appropriately frame the public realm and good street proportion;
- Considers network improvements towards a complete streets approach and the creation of a safe and esthetically pleasing pedestrian streetscape; and
- Considers streetscape improvements, including landscape features to foster social interaction within the community.

Planning Opinion

Based on the foregoing policy analysis, we are of the opinion that the proposal is consistent with the 2024 PPS.

4.3 Region of Peel Official Plan (April 2022)

The new Region of Peel Official Plan (ROP) includes directions and policies that guide economic, environmental and community planning decisions for the whole of the Region; including the Town of Caledon. The policies of the ROP establish a Regional policy foundation for the more detailed planning by local municipalities.

The ROP was adopted by Regional Council on April 28, 2022, and was subsequently approved by the Minister of Municipal Affairs and Housing (MMAH), with modification, on November 4, 2022. Among others, the new ROP established the 2051 Regional Urban Boundary to provide certainty as to which lands are proposed for urban purposes (such as the subject site) within the timeframe of ROP. In this regard, the subject site remains located within the Urban System.

Designations and Classifications

The ROP includes schedules and figures which identify land use designations and key infrastructure components. Listed below are the most relevant schedules related to the consideration of the Applications.

- Schedule E-1: Regional Structure
 - ‘Urban System’
- Schedule E-2: Strategic Growth Areas
 - ‘Urban System’ and ‘Primary or Secondary Major Transit Station Areas’



- Schedule E-3: The Growth Plan Policy Areas in Peel
 - *'Built-up Area'*
- Schedule E-4: Employment Areas
 - *'Employment Area'*
- Schedule E-5: Major Transit Station Areas
 - *'Primary Major Transit Station Area' (HUB-1: Bolton GO)*

TAB 5 includes ROP Schedules.

Regional Goals

Section 1.7 addresses the general goals of the ROP, including Policies 1.7.1, 1.7.2 and 1.7.5 which deal specifically with healthy, resilient, equitable and sustainable regional communities, support for growth and development. The development proposal is located within a Settlement Area and will serve to support the ROP goals through the efficient use of existing and planned infrastructure contributing towards the optimization of the use of regional resources. The development proposal is representative of efficient and sustainable development that will contribute to responsible growth of the Region's network of healthy sustainable communities. It is sufficiently sized to accommodate the proposed uses, site circulation and servicing requirements.

Regional Growth Management Forecasts

The Region of Peel is expected to experience significant population and employment growth which needs to be properly managed in the best interest of the citizens of the Region and the Town of Caledon as a member municipality.

According to Table 3: Population, Household and Employment Forecasts for the Region of Peel, the Town of Caledon is forecasted to provide a population of 300,000 persons, 90,000 households, and 125,000 jobs by the year 2051. The forecasts of Table 3 serve as the Region's basis for determining Regional service and land requirements to accommodate future growth in the Region of Peel and its member municipalities (Policies 4.3.8, 4.3.9 & 4.3.10).

The proposal will contribute toward the achievement of residential and employment targets on both a Regional and Town of Caledon level through the proposed development of the subject site.

Stormwater Management

It is the objective of the Region to manage stormwater in a manner that protects, improves or restores the health of water resources, minimizes flooding and erosion. The effective management of stormwater drainage for Regional infrastructure and facilities is encouraged in order to protect, improve or restore water quantity and quality (Section 2.6.20.4).



Section 2.6.20.13 of the ROP identifies that local municipalities are to require a stormwater management plan for larger development proposals that incorporate appropriate measures for water quality and quantity controls, low impact development approaches, and site imperviousness. The Functional Servicing and Stormwater Management Report prepared by Schaeffers Consulting Engineers in support of the proposed development outlines how stormwater drainage will be managed. Post-development stormwater flows from the 2 to 100 year storm events will match pre-development levels, ensure the storm sewer system can handle the site drainage. The final stormwater management plan for the development will be confirmed at the detailed design stage.

Regional Structure

The Regional Structure policies of Chapter 5 of the ROP are intended to describe the Region of Peel's role within the context of the Greater Toronto Area and Hamilton and its relationship to surrounding municipalities. The Regional Structure policies are also intended to provide strategic guidance to improve the overall quality of life for people working and living in Peel Region and to provide policy direction on growth management. The goal is to provide a diversity of complete healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel (Section 5.2).

Section 5.3.1 of the ROP directs the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments. The proposal supports this policy objective as the subject site is located within the Built-up Area and contributes to the range and mix of residential employment choices offered in the Region of Peel and the Town of Caledon.

Growth Management

According to Section 5.4.1 of the ROP, one of the Region's objectives is to optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

The development proposal supports the objectives of the ROP as it:

- Contributes toward achieving the Town of Caledon residential and employment density targets;
- Optimizes the use of existing and planned infrastructure and services;



- Promotes the integration of land use planning, growth management, and infrastructure planning to achieve cost-effective development patterns and minimizes land consumption and servicing costs;
- Supports planning for complete communities in Peel as it is a well-designed, development that adds to the mix of employment land uses which will provide housing and a good range of jobs to the area and residents of the Town of Caledon; and
- Is residential and employment growth that is directed to and located within the Delineated Built-up Area through intensification (Policies 5.4.2, 5.4.6, 5.4.7, 5.4.8, 5.4.10, and 5.4.11).

Section 5.4.18 of the ROP deals with Intensification. In this regard, the policies of the ROP align with those of the Growth Plan in directing a significant portion of new growth to Built-up Areas and promotes compact urban form, intensification and development. The proposal supports the objectives of this policy as it represents a form of intensification described in the policy; namely, the redevelopment of an underutilized lot within the Built-up Area that is readily serviced and transit supportive.

In addition, Section 5.4.18 includes several policies and objectives regarding intensification. The proposal supports these policies as it:

- Achieves efficient and compact built forms;
- Optimizes the use of existing infrastructure and services;
- Revitalizes and enhances developed areas;
- Represents an intensified development on underutilized lands;
- Optimizes the use of vacant land for future mixed residential and employment growth; and
- Accommodates intensification within the Delineated Built-up Area.

The Urban System

The subject site is located within the 'Urban System' as identified on Schedules E-1: Regional Structure and E-2: Strategic Growth Areas, respectively.

According to Section 5.6, the Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. We are of the opinion that the proposal supports the following general objectives as outlined in Policies 5.6.1 through 5.6.5 of the ROP:

- Achieves sustainable development within the Urban System.



- Represents an intensified and compact development form, containing a mix of residential and employment uses that efficiently use land, services, infrastructure and public finances.
- Represents an urban structure, form and density which is envisaged for Employment Areas.

The development proposal advances an intensified and compact form of development on an underutilized site within the Urban System that serves to optimize the use of land, services, infrastructure and public finances.

Major Transit Station Areas

According to Section 5.6.19, Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

The subject site is located within a ‘Primary or Secondary Major Transit Station Areas’ as identified on Schedule E-3: The Growth Plan Policy Areas in Peel and more specifically, is located within a ‘Primary Major Transit Station Area’ (HUB-1: Bolton GO) on Schedule E-5: Major Transit Station Areas.

Policy 5.6.19.6 a) of the ROP states that Primary Major Transit Station Areas have existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive density target. Primary Major Transit Station Areas are ‘protected’ Major Transit Station Areas in accordance with subsection 16 (16) of the Planning Act.

According to Table 5, the HUB-1 Major Transit Station Area is planned to achieve a minimum gross density target of 150 people and jobs per hectare. The proposal will add 1,650 persons and 43 jobs to the Major Transit Station Area to assist in achieving the Major Transit Station Area’s projected density and population yield.

The minimum density targets for each Primary and Secondary Major Transit Station Area are identified in Table 5 of the ROP. The ROP recognizes that in some cases, the minimum density may be achieved beyond the planning horizon of the ROP.

Table 5 – Minimum Densities of Major Transit Station Areas

	Code	Station Name	Municipality	Growth Plan Priority Transit Corridor Station	Classification	Additional Policy Area	Minimum Density
Transit Hub	HUB-1	Bolton GO	Caledon	No	Primary	-	150
	HUB-2	Mayfield West	Caledon	No	Planned	-	N/A
	HUB-3	Steeles at Mississauga	Brampton	No	Primary	Designated Greenfield Area	160
	HUB-4	Trinity Common Terminal	Brampton	No	Planned	-	N/A
	HUB-5	Bramalea Terminal	Combined; See QUE - 6	No	-	-	-



Housing

The ROP housing policies included within Section 5.9 have been considered in assessing the Amendment Application. In this regard the ROP states that consideration should be afforded to housing location, form, tenure and affordability to ensure that new housing development and the use of existing stock is aligned with growth trends and contributes to the creation of healthy, mixed-use, transit supportive and complete communities.

The ROP promotes the development of compact, complete communities by supporting intensification and higher density forms of housing (Sections 5.9.1, 5.9.27).

The proposal contributes to the provision of an appropriate range of housing types, sizes, densities and tenures, in an effort to meet Peel's housing needs. In support of the ROP's general housing objectives included in Section 5.9, the proposal advances a high-rise apartment built-form that is planned to:

- Provide a more affordable housing option and/or provide opportunities for people to remain in their communities as they age and their needs and abilities change;
- Deliver 100% of proposed units in a form other than single detached or semi-detached units to achieve the density/built form targets included in Table 4 of the ROP; and
- Is a compact form of development which contributes to complete communities by proposing intensification and a high-density form of housing.

According to Section 5.9.11, the ROP will require a housing assessment for planning applications of approximately 50 units or more. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Target Area	Targets
Affordability	That 30% of all new housing units are <i>affordable housing</i> , of which 50% of all <i>affordable housing</i> units are encouraged to be <i>affordable to low income</i> households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

ROP Table 4 – Peel-Wide New Housing Unit Targets

Toward this end, the development proposal advances an apartment-built form that is planned to provide a more affordable housing option and deliver 100% of proposed units in a form other than single detached or semi-detached units to achieve the density/built form targets of Table 4 of the ROP.



Section 5.9.27 of the ROP requires collaboration with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal Official Plan policies promoting compact built forms of development and residential intensification.

Transportation System

As per Section 5.10 of the ROP, the Transportation System in the Region of Peel is comprised of a network of freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, cycling infrastructure and transportation services that serve the communities in the Region. There is a strong relationship between planning for the transportation system and land use planning. Ultimately, the Transportation System supports the needs of the people who live and/or work in the Region of Peel or who travel through the Municipality.

Keeping the aforementioned in mind, how individual parcels of land are developed has a direct impact on the Transportation System and transit services. The development of a well-planned, well-functioning public transit system is considered desirable, sustainable and in the long-term efficient and effective. The redevelopment of the subject site is anticipated to play an important role in supporting the following general objectives of the ROP, identified in Policies related to the Transportation System:

- To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.
- To support a transportation system that enhances economic vitality and growth in the Region.
- To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector. (Policies 5.10.2, 5.10.3, 5.10.7 and 5.10.10).

Water and Wastewater Services

It is the objective of the ROP to provide water and wastewater service to appropriate areas in the Region of Peel in an adequate, efficient, planned and cost-effective manner. The proposal complies with Policy 6.5 of the ROP as it makes efficient use of existing and planned water and wastewater services. A Functional Servicing and Storm Water Management Report has been prepared by Schaeffers Consulting which identifies how the development proposal can be serviced and optimizes the use of available servicing capacity according to standard regulatory requirements and best practices.

Planning Opinion

Based on the foregoing, the Amendment Applications conform to the policies, goals and objectives of the ROP and is appropriate for the subject site.



4.4 Future Town of Caledon Official Plan (October 2025)

The Future Town of Caledon Official Plan (“FTCOP”) was adopted by Town Council on March 26, 2024, and is intended to replace the Town’s 1978 Official Plan, as amended. On October 22, 2025, the Minister of Municipal Affairs and Housing issued a decision to approve Future Caledon with modifications.

Designations and Classifications

The FTCOP includes schedules and figures which identify land use designations and key infrastructure components. Listed below are the most relevant schedules related to the consideration of the Applications.

- Schedule B1: Town Structure
 - ‘Urban Area’
 - ‘Future Caledon GO Station’
 - ‘Primary Major Transit Station Area’
 - ‘Urban Centre’
- Schedule B2: Growth Management
 - ‘Built-up Area’
 - ‘Urban Centre’
- Schedule B4: Land Use Designations
 - ‘Bolton’ Secondary Plan Area (Part A, Section 1.2)
- Schedule C1: Town-Wide Transportation Network
 - Humber Station Road – ‘Town Arterial’
- Schedule F1: Urban System
 - ‘Existing Urban Area’

TAB 6 includes FTCOP Schedules.

Urban System and Urban Area

As noted on Schedule B1 – Town Structure, the subject site is designated Urban Area. The Urban System, also referred to as the Urban Area, includes the communities of Bolton, Mayfield West, Caledon East, as well as new urban land that was approved through the new Region of Peel Official Plan in 2022 (2051 New Urban Area, shown on Schedule B2: Growth Management). It is within this area that most of the population and employment growth will occur over the next thirty years and beyond (Policy 3.1.3 a)).

As identified in Table 4-1 of the FTCOP, the Town of Caledon’s forecasted population and employment is expected to significantly increase over the next 30 years in accordance with Provincial Plans and policies, and the Region of Peel Official Plan, which is planned to be accommodated within the Urban Area where full municipal services are available or planned (Section 4.0).



Table 4-1: Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

	2021	2051
Population	81,000	300,000
Households	24,000	90,000
Employment	32,000	125,000

Note: Population figures include a census undercount of 3.3%. 2021 values are provided for reference and are not a forecast.

The proposed development contributes to achieving the Town Structure policies of the FTCOP as it represents a population and employment use in the Urban System on lands intended to be used for these uses with adequate servicing.

Strategic Growth Areas

Strategic Growth Areas include (among others) Major Transit Station Areas and Urban Centres. The subject site is identified as Urban Centre and Primary Major Transit Station Area on Schedule B1 – Town Structure. Density targets for the Primary Major Transit Station Area are identified in Part F.

According to Table 5, the HUB-1 Major Transit Station Area is planned to achieve a minimum gross density target of 150 people and jobs per hectare. The proposal will add 1,650 persons and 43 jobs to the Major Transit Station Area to assist in achieving the Major Transit Station Area's projected density and population yield.

Primary Major Transit Station Areas

The subject site is located within the Caledon GO Primary Major Transit Station Area. According to the FTCOP, Major Transit Station Area means the area including and around any existing or planned higher order transit station or stop within a Settlement Area; or the area including and around a major bus depot in an urban core. Major Transit Station Areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station.

The FTCOP plans for higher density employment, such as office development and major institutional uses, to occur in the Caledon GO Major Transit Station Areas (also identified as an Urban Centre) and other areas where there is a supportive transportation network (Policy 8.2.4). proposed development is located within the Caledon GO M Transit Station Area and is in close proximity to the proposed transit station.

Land Use Compatibility

Major facilities and sensitive land uses will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety and to



ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures (Policy 8.3.1).

To ensure the long-term operational and economic viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment, the planning and development of any proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial land use compatibility guidelines, standards, and procedures:

- a) There is an identified need for the proposed use;
- b) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) Adverse effects to the proposed sensitive land use are minimized and mitigated; and,
- d) Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated (Policy 8.3.2).

A Compatibility and Mitigation Study was prepared by RWDI in support of the proposed development of the subject site. The Compatibility and Mitigation Study concludes that the proposed development is expected to be compatible with respect to noise and vibration from the surrounding transportation corridors if the recommendations identified in the Report are followed.

Urban Centre

The Urban Centre designation applies to lands within the Caledon GO Primary Major Transit Station Area. The Caledon GO Primary Major Transit Station is planned to be a dense hub of human activity with a range of uses that support the Town of Caledon's evolution into a complete community.

Urban Centres will be developed with the tallest buildings and broadest range of uses within the Town. Planned higher order transit service will provide these areas and broader Caledon with connections to various destinations within the Region and beyond (Policy 22.3). According to Policy 7.9.3 a high-rise building is generally 13 storeys or more in height and be located in Urban Centres and along Urban Corridors where contextually appropriate. The proposed development of the subject site complies with the aforementioned policies as two (2) 20-storey apartment buildings are proposed as part of the mixed-use development.

Planning Opinion

Based on the foregoing, the Amendment Applications conform to the policies, goals and objectives of the FTCOP.



4.5 Town of Caledon Zoning By-law 2006-050, as Amended

The subject site is zoned 'Mobility Transit Hub Zone' per Minister's Zoning Order 171/21. MZO indicates that every use of land and every erection, location or use of any building or structure is prohibited in the Mobility Transit Hub Zone, except for a public transit depot together with accessory uses, buildings and structures that may include: a bakery, convenience store, dry cleaning or laundry outlet, parking garage, municipal parking lot, commercial parking lot, personal service shop, public uses, retail stores, service buildings, high occupancy vehicle facility, and motor vehicle rental establishments.

The formal Application to Amend Town of Caledon Zoning By-Law 2006-50 has been filed to rezone the subject site from 'Mobility Transit Hub Zone' to 'RMD-XXX – Mixed Density Residential' Zone to accommodate the proposed mixed-use development in addition to a new site-specific Special Section that will address various lot and development performance standards.

Tab 7 includes relevant extracts from Zoning By-law 2006-50.

5.0 CONSULTATION PROCESS

5.1 Public Consultation Strategy

The proposed strategy for consulting with the public with respect to the Amendment Applications will follow the requirements of the Planning Act, as amended, for statutory meetings as well as the Town of Caledon's Zoning By-law Amendment process. It is anticipated that the Owner, in collaboration with Town Staff, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. The planned public engagement will be scheduled to follow the formal submission of this Amendment Application.

A PARC Pre-Consultation Application was filed on February 27, 2024, and the Pre-Consultation Meeting was held on April 25, 2024 (under Town File # PRE-2024-0056), with the formal Amendment Application Checklist received on July 3, 2024. The required studies and reports prepared in support of this complete submission are detailed in Section 5.0 below.

6.0 SUPPORTING TECHNICAL STUDIES

6.1 Stage 1-2 Archaeological Assessment

AMICK Consultants Limited completed a Stage 1-2 Archaeological Assessment, dated March 8, 2018, in support of the Amendments Applications. As a result of the Assessment of the subject site, no archaeological resources were encountered.

The Stage 1-2 Archaeological Assessment for '0' Humber Station Road, Caledon was entered into the Ontario Public Register of Archaeological Reports on June 4, 2018.



6.2 Commercial Impact Study

A Commercial Impact Study was prepared by Tate Research, dated August 26, 2024, in support of the Amendment Applications. The Commercial Impact Study concludes:

- The subject site is well located to accommodate the proposed retail commercial development.
- The subject site benefits from the convergence of transit, growth, and intensification policies that are reshaping the area.
- The Trade Area for the subject site encompasses Wards 5 and 6 and captures a growing population base, shaped by new communities and planned expansions.
- The existing retail environment in the Trade Area is concentrated along Highway 50 and represents a well-balanced mix of uses.
- The subject site retail commercial space is warranted and appropriate on the basis of market demand.
- The subject site retail commercial space will not have a negative impact on the planned function of the existing and planned designated commercial areas and shopping centres.

6.3 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was completed by Schaeffers Consulting Engineers, dated December 2025, in support of the Amendment Applications. The Functional Servicing and Stormwater Management Report demonstrates that the development conforms to and meets the Region of Peel, TRCA, and Town of Caledon Design Standards/Criteria.

The Functional Servicing and Stormwater Management Report concludes the following:

Water Supply Servicing

- The proposed development will ultimately be serviced by Pressure Zone 7 to ensure adequate water supply and pressure. The construction of a booster station at King Street and Coleraine Drive would be able to service the site as an interim solution for water supply.
- A 400 mm transmission watermain proposed along Humber Station Road will provide connectivity to the municipal system.

Sanitary Servicing

- Sanitary flows will be directed through a sewer along the public ROW and directed north and across to Humber Station Road.



- The ultimate servicing strategy will utilize the new proposed trunk sewer on Humber Station Road.

Storm Servicing

- Stormwater will be managed through a dual-drainage system, with minor flows conveyed via sewers and major flows through overland routes.
- High groundwater levels are noted which limits the feasibility for retention and infiltration on site. Further monitoring results will inform the project design.
- Site Plan 1 will achieve quantity and quality control through a storage tank and filter unit.
- The Public ROW will drain uncontrolled towards the outlet. Quality control is to be provided by a filter unit upstream of the outlet culvert, to be designed and implemented by others.
- Site Plan 2 will achieve quantity and quality through underground tanks and filter units located in the P1 level parking garage. The tanks will also be designed for rainwater re-use.

