

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2026-XXX

A By-law to adopt an Official Plan Amendment (OPA) to the Town's Official Plan documents, known as OPA ## to the Future Caledon Official Plan and OPA ### to the 1978 Town of Caledon Official Plan (Transportation Network Policy Updates, File POPA 2026-0005)

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment;

AND WHEREAS the Council of the Corporation of the Town of Caledon deems it appropriate to adopt amendments to update transportation network policies and mapping in the Future Caledon Official Plan and 1978 Town of Caledon Official Plan;

NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

1. For the purposes of this by-law:
 - a. "Future Caledon Official Plan" means the Official Plan for the Caledon Planning Area as adopted by the Council of the Corporation of the Town of Caledon on March 26, 2024, and approved as modified by the Minister of Municipal Affairs and Housing on October 22, 2025.
 - b. "1978 Town of Caledon Official Plan" means the Official Plan for the Caledon Planning Area adopted by the Council of the Corporation of the Town of Caledon, which remains in effect only as it applies to the lands specified in Policy 1.2.1 of the Future Caledon Official Plan.
2. As two of the Town's Official Plan documents are affected, this Official Plan Amendment (OPA) shall be known as OPA ## to the Future Caledon Official Plan and OPA ### to the 1978 Town of Caledon Official Plan.
3. This Official Plan Amendment, attached as **Schedule "A"** to this by-law, is hereby adopted for the Town of Caledon Planning Area.
4. This Official Plan Amendment is subject to appeal rights set out in section 17 of the *Planning Act*, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.

Enacted by the Town of Caledon Council this ___ day of _____, 2026.

Annette Groves, Mayor

Kevin Klingenberg, Clerk

DRAFT

Schedule “A” to By-law 2026-XXX
Official Plan Amendment to the Future Caledon Official Plan
and 1978 Town of Caledon Official Plan

Constitutional Statement

The details of the Amendment, as contained in Part 2 of this text, constitute Amendment Number ### to the Future Caledon Official Plan and Amendment #### to the 1978 Town of Caledon Official Plan.

Part 1 – The Preamble

Purpose and Effect:

The purpose of this Town-initiated Official Plan Amendment (OPA) is to update the transportation network policies and mapping (schedules and figures) in the Future Caledon Official Plan and 1978 Town of Caledon Official Plan.

The proposed OPA:

1. implements the preferred major collector roads from the Town’s 2026 Multi-Modal Transportation Master Plan (MMTMP) Addendum and updates conceptual collector roads;
2. protects planned road rights-of-way and intersection improvements;
3. enables implementation of the transportation network through development and future planning studies; and,
4. updates the planned right-of-way widths for Humber Station Road between King Street and Castlederg Side Road (Caledon Station Secondary Plan) and Kennedy Road between Old School Road and Newhouse Boulevard/Bonnieglenn Farm Boulevard (Mayfield West Secondary Plan) to implement Ontario Land Tribunal decisions.

Location:

The proposed OPA applies town wide. The preferred major collector roads and associated adjustments to the conceptual collector roads are located in south Caledon as shown in **Attachment 1** to this OPA.

Basis:

The proposed OPA has been prepared to implement updated transportation planning for the Town of Caledon and to ensure that the Town’s Official Plan documents reflect the most current infrastructure planning.

The identification of the preferred major collector road and conceptual collector road alignments is intended to:

- support the planned growth of the community,
- improve transportation network connectivity,
- distribute traffic across the network, and
- protect lands required for future infrastructure.

The preferred major collector road alignments were identified through the Town’s 2026 Multi Modal Transportation Master Plan (MMTMP) Addendum, which evaluated transportation needs associated with planned growth areas.

The update to the planned right-of-way width for Humber Station Road between King Street and Castleberg Side Road is in accordance with a decision of the Ontario Land Tribunal (OLT-23-000303).

The update to the planned right-of-way width of Kennedy Road between Old School Road and Newhouse Boulevard/Bonnieglenn Farm Boulevard is in accordance with a decision of the Ontario Land Tribunal (OLT-23-000520).

Part 2 – The Amendment

1. Modify the text of the Future Caledon Official Plan as described below.

Note: Text that is **bolded and underlined** is text to be inserted, and text that is crossed out (“~~strikethrough~~”) is text to be deleted.