6.4 Geotechnical Report

A Geotechnical Report was prepared by Englobe, dated April 28, 2026, in support of the Amendment Applications. The Geotechnical Report recommends:

- Based on review of borehole information in the context of the revised building locations and height change for the apartment buildings, the existing boreholes are not adequate to cover each commercial and apartment building locations. Therefore, we recommend advancing additional boreholes within the commercial and apartment building areas to update this geotechnical report accordingly.
- The existing earth fill materials are not suitable to support the proposed buildings' foundations. All foundations must be supported on the underlying undisturbed competent native till soil or engineered fill.
- Based on the proposed development and soil conditions, it is anticipated that the proposed commercial buildings may be supported on spread footing foundation.
- Any new fill required at the site for grading should be constructed as Engineered Fill which will facilitate new foundations to be supported at normal depths.
- Prior to the placement of the Engineered Fill, it is recommended that the existing topsoil and existing earth-fill materials be stripped (down to native soil) from beneath and beyond the proposed house/structure footprints (minimum of 2 m beyond footprint), and that the subgrade be proof-rolled. Any soft or wet areas which deflect excessively during proof roll, should be sub-excavated and replaced



with suitably compacted clean earth fill placed in lifts of a thickness of 150 mm or less.

6.5 Hydrogeological Report

A Hydrogeological Report was prepared by Englobe, dated May 13, 2026, in support of the Amendment Applications. The Hydrogeological Report recommends:

- Based on grain size distribution analysis, the hydraulic conductivity of the Halton Till Unit was estimated to range from 1.4×10^{-9} m/s to 7.0×10^{-9} m/s. Based on the in-situ hydraulic conductivity testing, the hydraulic conductivity of the Halton Till Unit was estimated to range from 1.3×10^{-7} m/s to 5.2×10^{-8} m/s.
- The analytical results indicate that the groundwater quality is not suitable for discharge into Peel region's storm sewer system. Pretreatment for exceedances noted above will be required for any groundwater discharge. No exceedances were reported for parameters listed under Peel Region's Sanitary sewer use.
- As per Geotech report, additional drilling is recommended for the proposed commercial buildings and the apartment buildings to finalize the foundation design recommendations.
- For the proposed slab-on-grade commercial buildings, dewatering is anticipated to be limited to localized sump pumping within excavations associated with site servicing trenches and footing installations. For the apartment buildings with a combined 2 level short term and long-term groundwater control requirements are estimated as 215,000 and 35,000 L/day respectively.
- Artesian to semi-artesian groundwater conditions have been reported in surrounding areas, particularly where the Halton Till is thinner or hydraulic connection with the deeper ORM aquifer is stronger. The current conceptual model assumes the ORM deposits occur at approximately Elevation 243 masl based on available ORMGP cross-sections; however, this should be confirmed through additional drilling. Excavation into the ORM deposits should be avoided, and dewatering estimates should be refined during detailed design once additional subsurface information becomes available.
- Based on the results of the pre-development and post-development water balance completed, the proposed development will produce a reduction in annual evapotranspiration/AET (10,902 m³ /year), a reduction in annual infiltration (3086 m³ /year) and an increase in annual runoff (11,405 m³ /year). The effects are the result of increased impervious area, replacing pervious areas of the Site. To maintain pre-development water balance, various LID measures should be considered during design.



6.6 Noise and Vibration Feasibility Study

A Noise and Vibration Feasibility Study was prepared by HGC, dated July 7, 2025, in support of the Amendment Applications. The Noise and Vibration Feasibility Study concludes that:

- With suitable noise control measures integrated into the design of the building, it is feasible to achieve the MECP guideline sound levels for transportation noise.
- An acoustic barrier is required for the outdoor amenity area.
- Warning clauses are recommended to inform future owners and tenants of the traffic noise impacts.
- Vibration levels within the residential units will be reduced relative to the measured levels due to the substantial foundations required for the proposed development. Further mitigation is not recommended at this time.

6.7 Traffic Impact Study

A Traffic Impact Study was prepared by Nextrans, dated April 17, 2026, in support of the Amendment Applications. The Traffic Impact Study concludes:

- Upon full buildout, the proposed development is expected to generate:
 - 250 two-way primary auto trips (113 in, 137 out) in the weekday AM peak hour, 377 two-way primary auto trips (197 in, 180 out) in the weekday PM peak hour, and 442 two-way primary auto trips (239 in, 203 out) in the Saturday peak hour.
 - 0 two-way retail pass-by trips in the weekday AM peak hour, 91 two-way retail pass-by trips (45 in, 46 out) in the weekday PM peak hour, and 84 two-way retail pass-by trips (44 in, 40 out) in the Saturday peak hour.
 - 44 two-way non-auto trips (19 in, 25 out) in the weekday AM peak hour, 84 two-way auto trips (44 in, 40 out) in the weekday PM peak hour, and 93 two-way auto trips (50 in, 43 out) in the Saturday peak hour.
- Under existing conditions, the studied signalized intersections operate with overall level of service D or better during the AM and PM peak hours. At the Highway 50 / Nashville Road / Countryside Road intersection, the northbound through movement operates at capacity in the PM peak hour. At the Highway 50 / Mayfield Road / Albion Vaughan Road intersection, the westbound left movement operates at capacity in the AM peak hour. The 95th percentile queue length of a number of studied left turn movements exceed their lane storage length.



- The study area intersections are projected to operate at acceptable conditions under existing and future background conditions, with increases in v/c ratio and delay observed especially during the weekday PM and Saturday peak hours.
- Under the future total condition in the weekday PM and Saturday peak hours, there will be increased congestion and overcapacity at the Humber Station Road / King Street intersection, as well as overcapacity and poor level of service for the westbound approach at the Humber Station Road / Street B intersection.
- Mitigation measures were evaluated to address these deficiencies. At Humber Station Road / King Street, signal timing optimization and lane configuration adjustments are expected to improve overall operations and reduce peak hour congestion to acceptable levels. At Humber Station Road / Street B, the introduction of traffic signal control significantly improves intersection performance, eliminating previously identified capacity constraints and resulting in good overall levels of service.
- It is recommended intersection operations be monitored by the Region and Town, particularly at Humber Station Road and King Street, to confirm performance and that future mitigation measures be implemented in the future when operational constraints are identified.
- Until the entirety of Street A is completed (including the ROWs through the adjacent neighbouring properties to the north and south of the subject site), signalization is recommended at Humber Station Road / Street B.
- Given that the subject development is located within a PMTSA, the proposed parking supply is appropriate and sufficient to accommodate the anticipated needs based on the policy and development contexts, multi-modal transit hub facilities expected in the surrounding area, and TDM measures.
- TDM measures are recommended to support the reduction of vehicular parking and encourage non-auto (transit, cycle, walk) modes of travel.

6.8 Compatibility and Mitigation Study

- A Compatibility and Mitigation Study was prepared by RWDI, dated June 15, 2026, in support of the Amendment Applications. The Compatibility and Mitigation Study concludes:
- Based on the above analysis, the proposed development can be made compatible with nearby transportation corridors with respect to air quality emissions, provided that the followings assessments could be considered at the detail design stage:
 - Incorporation of TRAP mitigation to minimize potential vehicular emissions from nearby road networks including Humber Station Road and King Street on the residential units and sensitive uses located within the proposed development.



- Incorporation of TRAP analysis is recommended to be conducted in the detailed design stage to evaluate the potential diesel locomotive emissions arising from the nearby existing railway lines as well as the proposed Bolton GO expansion on the proposed development.
- The proposed development is expected to be compatible with respect to noise and vibration from the surrounding transportation corridors, provided the following are evaluated and specified in a detailed Noise and Vibration Impact Study:
 - Requirements for elevated Sound Transmission Class (STC) ratings for exterior wall building components based on predicted sound levels from Humber Station Road, King Street, and the adjacent railway.
 - Requirements for Outdoor Living Area (OLA) noise barriers based on predicted sound levels from Humber Station Road, King Street, and the adjacent railway.
 - Requirements for warning clauses to address elevated transportation sound levels.
 - Requirements for vibration mitigation due to vibration levels from the adjacent railway, if applicable.
- The proposed development is expected to be compatible with surrounding existing industrial facilities with respect to air quality emissions; however the following mitigation should be considered in order to minimize the potential impacts of dust and odour:
 - Locate outdoor amenity spaces and building air intakes as far as possible from the eastern and northern property boundaries which are shared with industrial facilities.
 - Maintain vegetative barriers along the eastern and northern property boundaries to decrease the likelihood of fugitive dust impacts.
- The proposed development is expected to be compatible with surrounding existing industrial facilities with respect to noise emissions, provided the following is evaluated and specified in a detailed Noise and Vibration Impact Study:
- Detailed stationary noise assessments for the following facilities:
 - Banas Porcelain / Banas Stones & Porcelain Inc.
 - Cavalier Transportation Services
 - Ontario Hardwood Products



- Bains Bros Haulage
- Alliance Agri-Turf Inc.
- Requirements for noise mitigation, if applicable, based on predicted sound level emissions from each facility.

7.0 HOUSING ANALYSIS

Town of Caledon Housing Study (2017)

The proposal has been reviewed in the context of the Town of Caledon Housing Study (TCHS), prepared by SHS Consulting, which was completed in 2017. As indicated in the TCHS, there were 66,505 people living in Caledon in 2016, up by 31.4% from 2001. Caledon saw the second highest rate of increase (See Table 1).

According to data from the Peel Data Centre, Caledon's population is expected to increase by 62.4% in the next fifteen years; the highest rate of growth among the local municipalities of Peel Region. This estimated rate of increase is also higher compared to all other comparator municipalities.

Table 1: Population Trends and Projections: Caledon, Brampton, Mississauga, Peel Region, Aurora, Halton Hills, New market, Whitchurch-Stouffville; 2001-2031

	2001	2006	2011	2016	2021	2026	2031	Change (2001-2016)	Change (2016-2031)
Caledon	50,605	57,375	59,210	66,505	87,000	99,000	108,000	31.4%	62.4%
Brampton	325,430	433,475	521,690	593,640	635,000	686,000	727,000	82.4%	22.5%
Mississauga	612,955	668,550	710,470	721,600	768,000	788,000	805,000	17.7%	11.6%
Peel Region	988,958	1,159,405	1,291,370	1,381,740	1,490,000	1,573,000	1,640,000	39.7%	18.7%
Aurora	40,170	47,630	52,790	55,445	64,500	69,500	74,900	38.0%	35.1%
Halton Hills	48,180	55,290	58,725	61,160	61,672	77,003	91,885	26.9%	50.2%
Newmarket	65,790	74,295	79,215	84,225	92,600	97,100	100,800	28.0%	19.7%
Whitchurch-Stouffville	22,010	24,390	37,350	45,845	53,000	59,000	62,000	108.3%	35.2%

Source: Statistics Canada Custom Tabulations 2001, 2006, and 2011; Statistics Canada Community Profile 2016, Peel Data Centre, 2014

According to Figure 2: Population Trends and Growth of Caledon Communities: Bolton, Caledon East, Mayfield West, Caledon Village, and Rest of Caledon; 2001-2016 of the TCHS, Bolton saw the second highest rate of growth in its population; growing by 30.6%.

Household Growth

According to Table 2 of the TCHGS, the number of households in Caledon has increased by almost 32% in the last fifteen years. This rate of increase is lower than the rate seen for Peel Region as a whole (39.3%)

Peel Region's household projections from the Peel Data Centre estimate that Caledon will continue to grow by another 60.0% from 2016 to 2031 compared to a growth of 28.0% for Brampton, 12.1% for Mississauga and 21.0% for the Region as a whole.



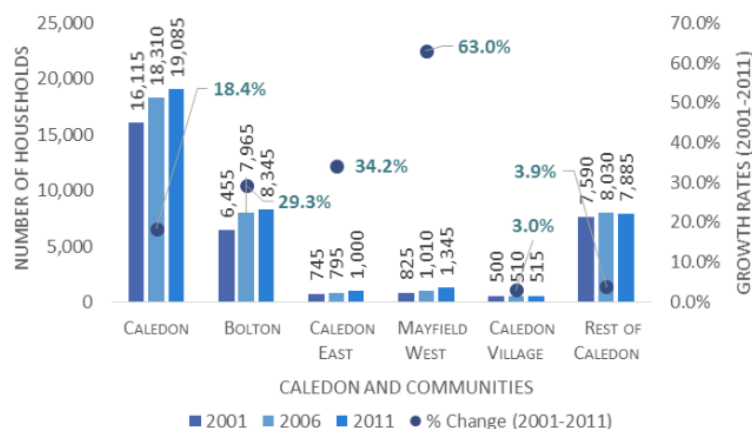
Table 2: Household Trends: Caledon, Brampton, Mississauga, Peel Region, Aurora, Halton Hills, New market, Whitchurch-Stouffville; 2001-2016

	2001	2006	2011	2016	% Change (2001-2016)
Caledon	16,115	18,310	19,085	21,255	31.9%
Brampton	97,550	125,835	149,270	168,010	72.2%
Mississauga	195,200	214,920	234,580	240,910	23.4%
Peel Region	308,865	359,065	402,935	430,180	39.3%
Aurora	12,995	15,655	17,690	18,850	45.1%
Halton Hills	16,375	18,780	20,265	21,075	28.7%
Newmarket	21,305	25,090	27,410	28,675	34.6%
Whitchurch- Stouffville	7,470	8,525	13,045	15,355	105.6%

Source: Statistics Canada Custom Tabulations 2001, 2006, and 2011, and Statistics Canada Community Profile 2016; Peel Data Centre

Figure 5 of the TCHS identifies that Bolton had a slightly increase in the number of households from 2001 to 2011. As can be noted, the rates of 29.3% vs. 30.6% are very similar, suggesting that households in Bolton have remained about the same size from 2001 to 2011.

Figure 5: Household Trends of Caledon Communities: Caledon, Bolton, Caledon East, Mayfield West, Caledon Village, and Rest of Caledon; 2001-2011



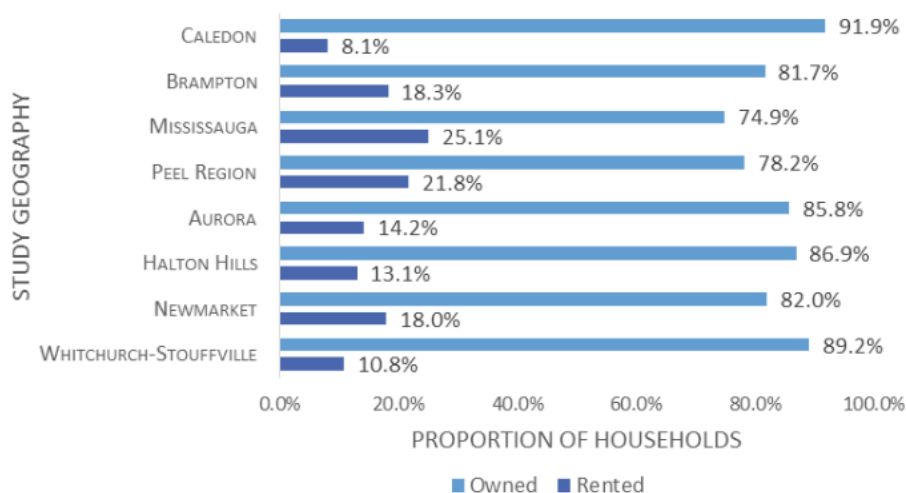
Source: Statistics Canada Custom Tabulations 2001, 2006, and 2011

Household Tenure

According to the TCHS, in 2011 most households in the Town of Caledon were homeowners (91.9%). From the years 2001 to 2011, proportion of household owners in the Town of Caledon increased from 89.9% to 91.9%. The very limited rental housing supply in Caledon may be one of the primary reasons for the very low share of renters in the Town of Caledon (See Figure 9).



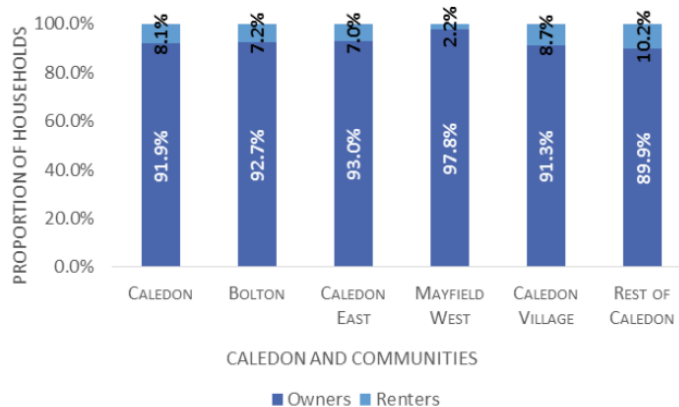
Figure 9: Proportion of Households by Household Tenure: Caledon, Brampton, Mississauga, Peel Region, Aurora, Halton Hills, New market, Whitchurch-Stouffville; 2011



Source: Statistics Canada Custom Tabulations 2011

The share of renters and owners in the different Caledon communities in 2011 is similar to that seen for the Town of Caledon as a whole although available data shows that Mayfield West has the smallest proportion (2.2%) while the more rural areas of the Town (Rest of Caledon) have a higher proportion (10.2%) compared to the Town as a whole. All the communities except for Caledon Village saw a decrease in the share of renters from 2001 to 2011 while the share of renters in Caledon Village increased from 6.0% in 2001 to 8.7% in 2011.

Figure 10: Proportion of Households by Household Tenure: Caledon, Bolton, Caledon East, Mayfield West, Caledon Village, and Rest of Caledon; 2011



Source: Statistics Canada Custom Tabulations 2011

Overall Housing Supply

There were a total of 21,255 dwellings in Caledon in 2016, which is an increase of 31.9% (16,115 dwellings) in 2001. In 2016, Caledon had the highest proportion of single detached homes in Peel Region and all other comparator municipalities.

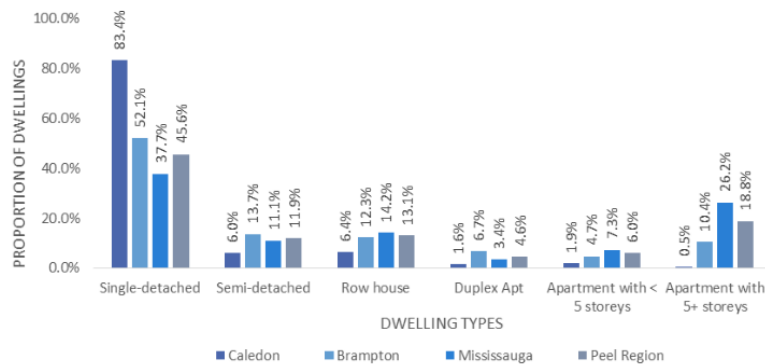


The proportion of single detached homes in Caledon decreased from 88.5% of all dwellings in 2001 to 83.4% in 2016. However, the actual number of single detached homes increased by 24.4% (3,475 dwellings).

Apartment buildings with more than five (5) storeys made up 0.5% of the total housing stock in the Town of Caledon. Between 2001 and 2016, there were 75 dwelling units built in an apartment building housing form. Duplex apartments saw an increase of 215 units. Semi-detached homes increased by 730 dwelling units while row/ townhouses increased by 650 dwelling units. The high rates of increase in dwelling types other than single detached homes indicates a very slight shift toward a more diverse range of housing types.

Among the local communities in the Town of Caledon, the more rural areas (Rest of Caledon) had the highest proportion of single detached homes in 2011 (94.3%) followed by Caledon Village (92.2%) while Bolton had the smallest proportion (75.9%).

Figure 22: Proportion of Dwellings by Type: Caledon, Brampton, Mississauga, Peel Region; 2016



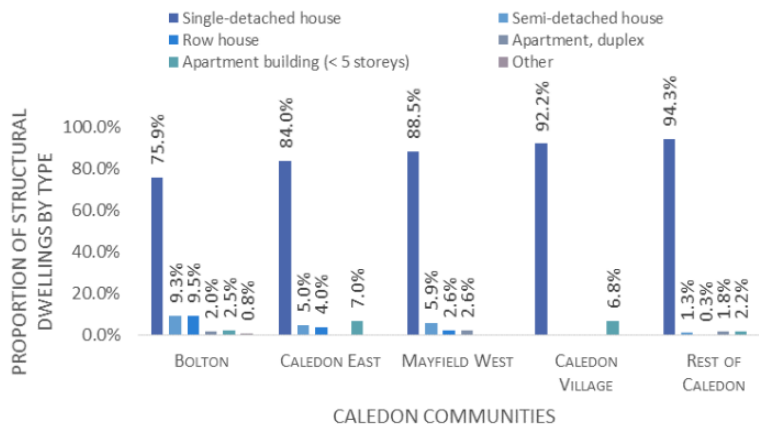
Source: Statistics Canada Community Profile 2016

According to the TCHS, single detached homes in Caledon may be an appropriate option for families and couples although the large proportion of this dwelling type in the Town may be an issue as single detached homes tend to be the least affordable. In addition, this housing type may not be the most suitable option for an aging population, people with disabilities, and people living alone.

Key stakeholders and Caledon residents highlighted the need for a more diverse range of housing options in the Town, including more modest-sized homes and dwelling types that are appropriate for aging in place and for persons with disabilities.



Figure 23: Proportion of Dwellings by Type for Caledon Communities: Bolton, Caledon East, Mayfield West, Caledon Village, and Rest of Caledon; 2011



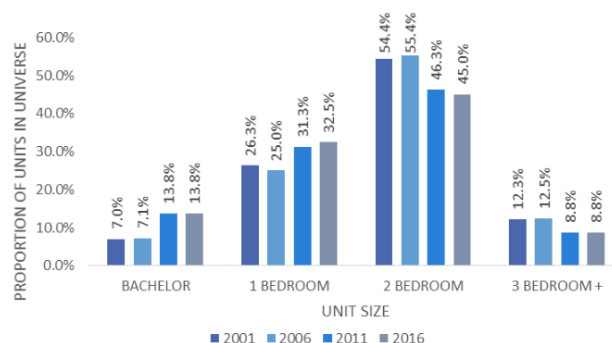
Source: Statistics Canada Custom Tabulations 2011. Note: 'Other' category encompasses apartment buildings (5+ storeys), other single-attached house, and moveable dwelling

Primary Rental Market

The rental market in a community is generally made up of the primary rental market and the secondary rental market. The primary rental market includes all self-contained rental units where the primary purpose of the structure is to house tenants. The primary rental market includes purpose-built rental apartments and townhouses. CMHC's Rental Market Survey includes all structures with three or more units. In 2016, there were 80 purpose-built rental apartments in Caledon; increasing by 23 units (40.4%) from 2001. Almost half (45.0%) of these units were two-bedroom apartments while 32.5% were one-bedroom apartments.



Figure 33: Trends in the Rental Universe by Unit Size: Caledon; 2001-2016



Source: CMHC Housing Information Portal

Secondary Rental Market

There was a total of 1,550 rented units in Caledon in 2011, making up 8.1% of the total number of dwellings in the Town. Considering that there only 80 purpose-built rental units in the Town in 2011, it can be assumed that most (about 1,470 units) of these rented units are part of the secondary rental market.

The secondary rental market represents self-contained units that were not built specifically as rental housing but are currently being rented out. These units include rented single-detached, semi-detached, row/ townhouses, duplex apartments, rented



secondary suites (i.e. separate dwelling units located within the structure of another dwelling), rented condominium units, and one or town apartments which are part of a commercial or other type of structure.

Of the 1,550 rented dwellings in 2011, more than half (57.1%) were rented single detached homes, more than a fifth (22.3%) were units in apartment buildings with less than five storeys, 8.7% were row/ townhouses, 5.5% were duplex apartments, 4.8% were semi-detached dwellings, and the rest were apartments in buildings with more than five storeys and other single-attached dwellings.

According to the Town's records, there were 91 registered secondary suites in Caledon in 2012 although there are likely many other secondary suites that have not been registered.

As can be noted by the information above there is need for high-rise residential/apartment/affordable housing developments. The proposed development will contribute to providing current and future residents of the Town of Caledon with a variety and choice in new housing supply, that will be appropriately serviced and contribute to a complete community.

Bolton Census Canada Data

The proposal has also been reviewed in the context of the 2021 Bolton Census Canada data. According to the data reviewed, the majority of Bolton's population range between the ages of 15 and 64 years of age with a total of 6,500 occupied single-detached residential dwellings.

In 2016, the total number of Apartments of 5-storeys in height or less was 195 and the total number of Apartments of 5-storeys in height or greater was 115. In 2021, the total number of Apartments of 5-storeys in height or less was 245 and the total number of Apartments of 5-storeys in height or greater was 240, this equates to an increase of 25.6% and 108.6% respectively.

Based on the information above, the proposal follows the development trend towards high-rise residential/apartment/affordable housing developments. The proposed development will contribute to providing current and future residents of the Town of Caledon with a variety and choice in new housing supply, that will be appropriately serviced and contribute to a complete community.

Bolton Census Data 2016-2021

Category	2016	2021	% Change
Population	26,385	26,795	1.5%
Ages 0-14	5,325	4,395	-17.4%
Ages 15-64	18,160	18,925	4.2%
Ages 65+	2,900	3,475	19.8%
Total Occupied Dwellings	8,460	8,825	4.3%
Single-Detached	6,440	6,500	0.9%
Semi-Detached	825	895	8.4%
Row House	715	800	11.8%
Duplex	180	145	-19.4%
Apartments (Less than 5-storeys)	195	245	25.6%
Apartments (More than 5-storeys)	115	240	108.6%



8.0 BOLTON GO STATION AREA DRY INDUSTRIAL LANDS REVIEW

The Town of Caledon and Region of Peel are currently undertaking a study regarding the potential employment land conversion of the existing Dry Industrial area near the intersection of King Street and Humber Station Road in northwest Bolton. An employment land conversion would have the effect of removing the lands from the Employment Area designation in the Region of Peel Official Plan and enable the area to transition to a broader mix of land uses over the long term, including housing.

On November 21, 2023, the Town of Caledon Planning Department Recommendation Report summarizing the research findings and recommendations pertaining to the proposed employment land conversion was tabled at the Town of Caledon Planning and Development Committee. The Report recommended support of the proposed employment land conversion in principle; this recommendation was approved by the Town of Caledon Planning and Development Committee.

On December 7, 2023, a Report entitled “Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results” regarding the Region of Peel’s related Employment Conversion Project was presented to Region of Peel Council for their consideration. It was recommended that Regional Staff undertake the next steps outlined in the Report and report back to Regional Council with a Regional Official Plan Amendment recommendation to consider removing, among others, the Dry Industrial Lands in the Bolton GO Station Area of the Town of Caledon, from the “Employment Area” designation on Schedule E-4 of the Region of Peel Official Plan. Phase 2 of the Peel 2051 Municipal Comprehensive Review regarding Potential Employment Area Conversions was completed on December 7, 2023, when Regional Council adopted the findings and recommendations of the Public Works Commissioner's report

Currently the Regional growth forecasting exercise to confirm if there is a need for the conversion of the Dry Industrial lands in Caledon is still ongoing.

The context and locational attributes of the subject site and surrounding area, as described herein, suggest that the subject site is well suited to support the proposed Mixed-Use Residential/Commercial use, contributing to the completion of the proposed land use pattern of the future Macville Secondary Plan Area.

The proposed development of the subject site for Mixed-Use Residential/Commercial uses supports the vision of the Town of Caledon for this area. Further, the processing, review and approval of the submitted formal Amendment Application will not hinder the ongoing studies being undertaken as part of the proposed employment land conversion of the existing Dry Industrial area.

TAB 8 includes a copy of the Schedule from the Bolton GO Station Area Dry Industrial Lands Study.



9.0 BOLTON SECONDARY PLAN REVIEW

The Town of Caledon is currently conducting a comprehensive review of its Official Plan (Future Caledon). As part of that review, it is intended that the six (6) secondary plans that apply to the community of Bolton be consolidated into a single, modern ‘Bolton’ Secondary Plan. The proposed timeline for the ‘Bolton’ Secondary Plan works is noted as follows:

- Phase 1: Visioning and Background and Policy Options Review (June – August 2025).
- Phase 2: Vision Land Use Alternatives (September 2025 to February 2026).
- Phase 3: Preferred Land Use Alternative (June 16, 2026).
- Phase 4: Development of the Consolidated Bolton Secondary Plan (Early 2027).

At the time of the writing of this Planning Justification Report, the Town of Caledon is in Phase 4: Development of the Consolidated Bolton Secondary Plan. The subject site is designated in the Town of Caledon Official Plan as ‘Dry Industrial’. The Town of Caledon envisages that the portion of the Dry Industrial area which is located in the Bolton GO Primary Major Transit Station Area, be planned as a higher density community with a mix of uses and housing types, including apartment buildings, to support transit ridership. The proposed mixed-use development consisting of four (4) commercial buildings and two (2) 14-storey apartment buildings is in keeping with the Town’s vision. The processing, review and approval of the submitted formal Applications will not hinder the ongoing planning review and modernization of the Bolton Secondary Plan.

TAB 9 includes a copy of the Current Official Plan and New Community Area Schedule from the Bolton Secondary Plan Project Study.

10.0 BOLTON WEST SECONDARY PLAN and SUBWATERSHED STUDY

The subject site is located within the limits of the Bolton West Secondary Plan Area. The Town of Caledon initiated the Bolton West Secondary Plan and Local Subwatershed Study in Q1 2025, with a completion targeted in Q1 2027. At the time of writing this Planning Justification Report, the Secondary Plan is currently in Phase 2, Community Vision and Policy Options. It is important to note that on behalf of our Client, we have been actively involved in the Bolton West Secondary Plan Review and Subwatershed Study process.

11.0 CALEDON STATION SECONDARY PLAN

The Town of Caledon received the Bolton Option 3 Landowners Group Official Plan Amendment Application (Town File #POPA 2021-0002) on February 11, 2021, and thereafter deemed the Official Plan Amendment Application complete on March 19, 2021.



The Official Plan Amendment Application originally sought to expand the limits of the Bolton Rural Service Centre beyond the Urban Boundary defined in the Region of Peel Official Plan. The Official Plan Amendment Application had since been revised such that the limits of their proposal is to be in line with the Urban Boundary limits defined in the new Region of Peel Official Plan which was approved by the Province on November 4, 2022.

The purpose of the Official Plan Amendment is to establish a mixed-use community with a range of residential, commercial, open space, institutional, environmental, and transit hub uses, and to establish related land use policies for the Caledon Station Community.

Currently, the lands located within the Caledon Station Secondary Plan Area are subject to Minister's Zoning Order: 171/21, allowing the planning of the whole of the Caledon Station Secondary Plan to take place. Works regarding the Caledon Station Secondary Plan are still ongoing. While the subject site is not located within the Caledon Station Secondary Plan, it is adjacent thereto and reflects the continuation of land uses noted in their overall Development Plan, and the processing, review and approval of the submitted formal Applications for the subject site will not hinder the ongoing planning of the Caledon Station Secondary Plan.

The Caledon Station Secondary Plan was approved through the Ontario Land Tribunal (OLT) on January 27, 2025.

TAB 10 includes a copy of Schedule C-8: Caledon Station Secondary Plan – Land Use Plan.

12.0 NEIGHBOURING DEVELOPMENT APPLICATIONS

The following is a summary of neighbouring residential development Applications which are within the vicinity of the subject site:

14100, 14166 and 14196 Humber Station Road (Files: POPA 2021-0002 & 21T-24006C and RZ 2024-0022)

Development Applications POPA 2021-0002, 21T-24006C, and RZ 2024-0022 which pertain to the lands municipally known as 14100, 14166, and 14196 Humber Station Road, in the Town of Caledon were submitted by Humphries Planning Group Inc. on behalf of Humberking (I) Developments Limited and Humberking (IV) Developments Limited, to facilitate a residential subdivision consisting of a mixture of medium density residential buildings, parks, roads, SWM ponds, and other future development blocks.

Zoning By-law Amendment Application RZ 2024-0022 was approved by Council on July 8, 2025 under By-law is in effect. Draft Plan of Subdivision Application 21T-24006C is currently under review.



**‘0’ and 14259 Humber Station Road
(Files: POPA 2021-0002, RZ 2022-0003 and 21T-22002C)**

Development Applications POPA 2021-0002, RZ 2022-0003 and 21T-22002C, which pertain to lands municipally known as 0 and 14259 Humber Station Road in the Town of Caledon were submitted by Glen Schnarr and Associates Inc. on behalf of Argo Humber Station Limited to facilitate a mixed use development consisting of 4 Mixed-Use Blocks, 3 of which will be developed in conjunction with the adjacent lands, 2 GO Transit Land Blocks to be developed in conjunction with the adjacent lands, and a Medium Density Block to be developed in conjunction with adjacent lands.

The Applications are Draft Approved and By-law Approved by the Ontario Land Tribunal on January 27, 2025 (Case No. OLT-23-001127).

**14275 The Gore Road, 0 King Road, ‘0’ and 14396 Humber Station Road
(Files: POPA 2021-0002, 21T-22001C and RZ2022-0002)**

Development Applications POPA 2021-0002, 21T-22001C and RZ2022-0002, which pertain to the lands municipally known as 14275 The Gore Road, 0 Humber Station Road, 14396 Humber Station Road and 0 King Street were submitted by Glen Schnarr and Associates Inc. on behalf of Argo Macville I Corporation, Argo Macville II Corporation, Argo Macville V Corporation, Argo Humberking Corporation & Robert Speirs to facilitate mixed-use development consisting of a total of 2,275 residential units comprising of 580 single detached dwellings and 1,695 townhouse units. Additional units will be developed within the mixed-use and medium density blocks. 3 Elementary School Blocks, 15 Park Blocks and a Stormwater Management Block are also proposed. Access to this subdivision is proposed from The Gore Road and King Street.

The Applications are Draft Approved and By-law Approved by the Ontario Land Tribunal on January 27, 2025 (Case No. OLT-23-001129).

TAB 11 includes a Tertiary Plan identifying the various development Applications in the vicinity of the subject site.

12.1 Requirement for a Secondary Plan

Secondary Plans are used to identify and understand opportunities and constraints for development within a defined area. They provide more detailed policy direction for matters beyond the general policy framework of the Official Plan.

It is acknowledged that the subject site is located within the Bolton West Secondary Plan Area, a Secondary Plan which currently has no status. The subject site and surrounding lands bounded by The Gore Road, King Street, and the Canadian Pacific Railway, benefit from the same opportunities as properties within an approved Secondary Plan (the Caledon Station Secondary Plan) such as access to infrastructure and prevailing land uses. Given the evolving area context, many Secondary Plan matters relating to



infrastructure (roads and services) and land uses have already been established and are currently being resolved through site specific applications.

The proposed development of the subject site has been designed to respect the road pattern depicted in neighbouring approved Draft Plans of Subdivision as well as mirror the intended Mixed-Use High Density uses proposed on the lands located immediately north of the subject site.

In closing, a “Secondary Plan” process for the subject site would be redundant and not required. Also, the Canadian Pacific Railway would act as a both a physical and logical extension of the boundary to the Caledon Station Secondary Plan.

13.0 CONCLUSIONS

The amendment Applications have been reviewed from the perspective of conformity, consistency and compliance with the general intent and purpose of the applicable planning documents.

The development proposal proposes a practical, compatible, supportable compact form of development in the Urban Area identified for mixed-use residential and employment uses.

The proposed development is situated in the Town of Caledon Bolton Rural Service Centre and in the Region of Peel Urban Area. The proposed Official Plan and Zoning By-law Amendments support the goals, objectives and policies articulated in all applicable Provincial, Regional and Local planning documents. Support for the development of the subject site will assist in achieving the following Town of Caledon complete community aspirations.

In our opinion, the proposed development proposal for the subject site represents good planning and is supportable on the basis that it:

- Appropriately considers matters of Provincial interest as set out in Section 2 of the Planning Act;
- Implements the relevant policies of the Provincial Planning Statement, Region of Peel Official Plan, and Town of Caledon Official Plan;
- Is located in an area which is designated for settlement and urban development;
- Supports the growth and the residential, employment, and Major Transit Station Area policies of the Town of Caledon Official Plan;
- Maximized and optimizes the use of existing and/or planned infrastructure and public service facilities;
- Is compatible and complimentary to the planned surrounding community, being the MacVille Secondary Plan Area and Caledon GO Station Area;



- Is suitably sized to physically accommodate the proposal;
- Generates future residential and employment opportunities to meet Region of Peel and Town of Caledon forecasts;
- Supports and generates housing supply to assist in meeting meet Region of Peel and Town of Caledon forecasts;
- Is in close proximity to existing and/or planes retail commercial uses, institutional uses, open space and recreational areas; and
- Is consistent with the Town's goals and objectives of building complete communities.

We look forward to working with Town of Caledon staff on the processing of the Amendment Applications associated with the proposed redevelopment of the subject site. We reserve the opportunity to prepare and submit supplementary submissions and justification in support of the Amendment Applications in response to future circulation comments.

Yours truly,

**Anthony Sirianni, B.A.,
Associate Planner**

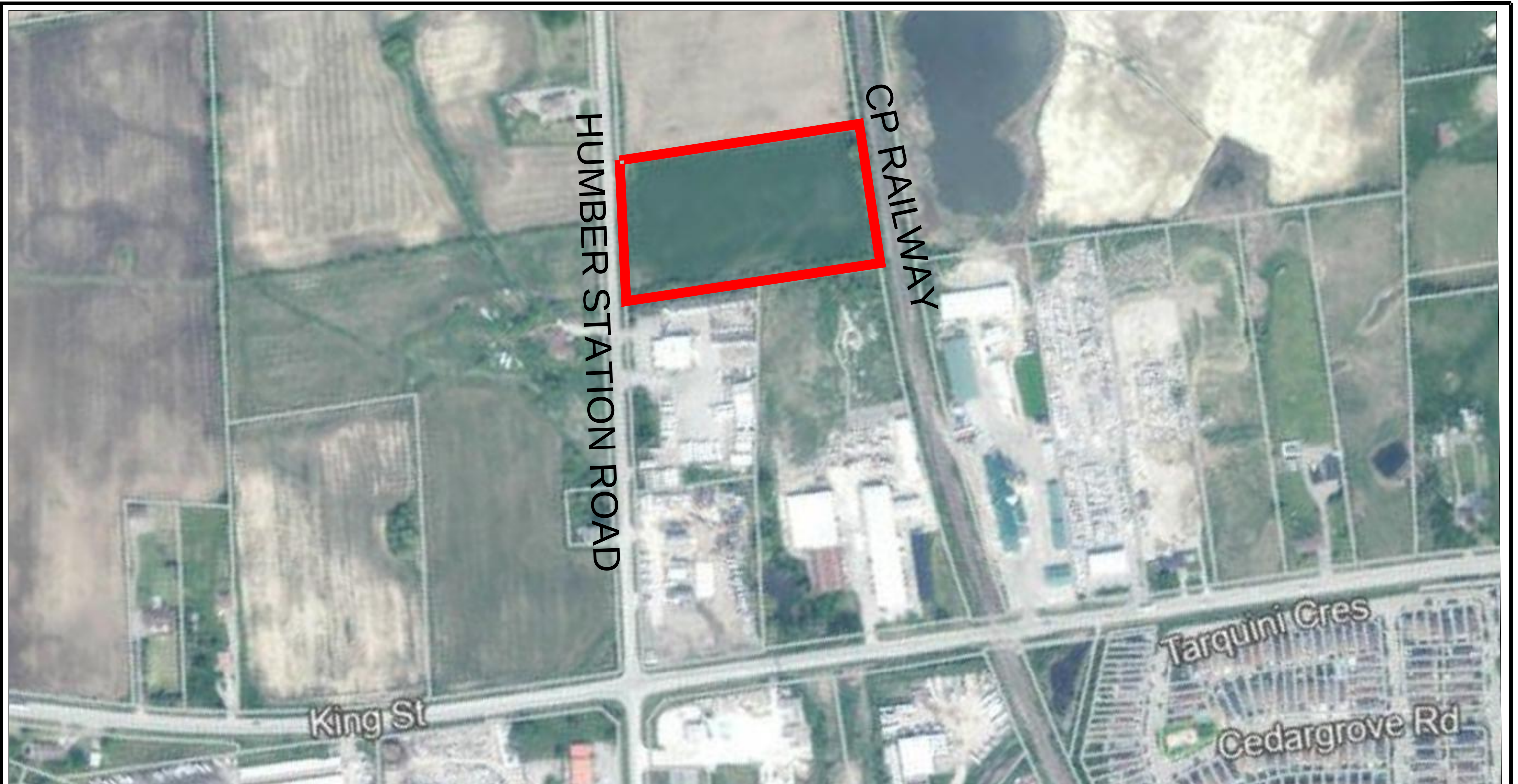
**Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner**