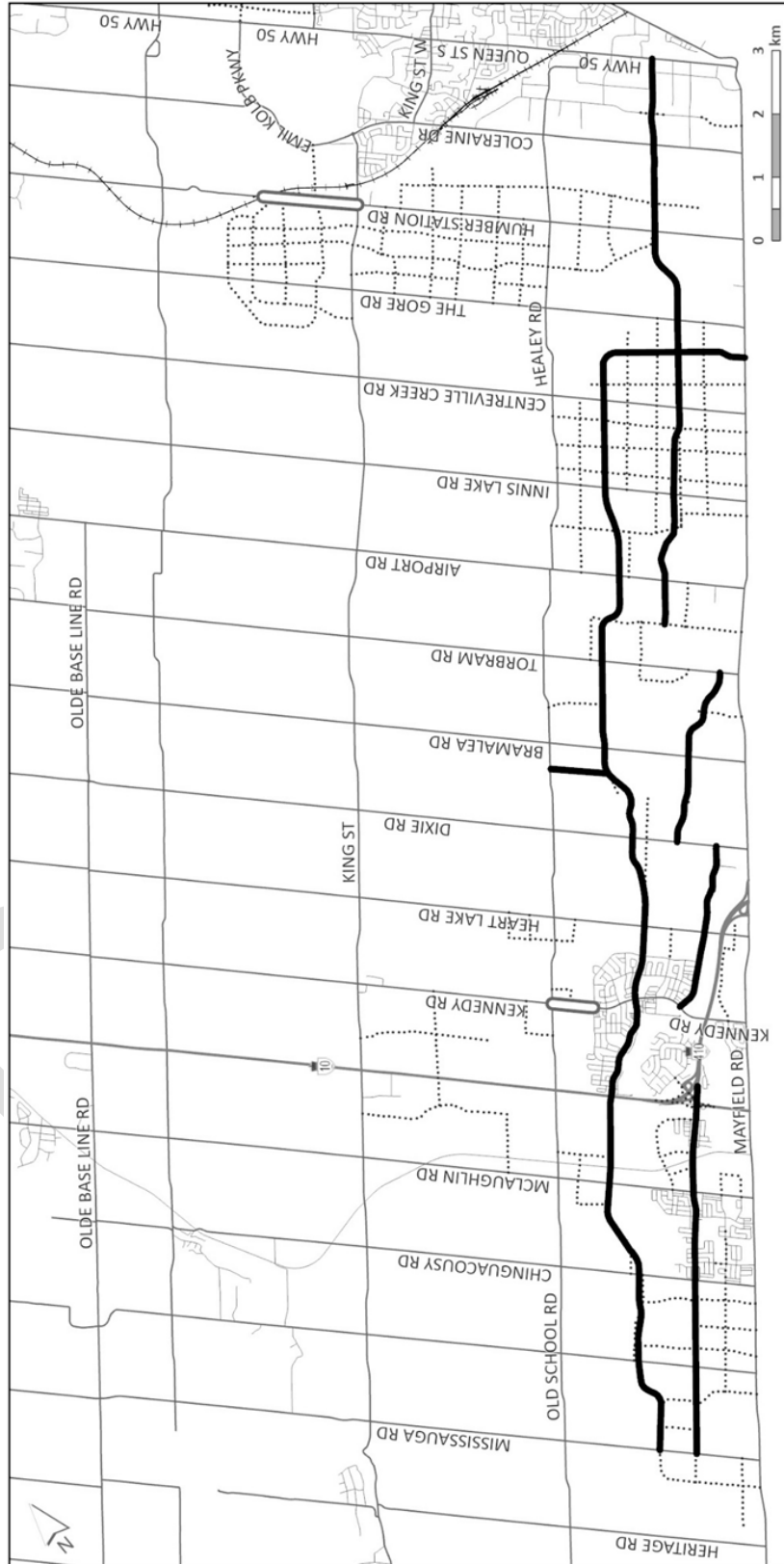
Chapter/Section	Text Changes
Transportation/ Road Network	<p>Modify Policy 11.3.1 as shown below:</p> <p>The Town’s road network consists of Town roads, Regional roads and Provincial freeways and highways. The primary road network is set out on Schedule C1, Town-wide Transportation Network and Schedule C2, Town-wide Road Right-of-way Widths The conceptual collector road network for the New Urban Area is also set out on Schedule C1 and Schedule F1, Urban System. <u>The Town shall protect and implement the east-west major collector corridor identified on Schedules C1 and F1, and Figures F2a and F2b to support connectivity across the urban system.</u> Other roads are shown on the land use schedules of this Plan. Unless otherwise detailed on Schedule C1, Schedule F1, or a land use schedule, all roads will be deemed to be local roadways. <u>The alignment of collector roads shown on Schedule C1, and Figures F2a and F2b is conceptual and may be refined through secondary planning, environmental assessment, and development approvals.</u></p>
Transportation/ Road Network	<p>Insert a new Policy 11.3.2 as shown below, and renumber the remaining policies in Section 11.3 accordingly:</p> <p><u>Development within the 2051 New Urban Area will provide collector road connections between existing and planned north-south concession roads to support interim and long-term network connectivity. The alignment of these roads is shown conceptually on Schedules C1 and F1, and Figures F2a and F2b and may be refined through secondary planning, environmental assessments, and development approvals.</u></p>