**c.c.: Satwant Deol,
Charanjit Sekhon,
Swaranjit Sekhon,
Bhupinder Sekhon
Michael Gagnon, Gagnon Walker Domes Ltd.
Harjap Singh, Gagnon Walker Domes Ltd.**

TAB 1

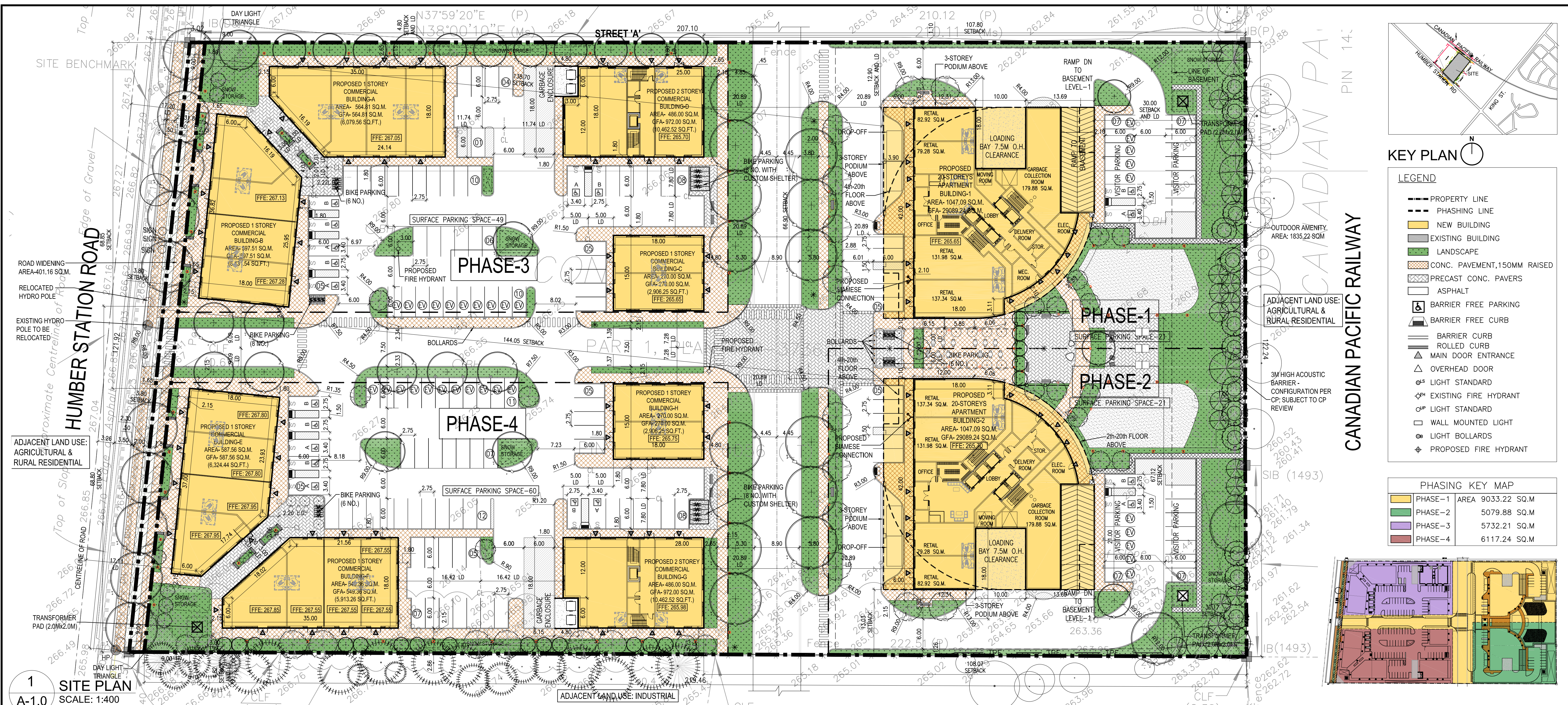


'0' HUMBER STATION ROAD TOWN of CALEDON REGION of PEEL SUBJECT SITE	LEGEND <div> PROPERTY BOUNDARY</div>	P.N.: 17.2370	Date: January 28, 2025	AF
		Scale: N.T.S.	Revised:	
		Drawn By: H.S.	File No.: PN 2370_ Figures	
			 <div>7685 Hurontario Street Suite 501 Brampton, Ontario L6W 0B4 p: (905) 796-5790 t: 1 (855) 771-7266 w: www.gwdplanners.com</div>	



'0' HUMBER STATION ROAD TOWN of CALEDON REGION of PEEL CONTEXT MAP	<div>LEGEND</div> <div><div></div> PROPERTY BOUNDARY</div>	P.N.: 17.2370	Date: January 28, 2025	AF
		Scale: N.T.S.	Revised:	
		Drawn By: H.S.	File No.: PN 2370_ Figures	
		<div></div> <div><div>7685 Hurontario Street Suite 501 Brampton, Ontario L6W 0B4 p: (905) 796-5790 t: 1 (855) 771-7266 w: www.gwdplanners.com</div></div>		

TAB 2



1
A-1.0
SITE PLAN
SCALE: 1:400

PHASE-1 (APARTMENT BUILDING-1)					
PARKING CALCULATION		PROPOSED	SETBACKS		PROPOSED
APARTMENT - RETAIL (431.52 SQM)	231 (0.7 SPACES PER UNIT)	220 (INC. B.F + EV PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	12.90 M.
ACCESSIBLE PARKING		10	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	67.12 M.
RETAIL (431.52 SQM)	22 (1 PER 20 SQ.M. OF GFA)	05	EAST SIDE (REAR LOT LINE)	3 M.	30.00 M.
VISITOR PARKING (0.10 SPACES PER UNIT)	33	14 (INC. B.F + EV PARKING)	WEST SIDE (FRONT LOT LINE)	NIL	138.70 M.
TOTAL PARKING	264	239			
BIKE PARKING		78			
PHASE-2 (APARTMENT BUILDING-2)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
APARTMENT - RETAIL (431.52 SQM)	231 (0.7 SPACES PER UNIT)	220 (INC. B.F PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	66.90 M.
ACCESSIBLE PARKING		10	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	13.03 M.
RETAIL (431.52 SQM)	22 (1 PER 20 SQ.M. OF GFA)	05	EAST SIDE (REAR LOT LINE)	3 M.	30.17 M.
VISITOR PARKING (0.10 SPACES PER UNIT)		14 (INC. B.F PARKING)	WEST SIDE (FRONT LOT LINE)	NIL	144.05 M.
TOTAL PARKING	33	239			
BIKE PARKING	264	78			
PHASE-3 (COMMERCIAL BUILDINGS-A,B,C,D)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
COMMERCIAL - 2404.32 SQM.	120 (1 PER 20 SQ.M. OF GFA)	49 (INC. B.F + EV PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	4.80 M.
ACCESSIBLE PARKING		07	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	68.39 M.
TOTAL PARKING	120	49	EAST SIDE (REAR LOT LINE)	3 M.	107.80 M.
BIKE PARKING		22	WEST SIDE (FRONT LOT LINE)	NIL	3.80 M.
PHASE-4 (COMMERCIAL BUILDINGS-E,F,G,H)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
COMMERCIAL - 2378.92 SQM.	119 (1 PER 20 SQ.M. OF GFA)	60 (INC. B.F + EV PARKING)	NORTH SIDE (SIDE LOT LINE)	3 M.	67.96 M.
ACCESSIBLE PARKING		07	SOUTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	4.82 M.
TOTAL PARKING	119	60	EAST SIDE (INTERIOR REAR LOT LINE)	3 M.	108.87 M.
BIKE PARKING		14	WEST SIDE (FRONT LOT LINE)	NIL	3.80 M.

PROJECT STATISTICS		
ADDRESS: "0" HUMBER STATION RD CALEDON		
PROPOSED ZONING: RMD		
	REQUIRED	PROPOSED
TOTAL LOT AREA	NIL	26328.55 SQ.M.(6.50Acre)
ROAD WIDENING AREA (DEDUCTION)		365.79 SQ.M.
PROPOSED LOT AREA		25962.76 SQ.M.(6.41Acre)
LOT FRONTAGE	NIL	121.92 M.
TOTAL PAVED AREA		15435.9 SQ.M.(59.46%)
TOTAL LANDSCAPED AREA	15% OF LOT	4621.44 SQ.M.(17.80%)
BUILDING HEIGHT (MAX.)	20 STOREYS	20 STOREYS
TOTAL NO. OF RESIDENTIAL UNITS		660
BASEMENT LEVELS		2
TOTAL PARKING SPACES		587
EV READY PARKING SPACES (RESIDENTIAL PHASE 1 & 2)		94
EV READY PARKING SPACES (COMMERCIAL PHASE 3 & 4)		21
TOTAL LOADING AREAS		4
PLANTING STRIP	3M ALONG A STREET	
AMENITY AREA (BUILDING 1 & 2) (GYM+PARTY HALL+CO-SHARING OFFICE)	1320 SQ.M. (2M ² PER UNIT)	1243.14 SQ.M.
OUTDOOR AMENITY AREA	2592.74 SQ.M. (10% OF SITE AREA)	1835.22 SQ.M. (6.97%)
NUMBER OF UNITS FOR EACH APARTMENT BUILDING IN PHASE 1 AND 2: 330 UNITS (145 (1BR UNIT), 179 (2BR UNITS), 6 (3BR UNITS))		
PARKING SIZES: SURFACE PARKING SIZE (2.6M X 5.8M) UNDERGROUND PARKING SIZE (2.75M X 6.0M) ACCESSIBLE PARKING SIZE (TYPE-A-3.4M X 6.0M) (TYPE-B-2.75M X 6.0M)		
MUNICIPAL ADDRESS & LEGAL DESCRIPTION		
PART OF LOT 11 CONCESSION 5 (FORMERLY TOWNSHIP OF ALBION, COUNTY OF PEELE) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEELE		
SURVEY INFORMATION TAKEN FROM: 2 HOLLAND DRIVE, UNIT 5, BOLTON, ONTARIO L7E 1E1 PHONE 905.951.6000/ FAX 905.857.4811 /EMAIL-info@maurogroup.ca		
OWNER: SATWANT DEOL, 188 La Rocca Avenue, Woodbridge, Ontario, L4H 2M3		

n Architecture Inc
PRINCIPAL: NITIN MALHOTRA, ARCHITECT.
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E : info@narchitecture.com
www.narchitecture.com

11 DEC. 2025

11th DECEMBER 2025
ISSUED FOR OPA APPLICATION #1
NOT FOR CONSTRUCTION

1.	11 DEC. 2025	ISSUED FOR OPA APPLICATION #1	MG.
No.	Date	Version	Dwn.

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PROJECT:

"0" HUMBER STATION RD CALEDON, ON.

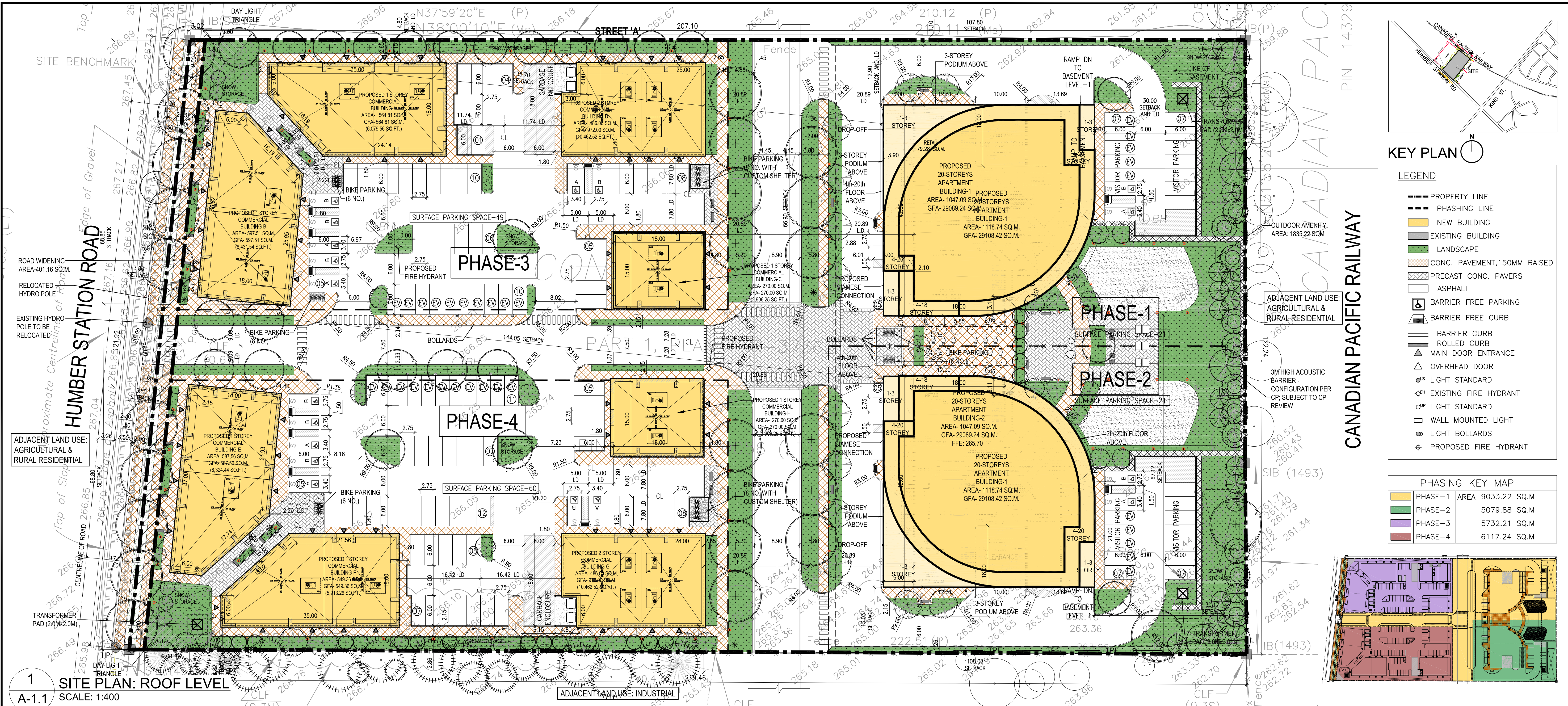
DRAWING TITLE:

SITE PLAN: GROUND LEVEL

DRAWN BY: MB	DATE: 08 JAN. 2025
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.:	DRAWING NO.:

24-66

A-1.0



1
A-1.1
SITE PLAN: ROOF LEVEL
SCALE: 1:400

PHASE-1 (APARTMENT BUILDING-1)					
PARKING CALCULATION		PROPOSED	SETBACKS		PROPOSED
APARTMENT - RETAIL (431.52 SQM)	231 (0.7 SPACES PER UNIT)	220 (INC. B.F.+EV PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	12.90 M.
ACCESSIBLE PARKING		10	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	67.12 M.
RETAIL (431.52 SQM)	22 (1 PER 20 SQ.M. OF GFA)	05	EAST SIDE (REAR LOT LINE)	3 M.	30.00 M.
VISITOR PARKING (0.10 SPACES PER UNIT)	33	14 (INC. B.F. + EV PARKING)	WEST SIDE (FRONT LOT LINE)	NIL	138.70 M.
TOTAL PARKING	264	239			
BIKE PARKING		78			
PHASE-2 (APARTMENT BUILDING-2)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
APARTMENT - RETAIL (431.52 SQM)	231 (0.7 SPACES PER UNIT)	220 (INC. B.F. PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	66.90 M.
ACCESSIBLE PARKING		10	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	13.03 M.
RETAIL (431.52 SQM)	22 (1 PER 20 SQ.M. OF GFA)	05	EAST SIDE (REAR LOT LINE)	3 M.	30.17 M.
VISITOR PARKING (0.10 SPACES PER UNIT)		14 (INC. B.F. PARKING)	WEST SIDE (FRONT LOT LINE)	NIL	144.05 M.
TOTAL PARKING	33	239			
BIKE PARKING	264	78			
PHASE-3 (COMMERCIAL BUILDINGS-A,B,C,D)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
COMMERCIAL-2404.32 SQM.	120 (1 PER 20 SQ.M. OF GFA)	49 (INC. B.F. + EV PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	4.80 M.
ACCESSIBLE PARKING		07	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	68.39 M.
TOTAL PARKING	120	49	EAST SIDE (REAR LOT LINE)	3 M.	107.80 M.
BIKE PARKING		22	WEST SIDE (FRONT LOT LINE)	NIL	3.80 M.
PHASE-4 (COMMERCIAL BUILDINGS-E,F,G,H)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
COMMERCIAL- 2378.92 SQM.	119 (1 PER 20 SQ.M. OF GFA)	60 (INC. B.F. + EV PARKING)	NORTH SIDE (SIDE LOT LINE)	3 M.	67.96 M.
ACCESSIBLE PARKING		07	SOUTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	4.82 M.
TOTAL PARKING	119	60	EAST SIDE (INTERIOR REAR LOT LINE)	3 M.	108.87 M.
BIKE PARKING		14	WEST SIDE (FRONT LOT LINE)	NIL	3.80 M.

PROJECT STATISTICS		
ADDRESS: "0" HUMBER STATION RD CALEDON		
PROPOSED ZONING: RMD		
	REQUIRED	PROPOSED
TOTAL LOT AREA	NIL	26328.55 SQ.M.(6.50Acre)
ROAD WIDENING AREA (DEDUCTION)		365.79 SQ.M.
PROPOSED LOT AREA		25962.76 SQ.M.(6.41Acre)
LOT FRONTAGE	NIL	121.92 M.
TOTAL PAVED AREA		15435.9 SQ.M.(59.46%)
TOTAL LANDSCAPED AREA	15% OF LOT	4621.44 SQ.M.(17.80%)
BUILDING HEIGHT (MAX.)	20 STOREYS	20 STOREYS
TOTAL NO. OF RESIDENTIAL UNITS		660
BASEMENT LEVELS		2
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EV READY PARKING SPACES (RESIDENTIAL PHASE 1 & 2)		94
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NUMBER OF UNITS FOR EACH APARTMENT BUILDING IN PHASE 1 AND 2: 330 UNITS 145 (1BR UNIT), 179 (2BR UNITS), 6 (3BR UNITS)		
PARKING SIZES: SURFACE PARKING SIZE (2.6M X 5.8M) UNDERGROUND PARKING SIZE (2.75M X 6.0M) ACCESSIBLE PARKING SIZE (TYPE-A-3.4M X 6.0M) (TYPE-B-2.75M X 6.0M)		
MUNICIPAL ADDRESS & LEGAL DESCRIPTION PART OF LOT 11 CONCESSION 5 (FORMERLY TOWNSHIP OF ALBION, COUNTY OF PEELE) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEELE SURVEY INFORMATION TAKEN FROM: 2 HOLLAND DRIVE, UNIT 5, BOLTON, ONTARIO L7E 1E1 PHONE 905.951.6000/ FAX 905.857.4811 /EMAIL-info@maurogroup.ca OWNER: SATWANT DEOL, 188 La Rocca Avenue, Woodbridge, Ontario, L4H 2M3		

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11 DEC. 2025

11th DECEMBER 2025
ISSUED FOR OPA APPLICATION #1
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1.	11 DEC. 2025	ISSUED FOR OPA APPLICATION #1	MG.
No.	Date	Version	Dwn.

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PROJECT:

"0" HUMBER STATION RD CALEDON, ON.

DRAWING TITLE:

SITE PLAN: ROOF LEVEL

DRAWN BY: MB	DATE: 08 JAN. 2025
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.:	DRAWING NO.:

24-66

A-1.1

TAB 3

AMENDMENT NO. [OPA Number]
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. [BL-XXXX-XX]

A By-law to adopt Amendment No. [OPA Number]
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. [OPA Number] 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], 2026.

Annette Groves, Mayor

Laura Hall, Clerk

THE CONSTITUTIONAL STATEMENT

- PART A - THE PREAMBLE - does not constitute part of this amendment.
- PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. [OPA Number] of the Town of Caledon Official Plan.

AMENDMENT NO. [OPA Number]

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule "C" Bolton Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from Dry Industrial to Mixed-Use Residential and Commercial.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "C" Bolton Land Use Plan, comprise an area of 2.63 hectares (6.50 acres) and is located on West Half of Lot 11, Concession 5 (ALB). The property is municipally known as '0' Humber Station Road and is located on the east of Humber Station Road and north of King Street

Basis:

The basis for this Amendment is contained in Staff Report [Council Report Number], as adopted by Council on [date of Council Meeting]. The applicant, Gagnon Walker Domes Ltd. on behalf of Satwant Deol, Charanjit Sekhon, Swaranjit Sekhon and Bhupinder Sekhon has requested an amendment to the Town of Caledon Official Plan to permit Mixed-Use Residential and Commercial uses on the property in order to facilitate the construction of mixed-use high-rise development consisting of four (4) commercial buildings ranging in size from 866.87 m² (9,330.95 ft²) to 1,400.00 m² (15,069.47 ft²) and two (2) 14-storey apartment buildings each consisting of 162 residential units.

The subject site is located within the Dry Industrial Area. The Dry Industrial designation permits:

- a) Manufacturing, fabricating, printing, processing, and packaging operations;
- b) Warehousing and wholesale operations;
- c) Transportation terminals;
- d) Contractor's yard, auctioneer's facility;
- e) Open storage;
- f) Public uses and utilities; and
- g) Automotive uses, excluding motor vehicle sales, rental or leasing agencies.

The applicant is proposing to amend the Official Plan to redesignate the subject site from Dry Industrial to Mixed-Use Residential and Commercial to accommodate the proposed mixed-use development in addition to a new site-specific Special Section that will address various lot and development performance standards.

The applicant has submitted Town of Caledon Official Plan and Zoning By-law Amendment as well as Draft Plan of Subdivision Applications, including various technical studies in support of the proposed amendment and development applications. Planning staff has reviewed this application and is of the opinion that the amendment is consistent with the Housing and Major Transit Station Area policies of the Provincial Planning Statement, the Growth Management, Urban System, Major Transit Station Area, and Employment Area policies of the Region of Peel Official Plan and the Rural Service Centre, and Major Transit Station Area policies of the Town of Caledon Official Plan.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. [OPA Number] of the Town of Caledon Official Plan.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Section 5.5, Section 5.5.6 is amended by adding the following subsection 5.5.6.3.

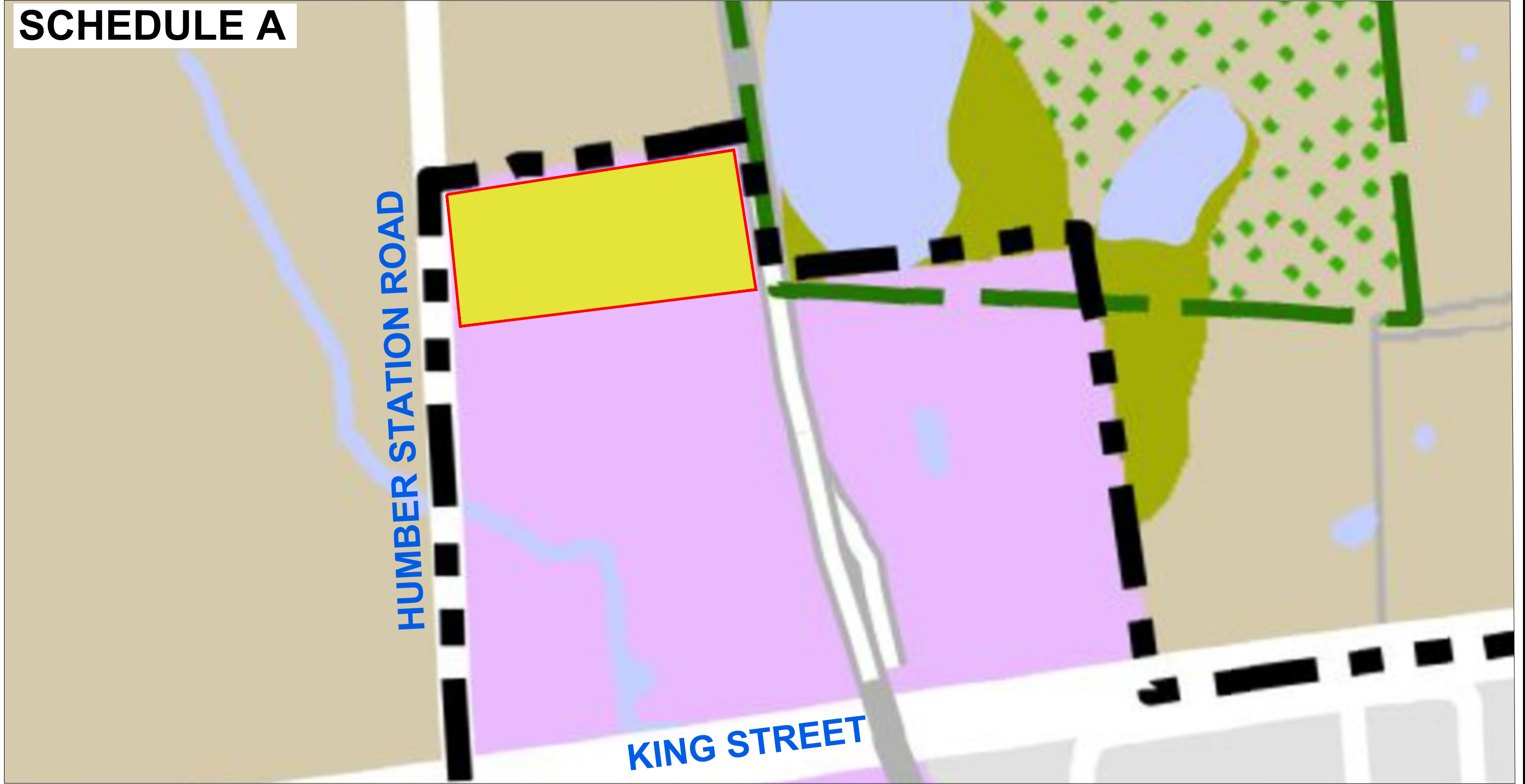
5.5.6.3:

Notwithstanding Subsection 5.5.6 of the Plan, high-rise mixed-use residential and commercial uses shall be permitted on lands legally described as West Half of Lot 11, Concession 5 (ALB), Town of Caledon, Regional Municipality of Peel, as shown on Schedule "C" Bolton Land Use Plan.
2. Schedule "C" Bolton Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as West Half of Lot 11, Concession 5 (ALB), Town of Caledon, Regional Municipality of Peel, in accordance with Schedule "A" attached hereto.
3. Schedule "C-8" Caledon Station Secondary Plan Land Use Plan of the Future Caledon Official Plan for the lands described as West Half of Lot 11, Concession 5 (ALB), Town of Caledon, Regional Municipality of Peel, in accordance with Schedule "B" attached hereto.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

SCHEDULE A



TOWN of CALEDON OFFICIAL PLAN
SCHEDULE C: BOLTON LAND USE
PLAN AMENDMENT

LEGEND

- SUBJECT SITE
- Prime Agricultural Area
- Environmental Policy Area
- Dry Industrial
- Mixed-Use/High Density Areas
- Boundary of Greenbelt Plan Area

P.N.: 17.2370	Date: February 12, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	



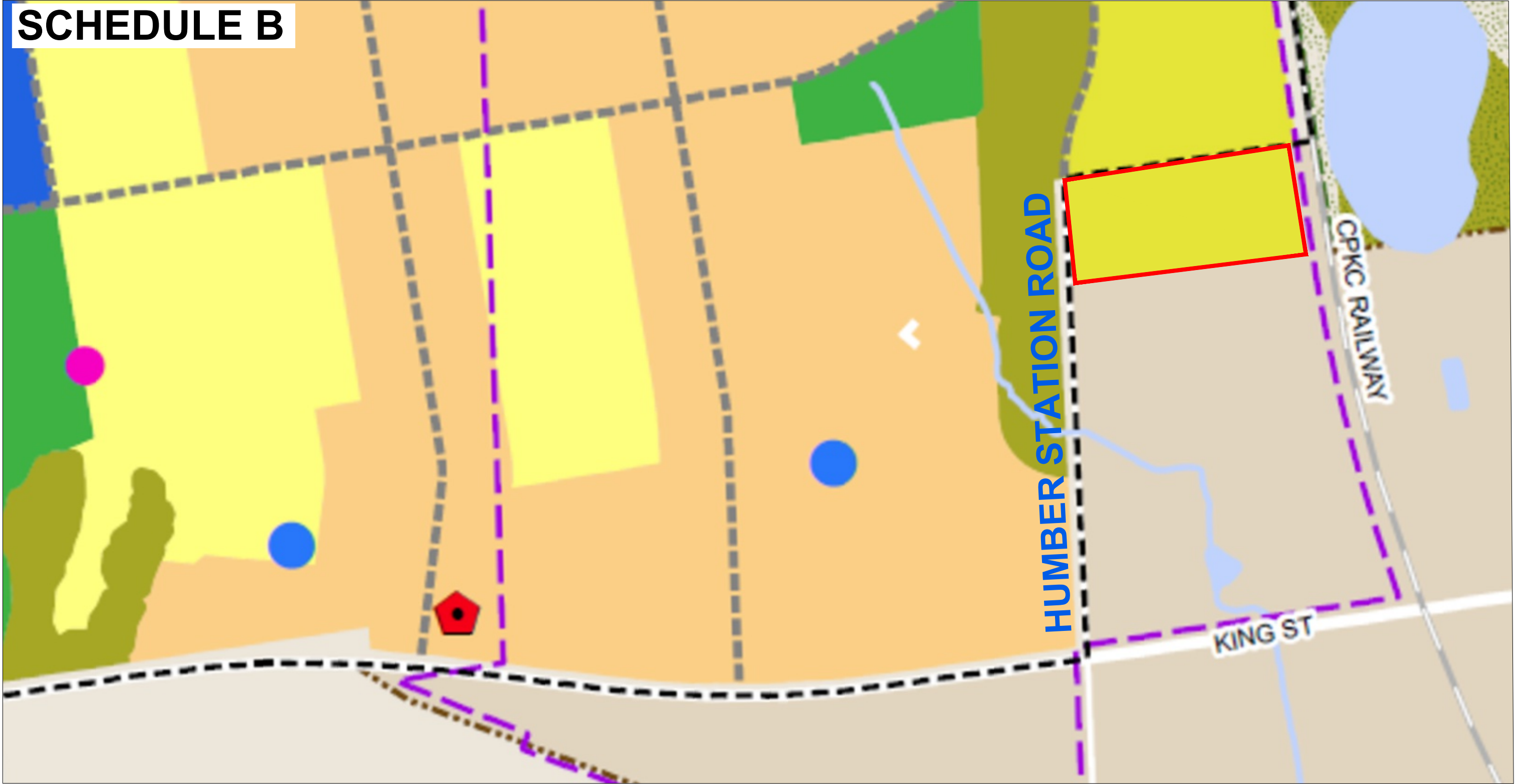
0MB



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SCHEDULE B



CALEDON STATION SECONDARY PLAN
SCHEDULE C-8: LAND USE PLAN
AMENDMENT

LEGEND

 SUBJECT SITE

- Low Density Residential Areas
- Medium Density Residential Areas
- Mixed-Use/High Density Areas
- Conceptual Stormwater Management Facility
- Cultural Heritage Resource
- Conceptual Fire Station Location

- Open Space Policy Area
- Environmental Policy Area
- Institutional
- Major Transit Area Boundary
- Secondary Plan Area
- Bolton Settlement
- Boundary of Greenbelt Plan Area
- Conceptual Road Network
- Local Road
- Railway

P.N.: 17.2370	Date: May 28, 2026	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	





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TAB 4

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2026-xxx

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended by
Ontario Regulation 171/21 and Map No. 258,
with respect to West Half of Lot 11, Concession 5,
Town of Caledon, Regional Municipality of Peel,
municipally known as '0' Humber Station Road.

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of the West Half of Lot 11, Concession, Town of Caledon, Regional Municipality of Peel, for 'mixed use purposes.

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. By adding the following subsections to Section 13 – EXCEPTIONS.

1.1 Notwithstanding any other provisions of by-law 2006-50, the following provisions shall apply to the lands as shown on Schedule "A" of this By-law 2026 - _____. All other provisions, unless specifically modified or amended by this section, continue to apply to the lands subject to this section.

1.2 The following is added to Table 13.1

Zone Prefix	Exception Number	Permitted Uses	Special Standards
RMD	XXXX	<ul style="list-style-type: none">• Accessory Uses• Amusement Arcade• Animal Hospital• Apartment, Accessory• Art Gallery• Artist Studio and Gallery• Automotive Store• Bakery• Bed and Breakfast Establishments• Building, Apartment• Building, Apartment, Senior Citizens	<p>1.0 DEFINITIONS</p> <p>Amenity Area For the purposes of this zone, means an indoor and/or outdoor recreational area provided for the communal use of the residents including rooftop amenity areas, green roofs and rooftop gardens and inclusive of landscaped areas.</p> <p>Amenity Space For the purposes of this zone, means an outdoor area used</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> • Building, Mixed Use • Business Office • Clinic • Conference Centre • Convenience Store • Cultural Centre • Day Care, Private Home • Day Nursery • Department Store • Dry Cleaning or Laundry • Outlet • Dwelling, Back-to-Back • Townhouse • Dwelling, Detached • Dwelling, Detached, Rear-Lane • Dwelling, Semi-Detached • Dwelling, Semi-Detached, Rear-Lane • Dwelling, Stacked Townhouse • Dwelling, Townhouse • Dwelling, Townhouse, Rear-Lane • Environmental Management • Farmers Market • Financial Institution • Fitness Centre • Forest Management • Funeral Home • Furniture Showroom • Grocery Store • High occupancy vehicle facility • Home Improvement Centre • Home Occupation • Hotel • Laboratory, Medical • Laundromat • Live-Work Unit • Long-Term Care Facility • Medical Centre • Merchandise Service Shop 	<p>exclusively for the enjoyment of the outdoor environment and may include landscaped areas, patios, porches, privacy areas, balconies, terraces, decks and similar areas.</p> <p>Essential Infrastructure Means physical structures that are necessary for development and includes sewage and water pipes, stormwater management systems, including outlets and headwalls, power/ communications/ telecommunications transmission and distribution systems, public roads, and transportation corridors</p> <p>Established Grade For the purposes of this zone, Finished Grade, with reference to a building, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such building.</p> <p>Lot Depth For the purposes of this zone, means the shortest horizontal distance between the front lot line and the rear lot line.</p> <p>Lot Frontage In the case of a corner lot, the lot frontage shall be calculated as if the front and exterior side lot lines were extended to their point of intersection.</p> <p>3.0 ZONE STANDARDS</p> <p>3.1 ZONE STANDARDS For a Building, Apartment, Building, Mixed Use, Building, Apartment - Senior Citizen, Retirement Homes, Long Term Care:</p> <p>Lot Area (minimum) nil Lot Frontage (minimum) nil</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> • Mixed Use Building • Motor vehicle rental Establishment • Multiplex • Municipal Drain • Museum • Non-Market Housing • Outdoor Seasonal Garden Centre, Accessory • Outdoor Display or Sales Area, Accessory • Patio, Outdoor • Parks • Parking Area, Commercial • Parking Garage • Personal Service Shop • Pharmacy • Place of Assembly • Place of Entertainment • Place of Worship • Post-Secondary Education Facility • Printing and Processing Service Shop • Private Club • Public Transit Depot • Public Use • Recreation, Non-Intensive • Research Establishment • Restaurant • Retail Store • Retail Store, Accessory • Sales, Service and Repair Shop • Schools • Seniors Retirement Facility • Shopping Centre • Stormwater Management Pond • Supermarket • Training Facility • Veterinary Hospital 	<p>Building Area (maximum): N/A Front Yard (minimum) nil Exterior Side Yard (minimum): nil Rear Yard (minimum): 3m Interior Side Yard (minimum): 3m Setback to a Sight Triangle (minimum) nil</p> <p>Building Height (maximum) (excluding rooftop mechanical rooms and equipment) for buildings within MTSA: 20 storeys</p> <p>Parking Requirements (minimum): no parking requirement for lands/uses inside of the MTSA boundary.</p> <p>3.2 ZONE STANDARDS For a Shopping Centre or non-residential use not otherwise regulated in this zone:</p> <p>Lot Area (minimum) nil Lot Frontage (minimum) 3m Setback to a Street Line (minimum): 3m Exterior Side Yard (minimum) 3m Rear Yard (minimum): 3m Interior Side Yard (minimum): 3m Setback to a Sight Triangle (minimum) nil</p> <p>Building Height (maximum) Greater of 18m or 6 storeys excluding rooftop mechanical rooms and equipment Landscaped Open Space (minimum): 10%</p> <p>Planting Strip (minimum): nil Entrance Width (maximum): N/A Parking Requirements (minimum): No parking requirement for lands/uses inside of the MTSA boundary)</p> <p>An Outdoor Seasonal Garden</p>

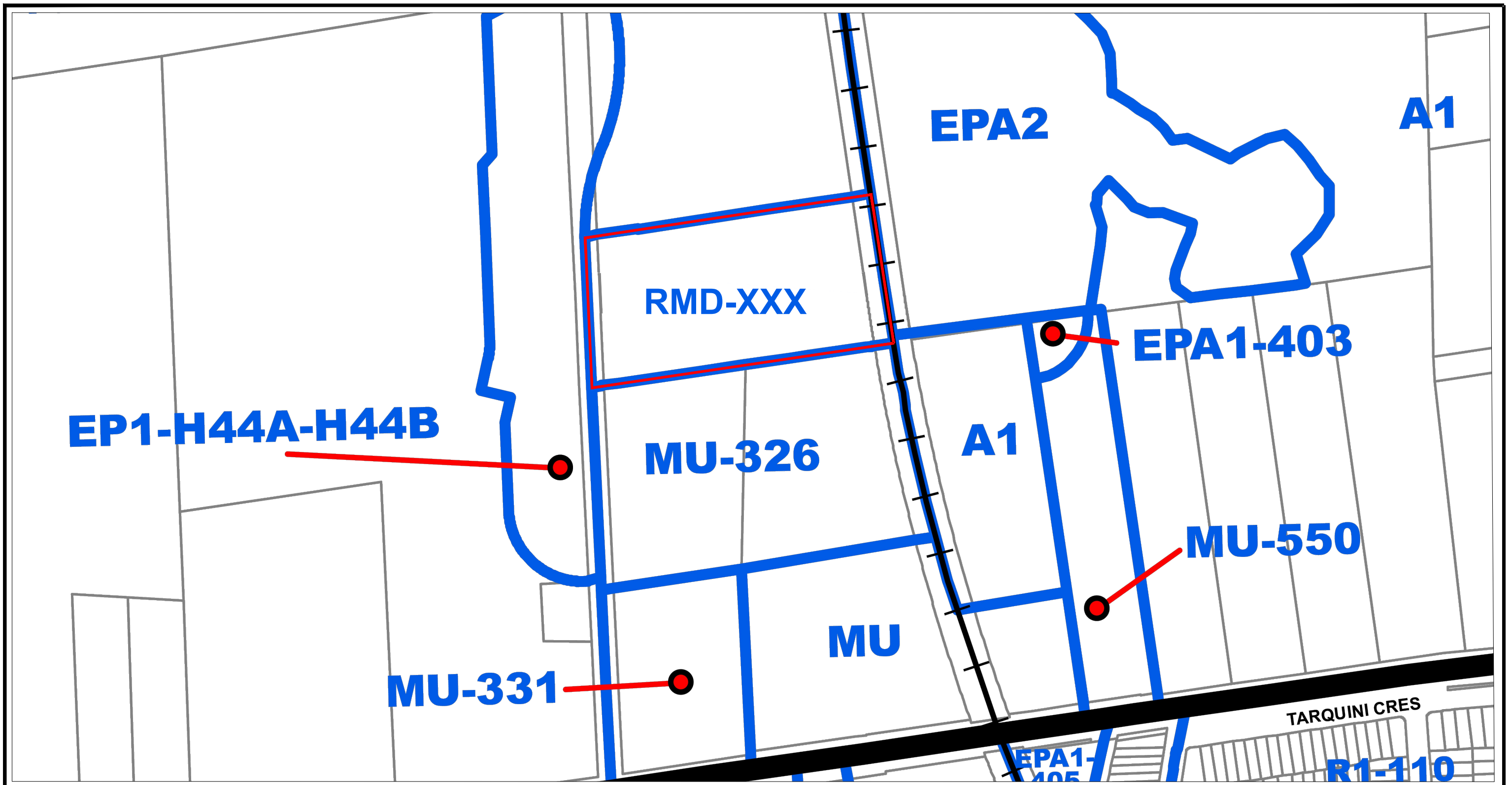
Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> • Video Outlet/Rental Store • Wellness Centre 	<p>Centre, Accessory or Outdoor Display or Sales Area, Accessory may encroach up to 10% within a required parking area.</p> <p>No part of a lighting fixture shall be closer than 2.5m to a lot line.</p> <p>A loading space shall not be closer than 6m to a street line or 12m to a residential land use and shall be screened from street lines.</p>

2. Schedule "A", Zone Map 22 of By-law 2006-50, as amended is further amended for West Half of Lot 11, Concession 5, Town of Caledon Town of Caledon, Regional Municipality of Peel, from "Mobility Transit Hub Zone" (per MZO O'Reg. 171/21) to "Mixed Density Residential – Exception XXX" (RMD-XXX) in accordance with Schedule "A" attached hereto.