Chapter/Section	Text Changes
Transportation/ Road Network	Insert a new Policy 11.3.3 as shown below, and renumber the remaining policies in Section 11.3 accordingly: <u>The Town may require additional right-of-way at intersections to accommodate turning lanes, intersection improvements, intersection flaring, signalization, active transportation facilities, and other transportation infrastructure required to support the safe and efficient operation of the road network.</u>
Transportation/ Design, Construction and Reconstruction of Roads	Insert a new Policy 11.11.8 as shown below: <u>New collector roads identified through the Multi Modal Transportation Master Plan Addendum will protect a minimum 26-metre right-of-way to accommodate multimodal transportation, utilities, and landscaping.</u>

2. Modify the Schedules and Figures of the Future Caledon Official Plan as described below and provided in **Attachment 2** to this OPA:
- a) Schedule B1, Town Structure, is amended to adjust and align the Urban Corridor to follow the preferred major collector road alignments.
 - b) Schedule B2, Growth Management, is amended to adjust and align the Urban Corridor to follow the preferred major collector road alignments.
 - c) Schedule C1, Town-wide Transportation Network, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - d) Schedule C2, Town-wide Road Right-of-Way Widths, is amended to incorporate:
 - the preferred major collector road alignments as 26 metres;
 - the planned 22 metre right-of-way for Humber Station Road between King Street and Castlederg Side Road
 - the planned 26 metre right-of-way for Kennedy Road between Old School Road and Newhouse Boulevard/Bonnieglan Farm Boulevard
 - e) Schedule F1, Urban System, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - f) Figure F2a, Preliminary Community Structure of Caledon, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - g) Figure F2b, Preliminary Community Structure, is amended to incorporate the preferred major collector road and conceptual collector road alignments and to adjust and align the Urban Corridor to follow the preferred major collector road alignments.

- h) Schedule H35, Humber Station Employment Area Community Structure & Land Use, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - i) Schedule H36, Alloa Community Structure & Land Use, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
3. Modify the Schedules of the 1978 Town of Caledon Official Plan as described below and provided in **Attachment 3** to this OPA:
- a) Schedule B, Mayfield West Land Use Plan, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - b) Schedule B2, Mayfield West Land Use Plan, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - c) Schedule C, Bolton Land Use Plan, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - d) Schedule C5, South Simpson Industrial Secondary Plan, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - e) Schedule C7, Coleraine West Employment Area Land Use Plan, is amended to incorporate the preferred major collector road and conceptual collector road alignments.
 - f) Schedule C8a, Caledon Station Secondary Plan: Transportation Schedule, is amended to incorporate the planned 22 metre right-of-way for Humber Station Road between King Street and Castleberg Side Road.
 - g) Schedule N, Tullamore Land Use Area, is amended to incorporate the preferred major collector road and conceptual collector road alignments.

Attachment 1 South Caledon Transportation Network



Preferred Major Collector Road Alignment (MMTTP Addendum)
 Conceptual Collector Road (MMTTP and Future Caledon)
 Road Width Change

Attachment 2
Modifications to the Schedules and Figures of the Future Caledon Official Plan

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TOWN OF CALEDON OFFICIAL PLAN

Schedule B1

Town Structure

Urban System

- Brampton-Caledon Airport
- Future Caledon GO Station
- Downtown Bolton
- Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Knowledge and Innovation Corridor
- Primary Major Transit Station Area
- Urban Area