Read three times and finally
passed in open Council on the
___ day of ___, 2026

Annette Groves, Mayor

Kevin Klingenberg



TOWN of CALEDON ZONING BY-LAW ZONING BY-LAW AMENDMENT NO. RMD-XXX

LEGEND

SUBJECT SITE

P.N.: 17.2370

Date: February 4, 2025

F

Scale: N.T.S.

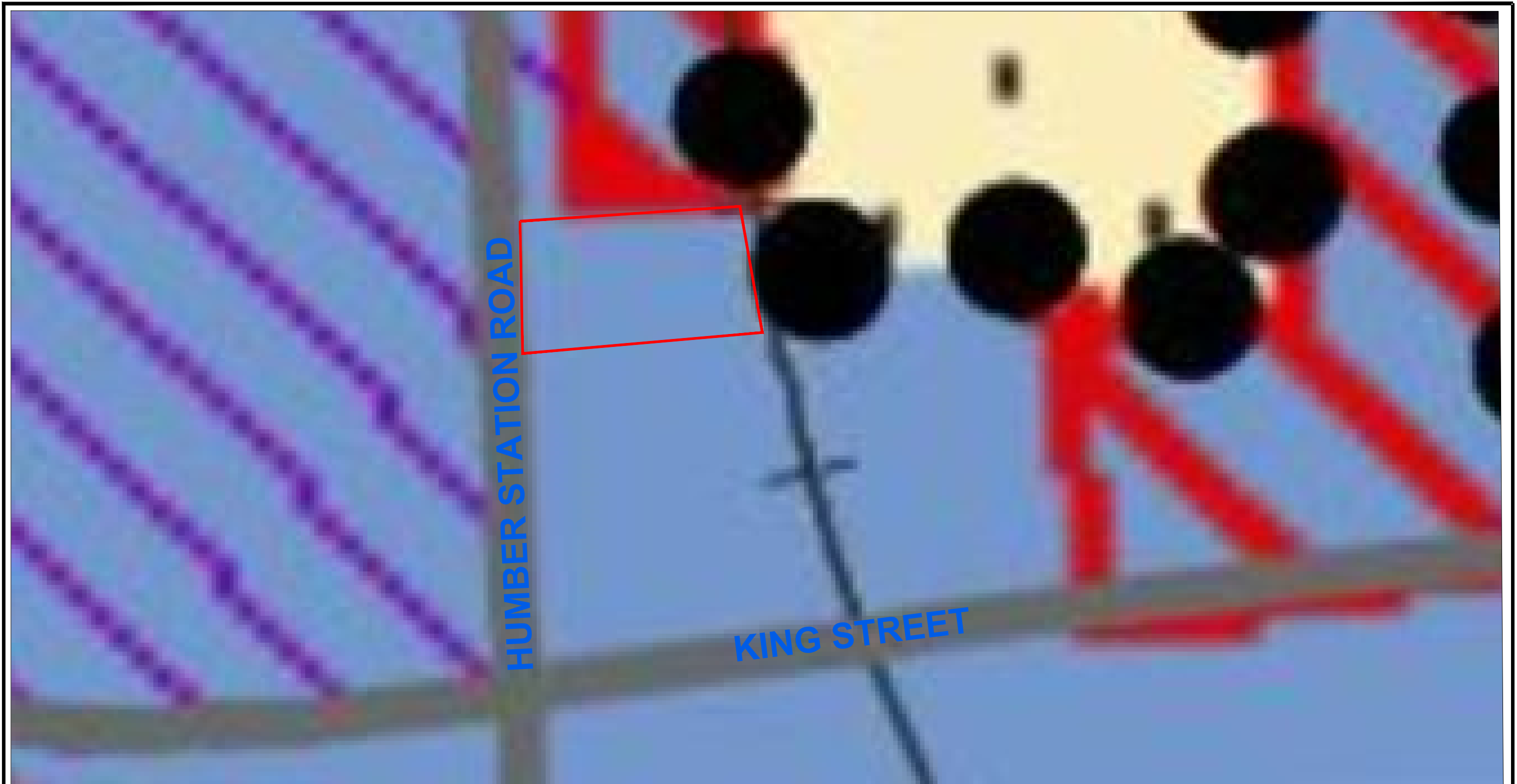
Revised:

Drawn By: H.S.

File No.: PN 2370_ Figures



TAB 5



REGION of PEEL OFFICIAL PLAN SCHEDULE E1: REGIONAL STRUCTURE

LEGEND

 **SUBJECT SITE**

 Urban System
 Rural System

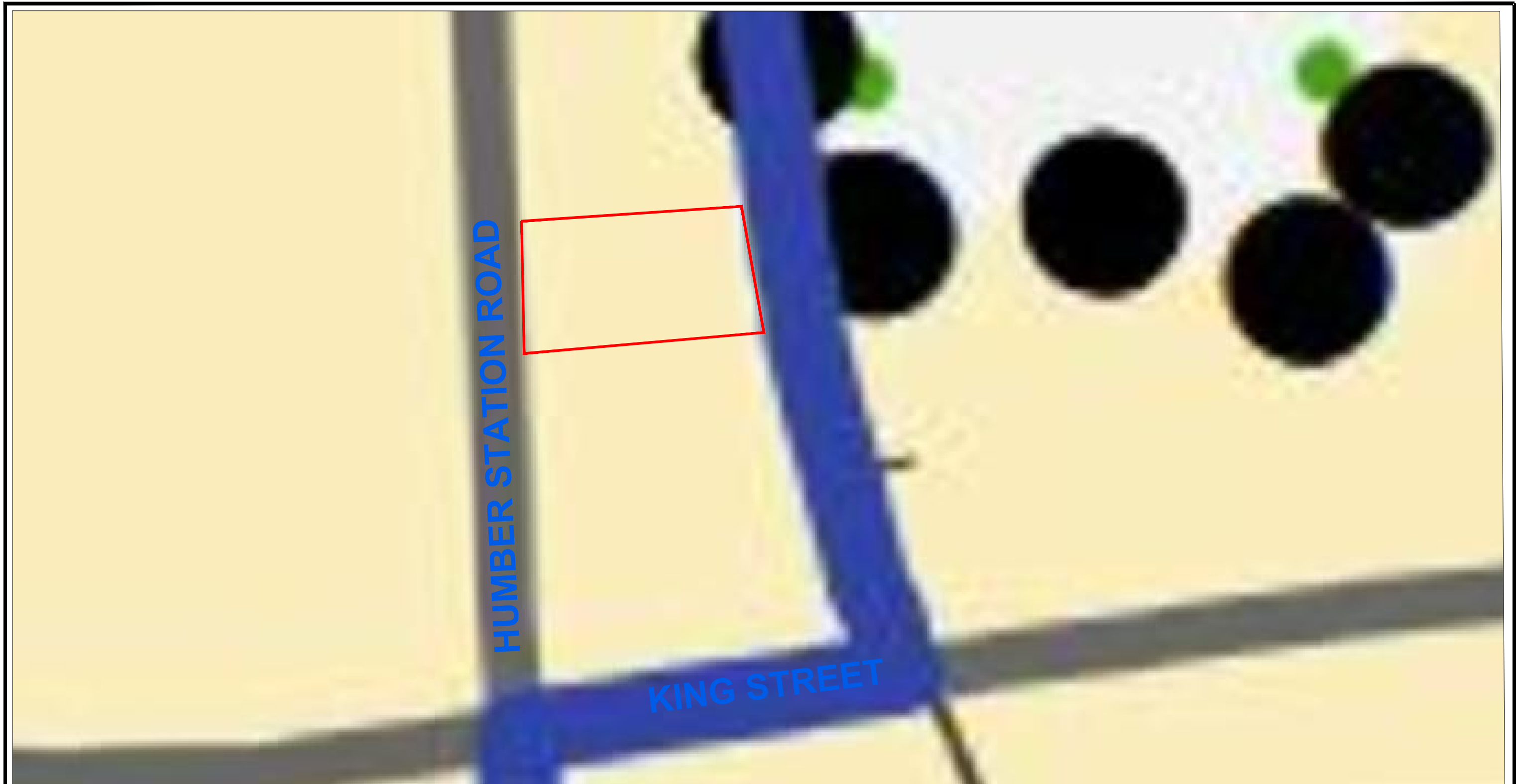
 Regional Urban Boundary

 Bolton Residential Expansion Settlement Area
 2051 New Urban Area

P.N.: 17.2370	Date: February 12, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_Figures	



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REGION of PEEL OFFICIAL PLAN SCHEDULE E2: STRATEGIC GROWTH AREAS

LEGEND

SUBJECT SITE

Primary or Secondary Major Transit Station Area

- Urban System
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

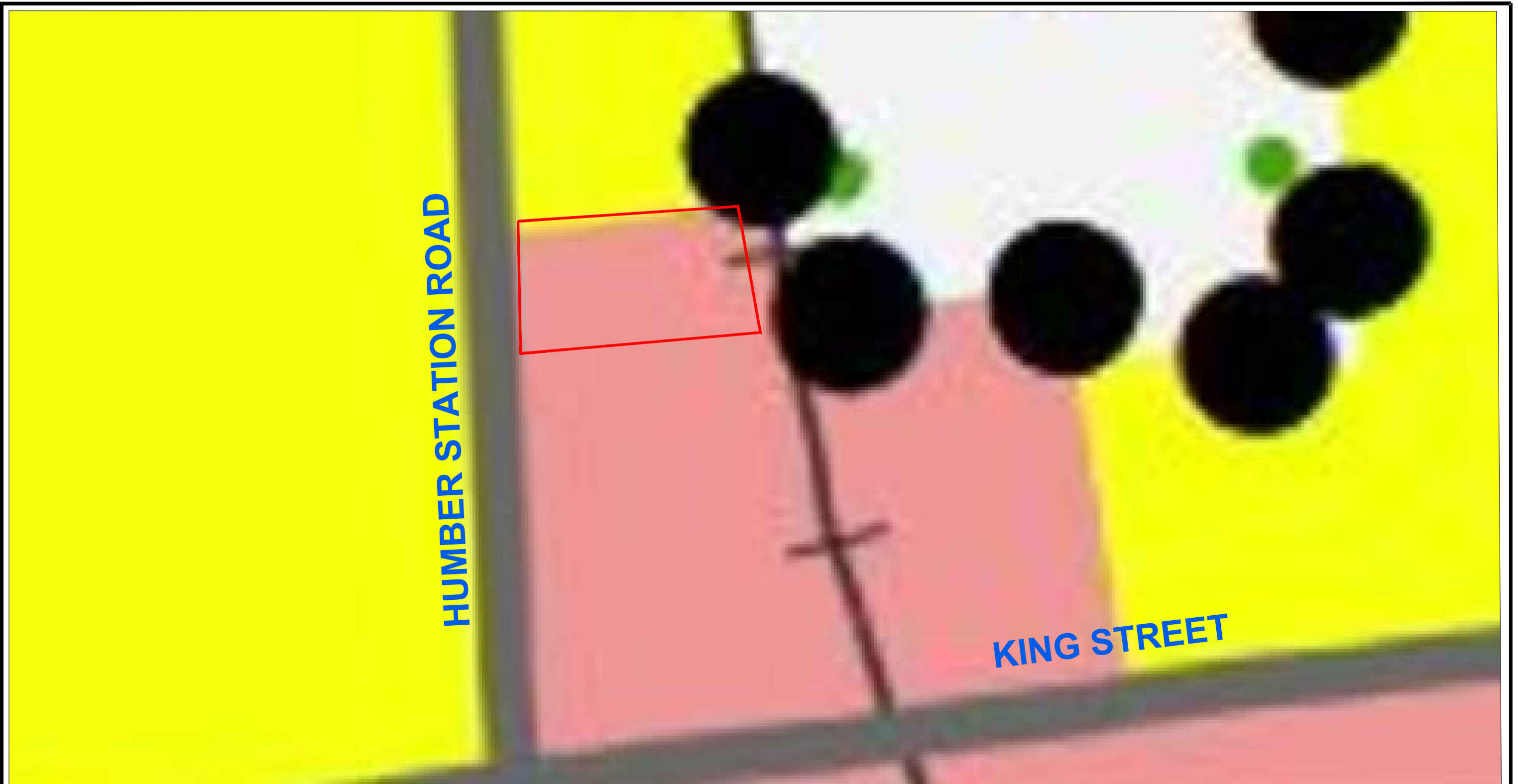
P.N.: 17.2370	Date: February 12, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	





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REGION of PEEL OFFICIAL PLAN SCHEDULE E3: THE GROWHT PLAN POLICY AREAS in PEEL

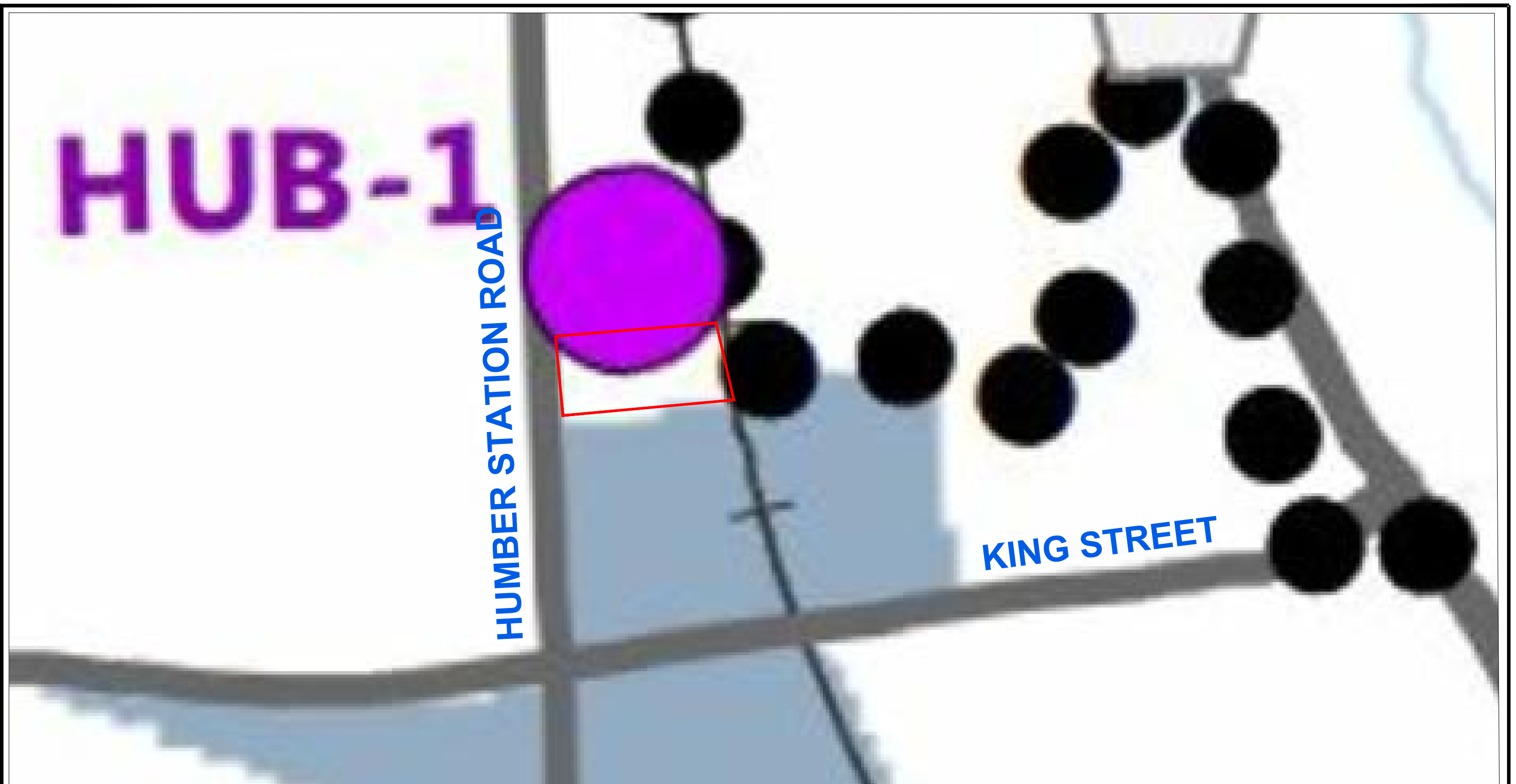
LEGEND

SUBJECT SITE

- Built-up Area
- Designated Greenfield Area

- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

P.N.: 17.2370	Date: February 12, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	
		 <div>7685 Hurontario Street Suite 501 Brampton, Ontario L6W 0B4 p: (905) 796-5790 t: 1 (855) 771-7266 w: www.gwdplanners.com</div>



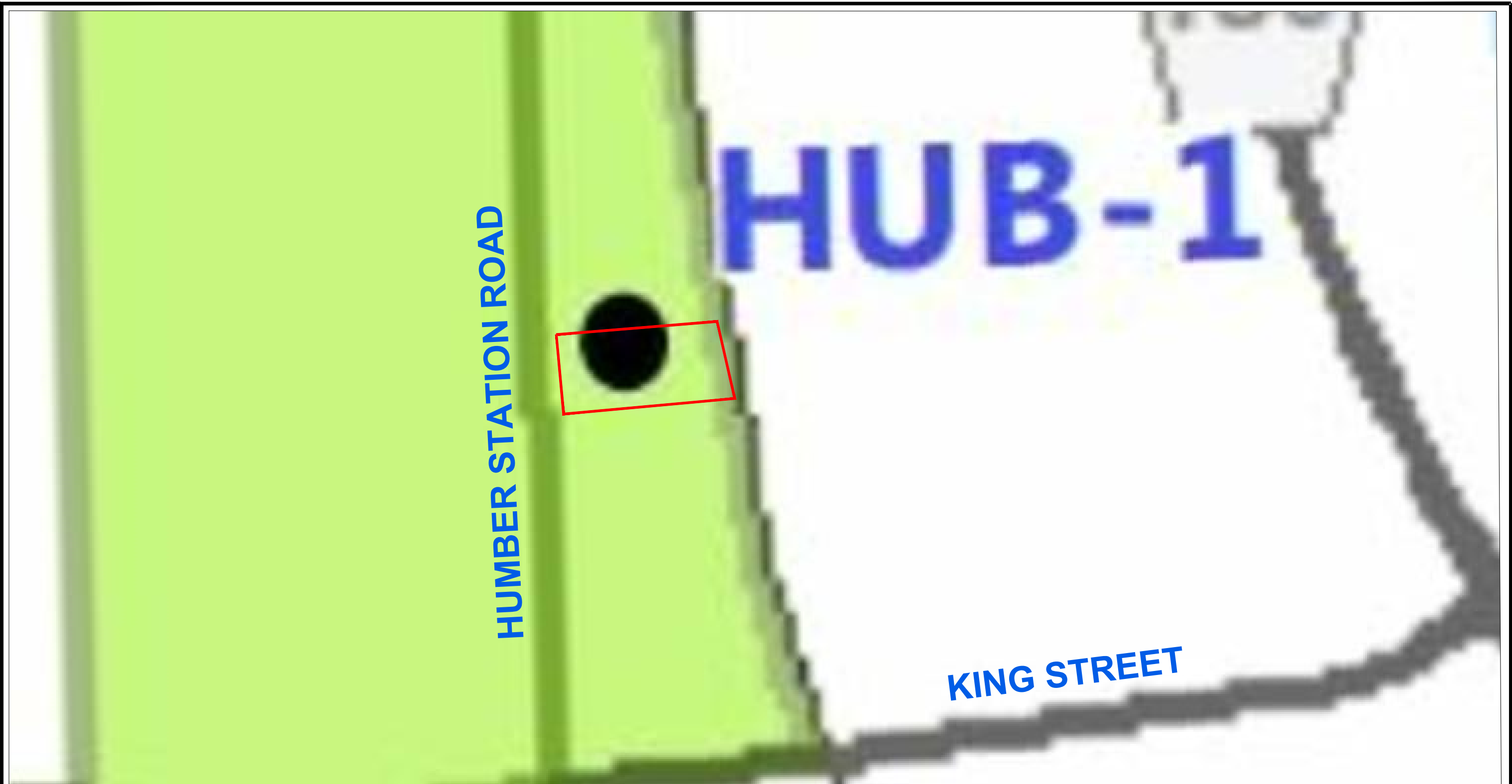
REGION of PEEL OFFICIAL PLAN SCHEDULE E4: EMPLOYMENT AREAS

LEGEND

-  SUBJECT SITE
-  Employment Area
-  Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
-  Regional Urban Boundary

P.N.: 17.2370	Date: February 12, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	

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REGION of PEEL OFFICIAL PLAN SCHEDULE E5: MAJOR TRANSIT STATION AREAS

LEGEND

SUBJECT SITE

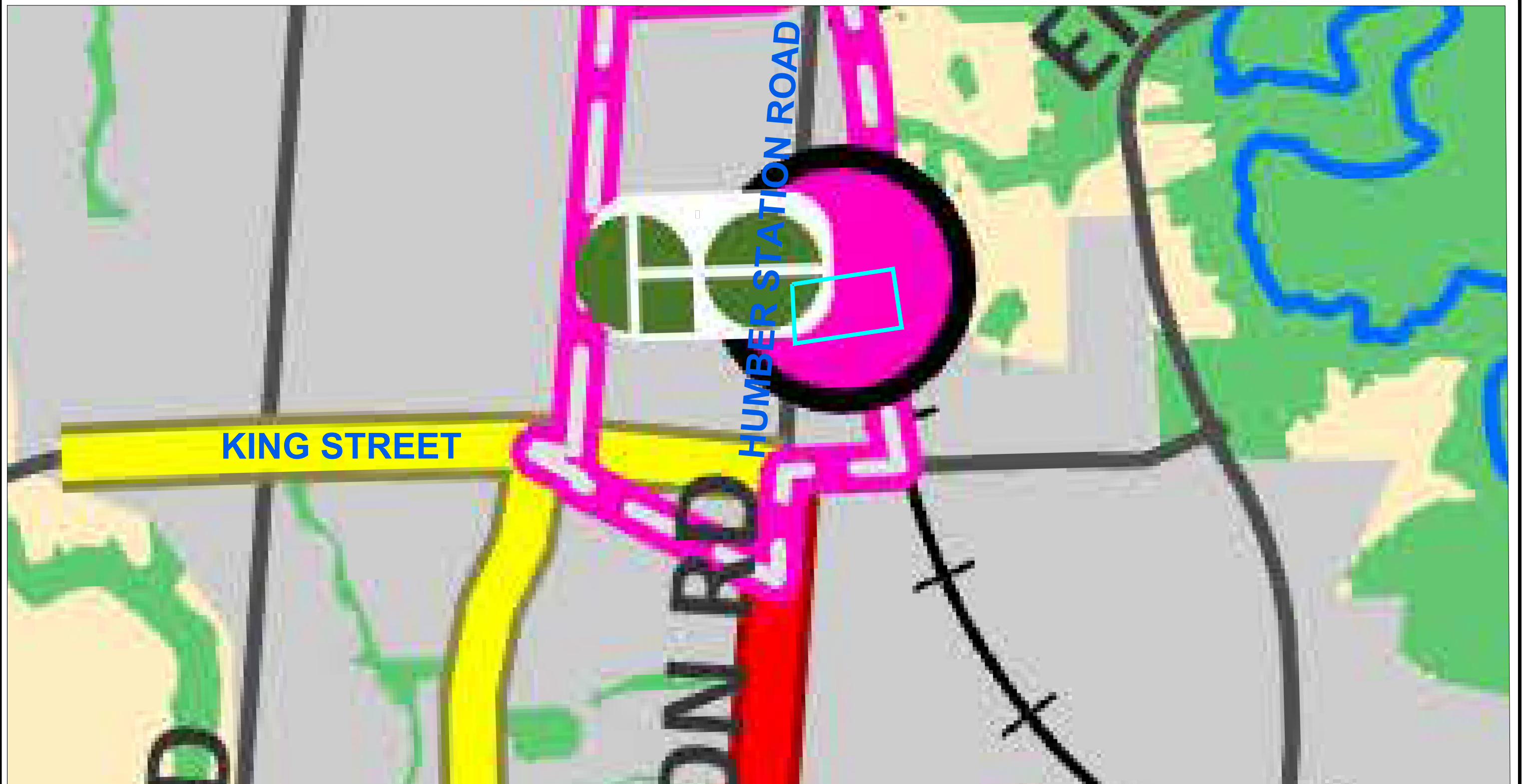
● Station or Stop Locations

Primary Major Transit Station Area

P.N.: 17.2370	Date: February 12, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	



TAB 6



FUTURE TOWN of CALEDON **OFFICIAL PLAN** **SCHEDULE B1: TOWN STRUCTURE**

LEGEND

 **SUBJECT SITE**

 Future Caledon GO Station

 Urban Centre

 Urban Corridor

 Knowledge and Innovation Corridor

 Primary Major Transit Station Area

 Urban Area

 Agricultural Area and Rural Lands

 Natural Features and Areas

P.N.: 17.2370

Date: May 28, 2026

Scale: N.T.S.

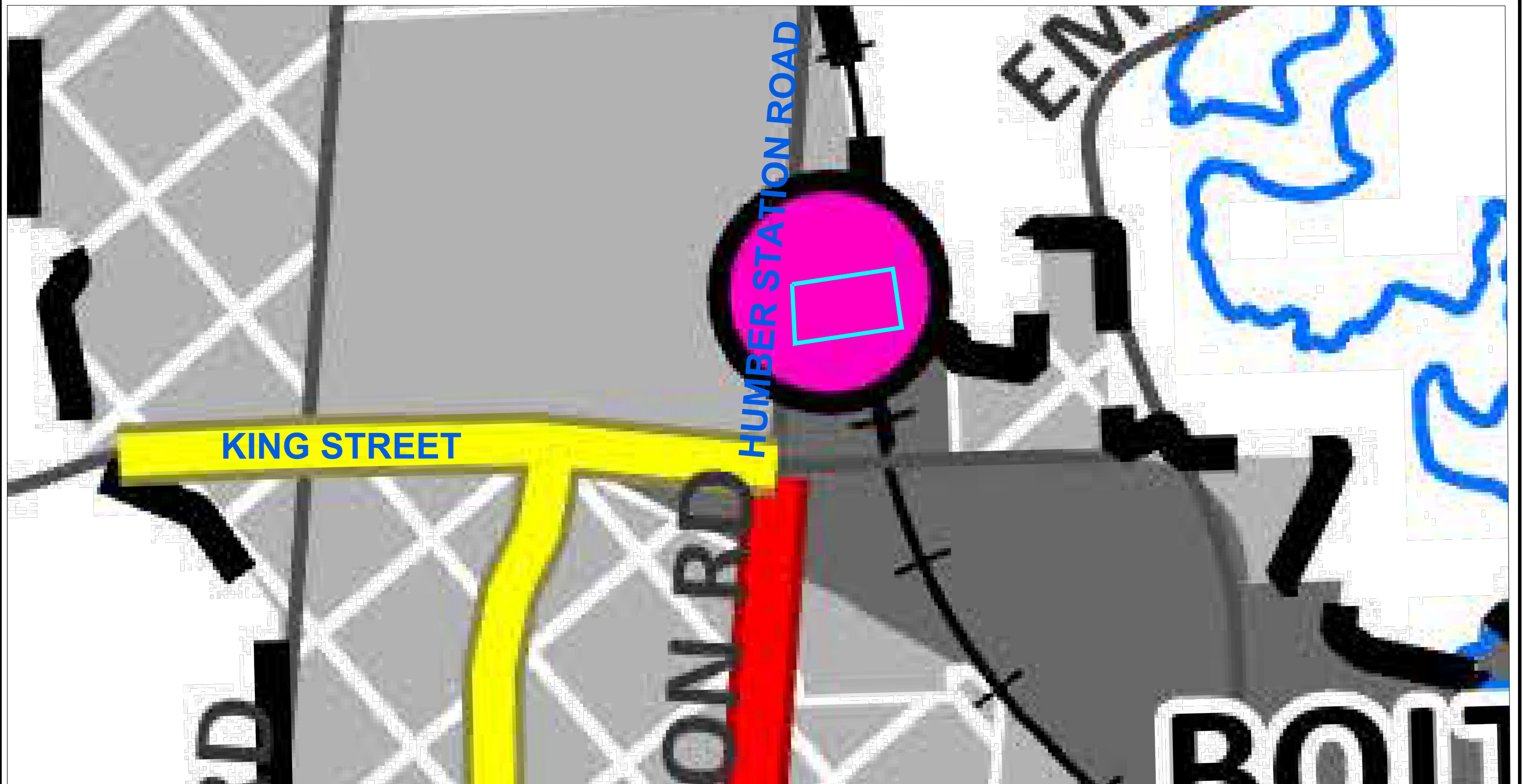
Revised:

Drawn By: H.S.

File No.: PN 2370_ Figures

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FUTURE TOWN of CALEDON **OFFICIAL PLAN** **SCHEDULE B2: GROWTH MANAGEMENT**

LEGEND

SUBJECT SITE

Urban Centre

Urban Corridor

Knowledge and Innovation Corridor

New Urban Area 2051

Built-up Area

Designated Growth Area

P.N.: 17.2370

Date: May 28, 2026

Scale: N.T.S.

Revised:

Drawn By: H.S.

File No.: PN 2370_ Figures

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FUTURE TOWN of CALEDON OFFICIAL PLAN SCHEDULE B4: LAND USE DESIGNATIONS

LEGEND

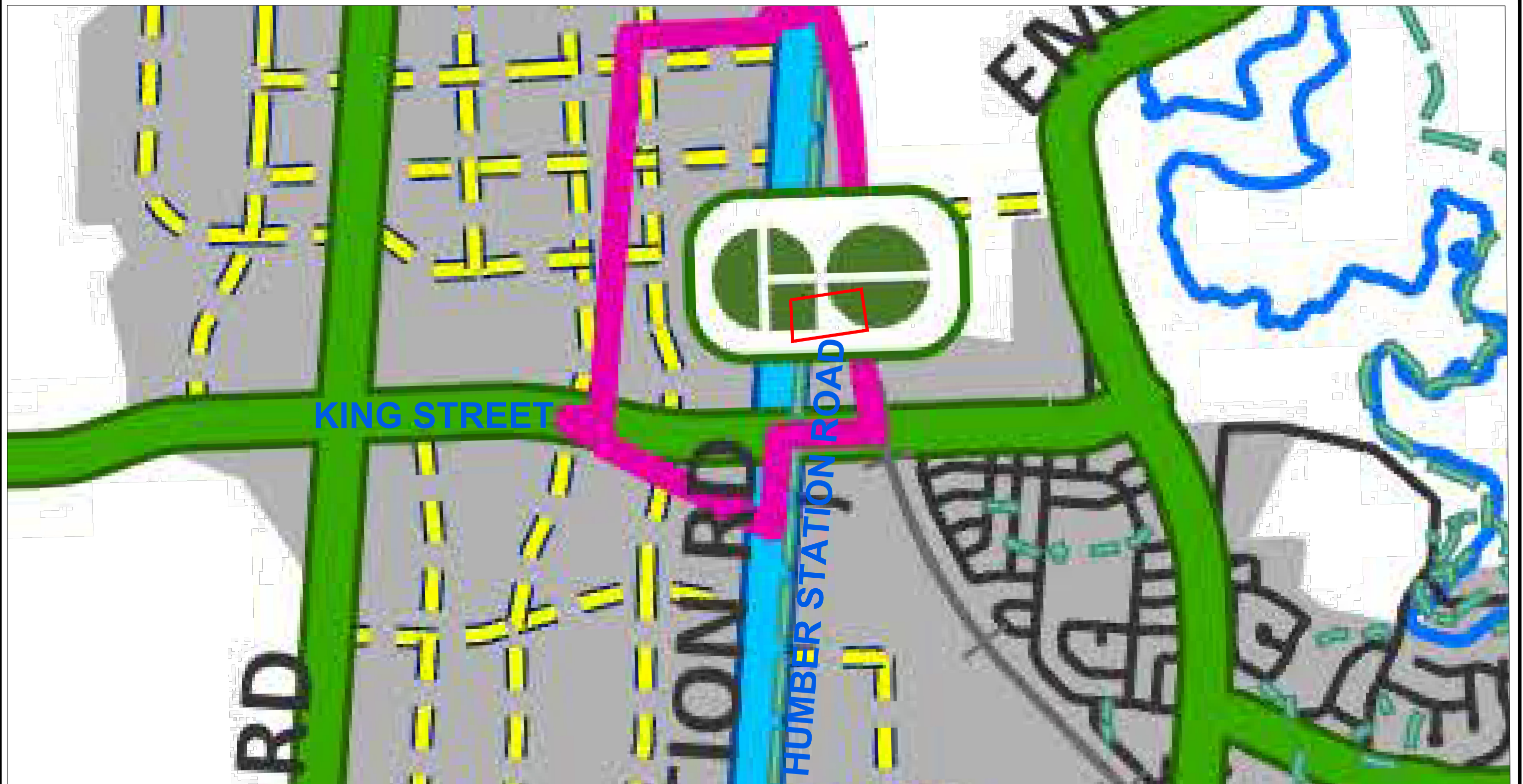


SUBJECT SITE

- Refer to Part A, Section 1.2
- New Community Area
- Prime Agricultural Area
- Rural Lands
- Parks and Open Space
- Natural Features and Areas

P.N.: 17.2370	Date: May 28, 2026	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	

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FUTURE TOWN of CALEDON **OFFICIAL PLAN SCHEDULE C1: TOWN-WIDE TRANSPORTATION NETWORK**

LEGEND

SUBJECT SITE

Primary Major Transit Station Area

Future Caledon GO Station

Regional Arterial

Town Arterial

Conceptual Collector Road

Local Road

Rail

Active Transportation - Trail System

Urban Area and Settlement Area

P.N.: 17.2370

Date: May 28, 2026

Scale: N.T.S.

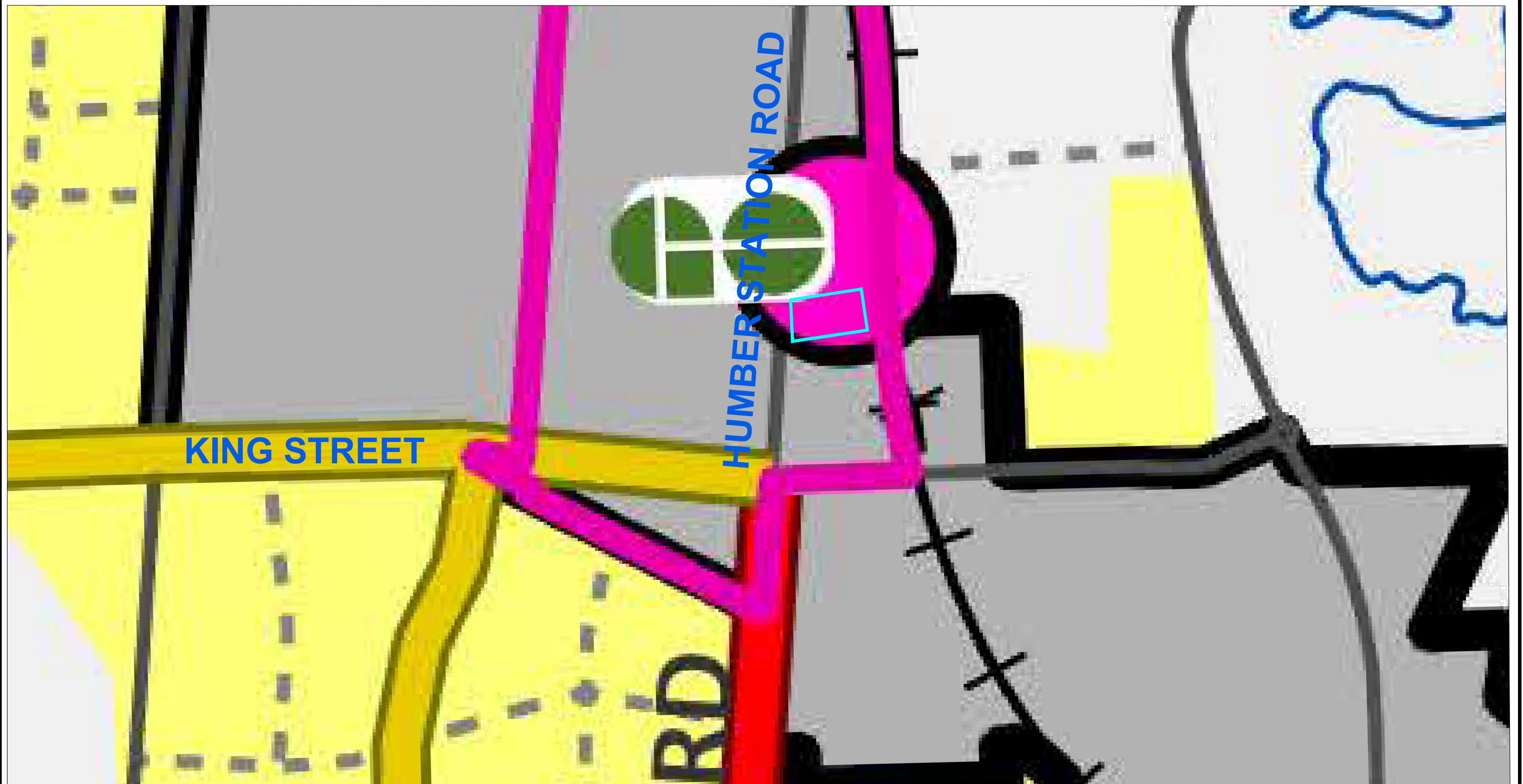
Revised:

Drawn By: H.S.

File No.: PN 2370_ Figures



F



FUTURE TOWN of CALEDON **OFFICIAL PLAN SCHEDULE F1:** **URBAN SYSTEM**

LEGEND

 SUBJECT SITE

 Primary Major Transit Station Area

 Future Caledon GO Station

Urban Corridor

Knowledge and Innovation Corridor

 Refer to Part A, Section 1.2

 Rural System (See Schedule E1)

Urban Centre

Conceptual Collector Road

 Existing Urban Area

 New Community Area

P.N.: 17.2370

Date: May 28, 2026

Scale: N.T.S.

Revised:

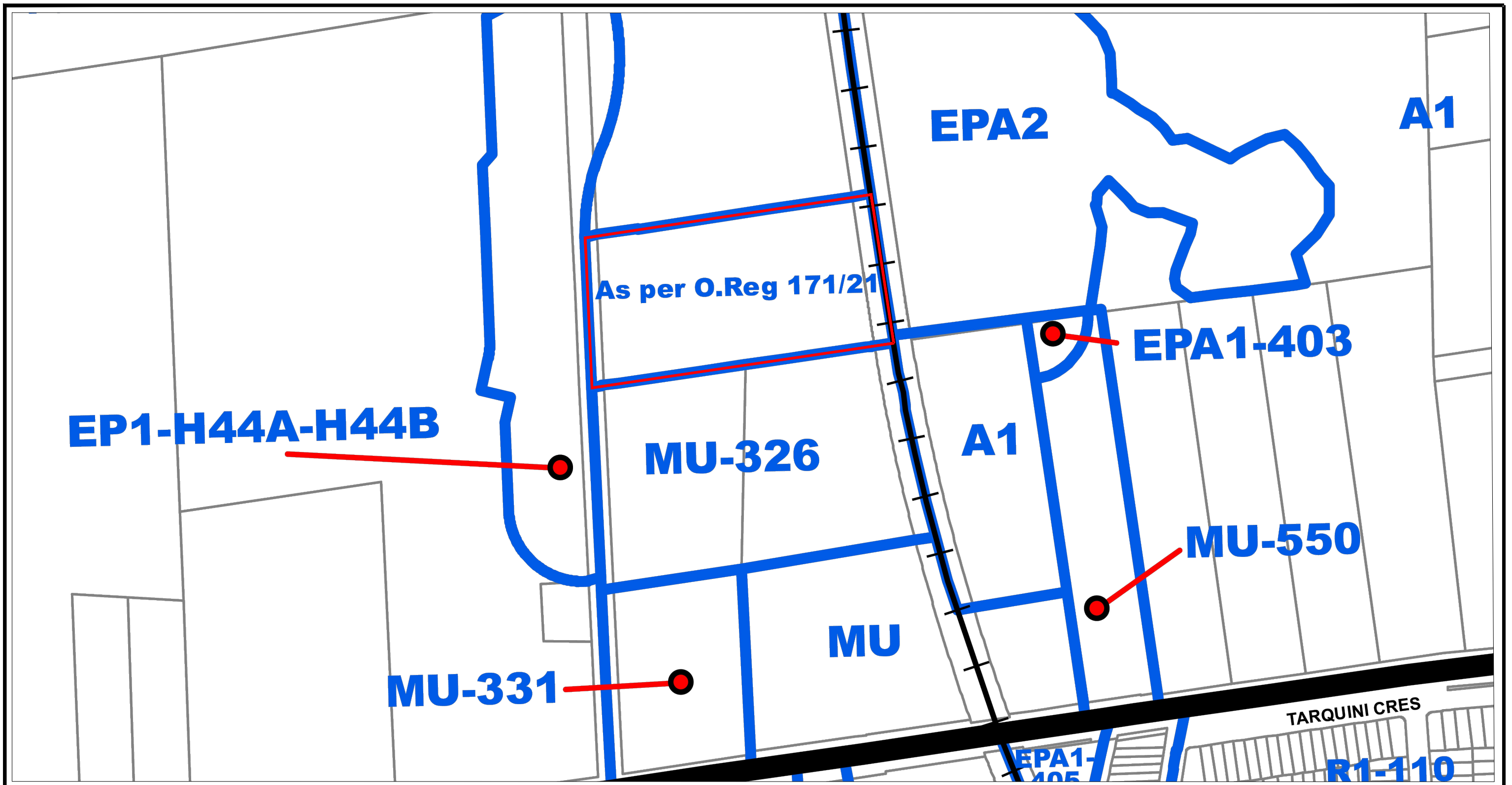
Drawn By: H.S.

File No.: PN 2370_ Figures

F



TAB 7



TOWN of CALEDON ZONING BY-LAW

LEGEND

SUBJECT SITE

P.N.: 17.2370

Date: February 4, 2025

F

Scale: N.T.S.

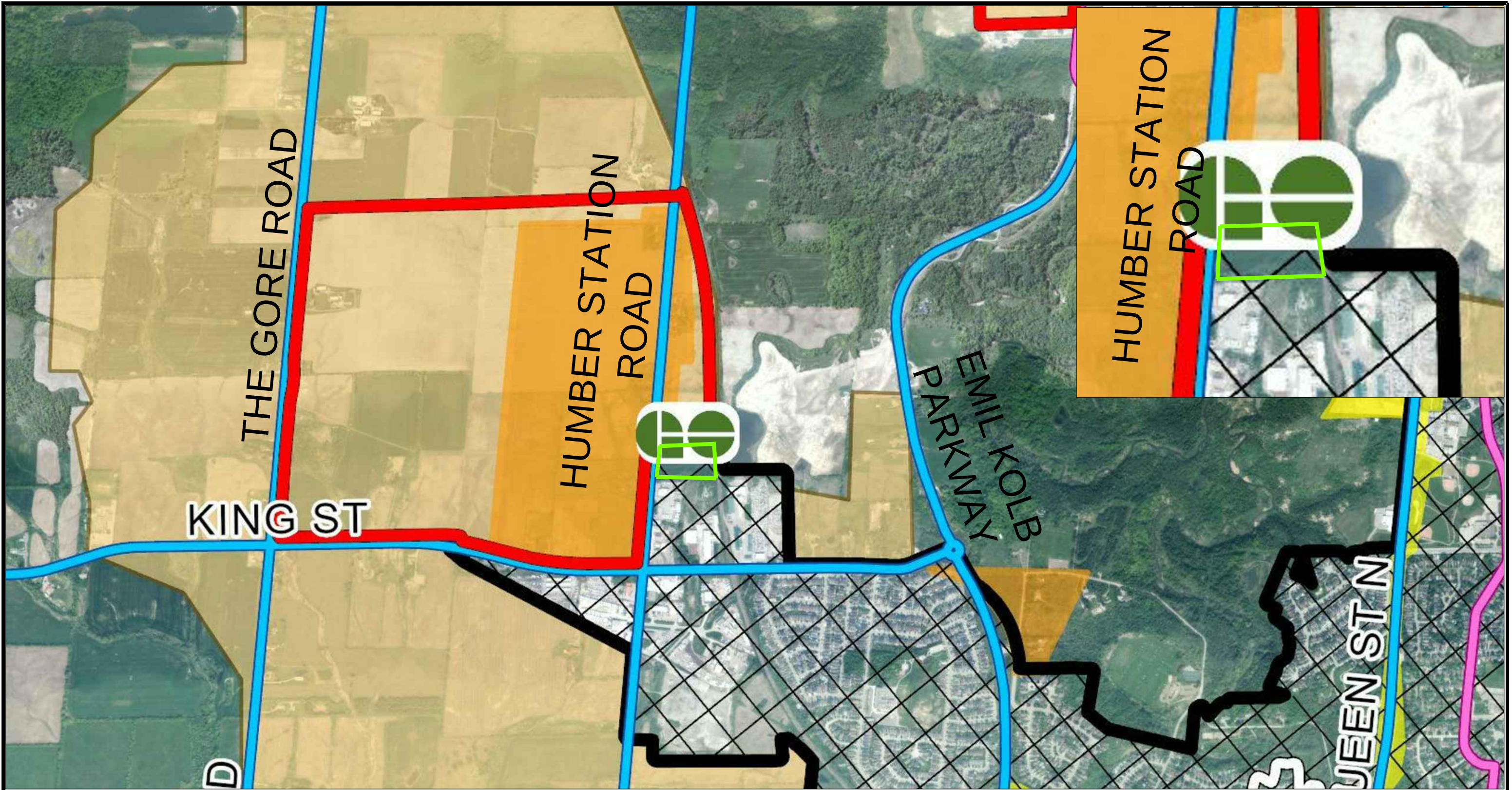
Revised:

Drawn By: H.S.

File No.: PN 2370_ Figures



TAB 8



TOWN of CALEDON OFFICIAL PLAN
BOLTON SECONDARY PLAN SCHEDULE A: BOLTON AREA
"0" HUMBER STATION ROAD

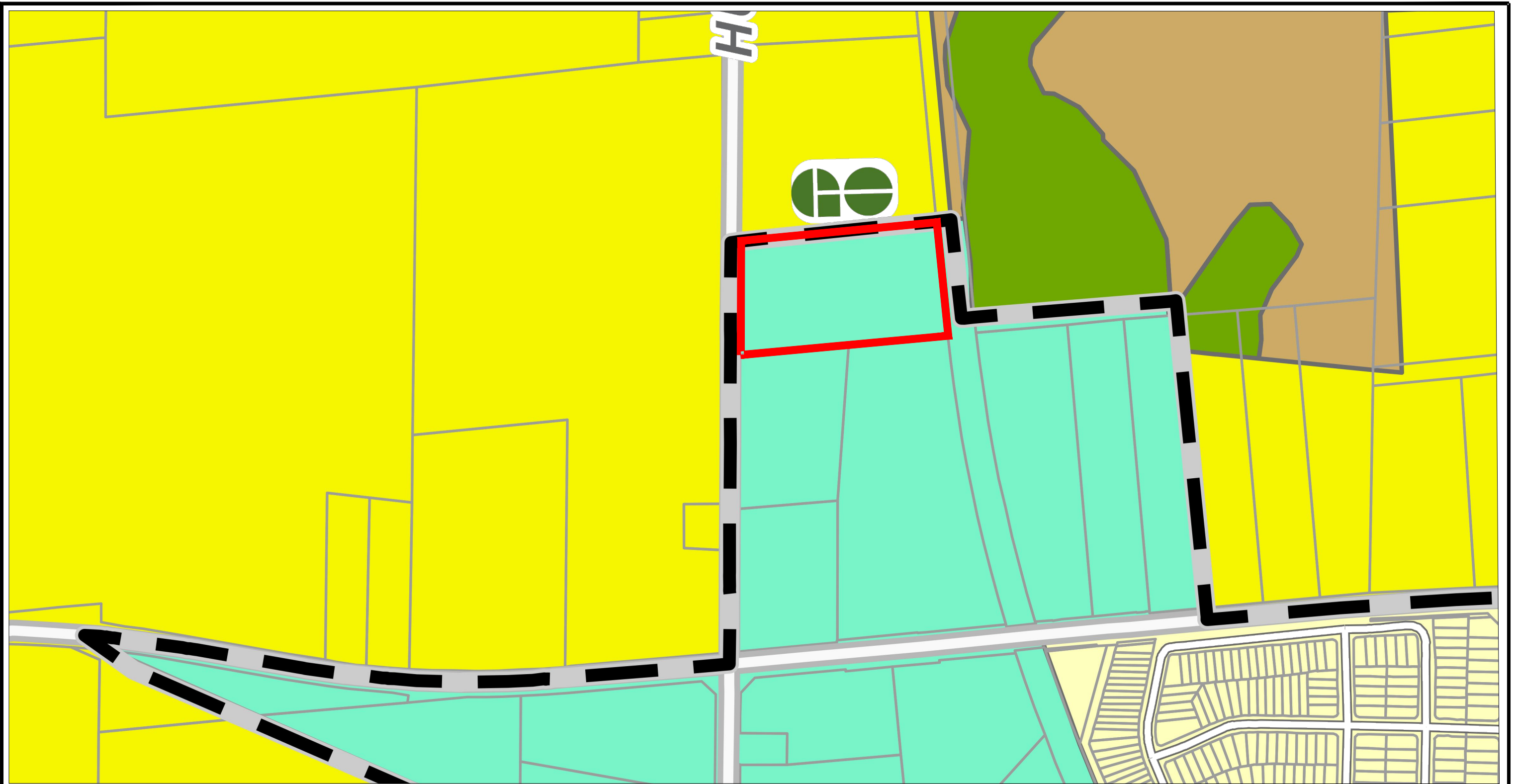
- PROPERTY BOUNDARY**
- Conceptual Location of GO Station along Queen St Corridor
 - Planned GO Station
 - Proposed Neighbourhood Centre
 - Arterial Road
 - Collector Road
 - Current Rural Service Centre Boundary
 - Queen Street Corridor Study
 - Bolton Special Policy Area
 - ROPA 30 Lands (2020)
 - Bolton - Settlement Area Boundary Expansion (2022)
 - Known Secondary Plans
 - Proposed Focused Study Area

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TAB 9



DRY INDUSTRIAL LANDS

BOLTON GO MTSA

TOWN of CALEDON

REGION of PEEL

LEGEND

SUBJECT SITE

Future Bolton GO Station

Property Boundary

Bolton Settlement Area

Low Density Residential

Medium Density Residential

High Density Residential

Environmental Policy Area

Tableland Forest

Open Space Policy Area

General Commercial

General Industrial

Dry Industrial

Prestige Industrial

Policy Area - Industrial

Rural Lands

Prime Agricultural Area

Future Development

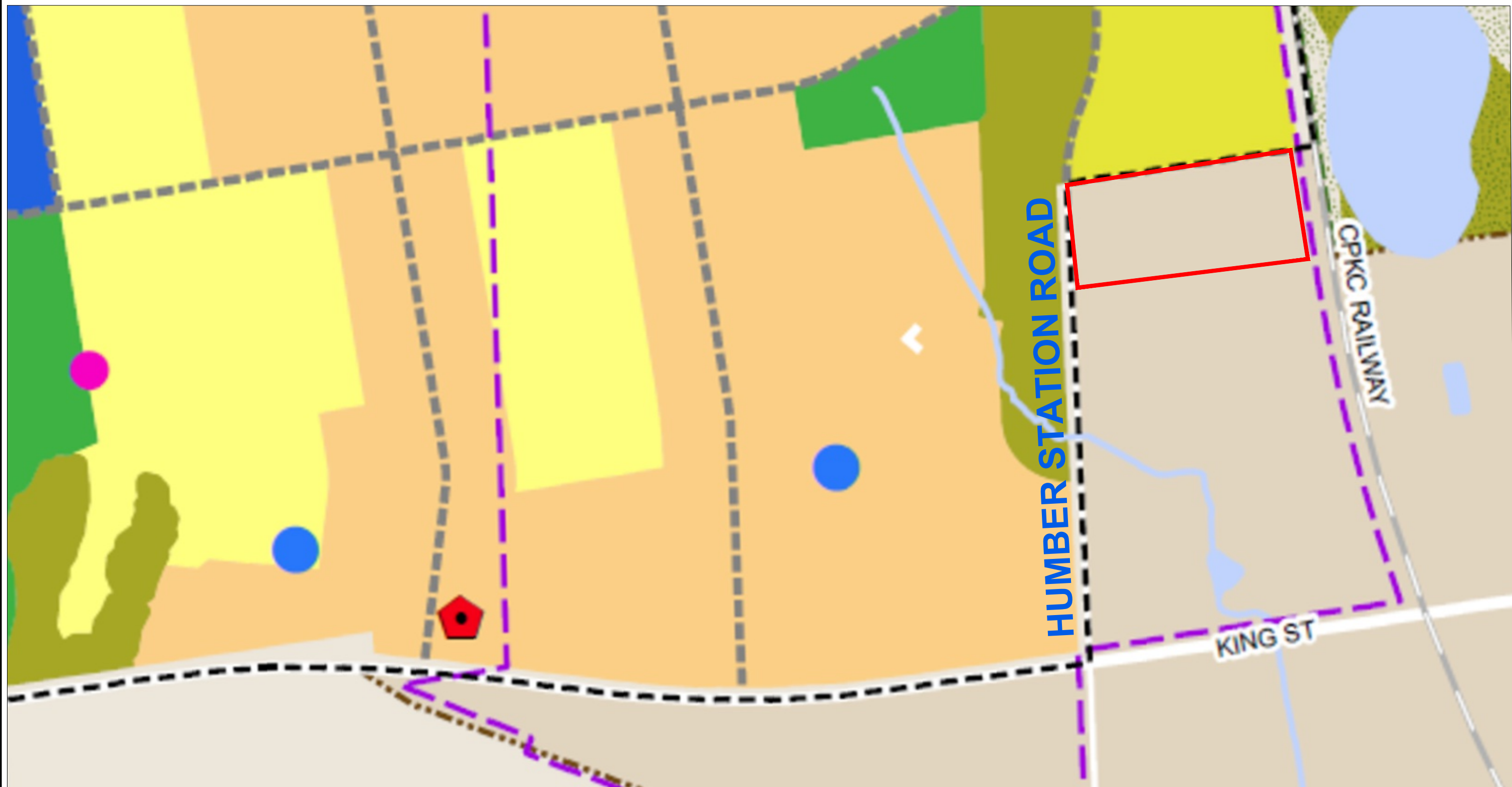
New Community Area

P.N.: 17.2370	Date: January 28, 2025	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_Figures	

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TAB 10



CALEDON STATION SECONDARY PLAN **SCHEDULE C-8: LAND USE PLAN**

LEGEND

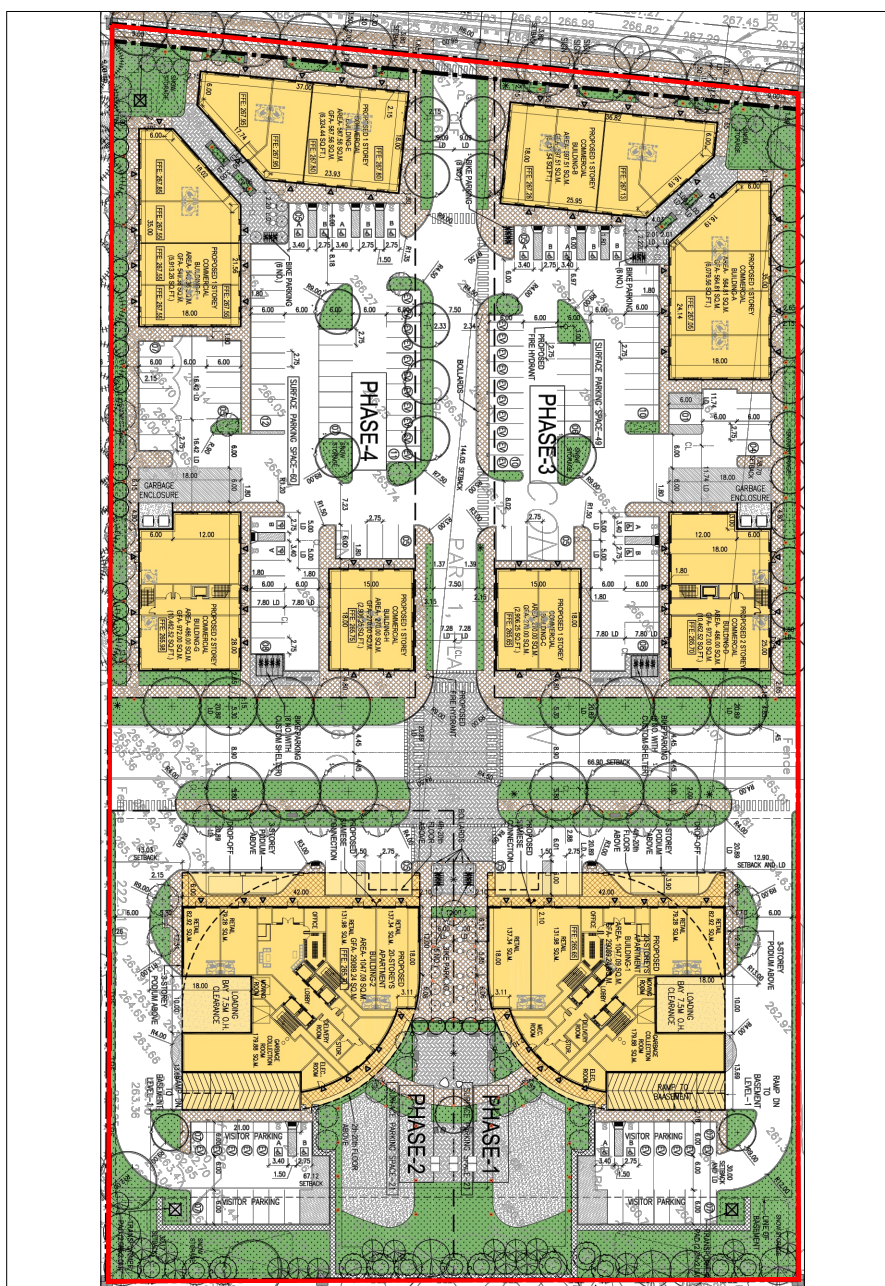
 SUBJECT SITE

- Low Density Residential Areas
- Medium Density Residential Areas
- Mixed-Use/High Density Areas
- Conceptual Stormwater Management Facility
- Cultural Heritage Resource
- Conceptual Fire Station Location

- Open Space Policy Area
- Environmental Policy Area
- Institutional
- Major Transit Area Boundary
- Secondary Plan Area
- Bolton Settlement
- Boundary of Greenbelt Plan Area
- Conceptual Road Network
- Local Road
- Railway

P.N.: 17.2370	Date: May 28, 2026	F
Scale: N.T.S.	Revised:	
Drawn By: H.S.	File No.: PN 2370_ Figures	
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TAB 11



'0' HUMBER STATION ROAD TERTIARY PLAN

PROPERTY BOUNDARY

P.N.: 17.2370

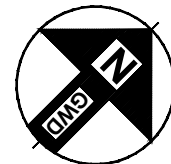
Date: May 7, 2026

Scale: 1:4000

Revised:

Drawn By: H.S.

File No.: PN 2370_ Tertiary Plan



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