Rural System

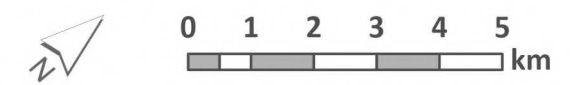
- Village
- Hamlet
- Rural Employment Centre
- Palgrave Estate Residential Community
- Agricultural Area and Rural Lands

Natural Environment System

- Natural Features and Areas

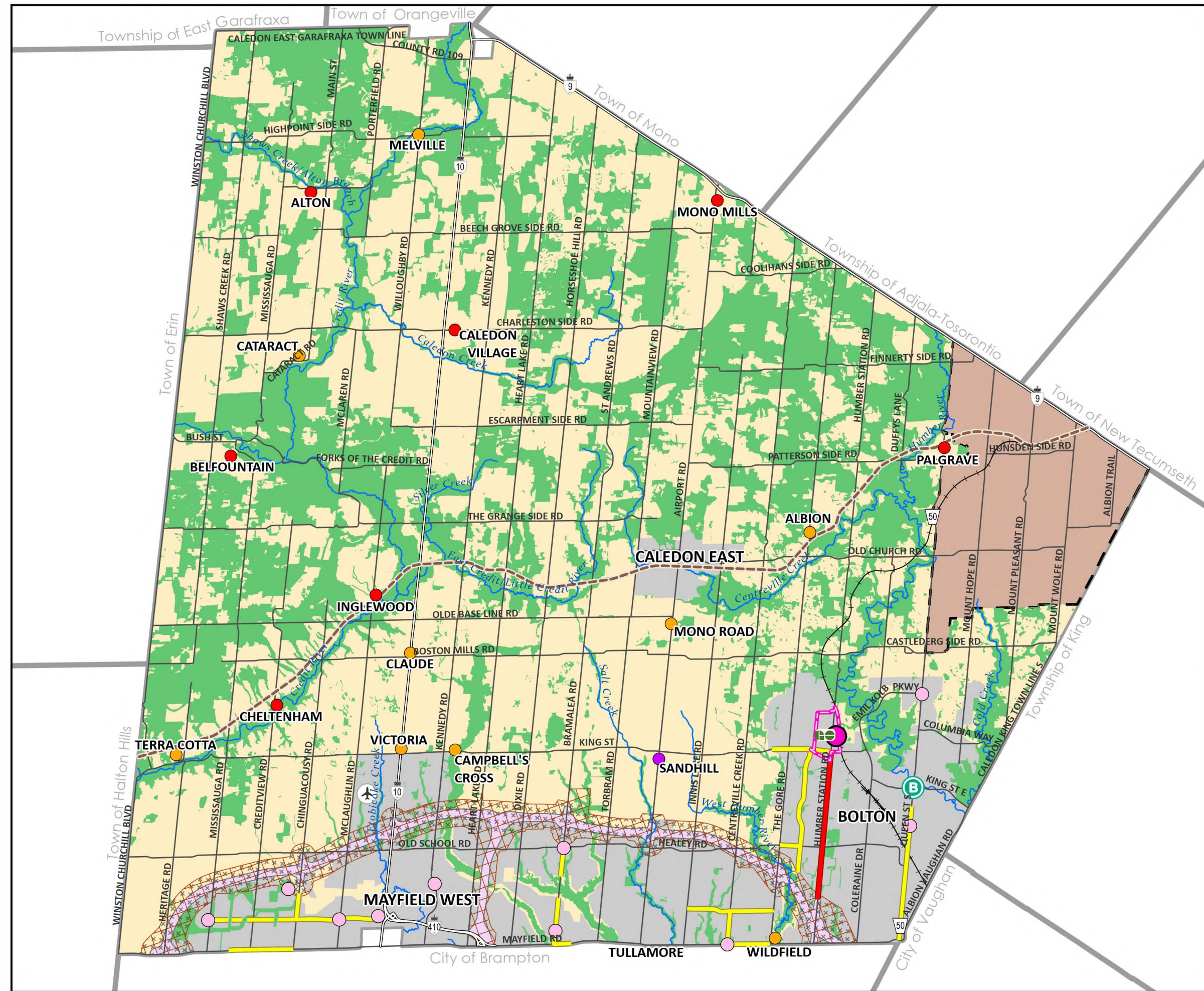
Other Map Elements

- Caledon Trailway
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest



Date of print: 3/11/2026
 Sources: Town of Caledon, Regional Municipality of Peel
 Contains information licensed under the Open Government Licence – Ontario

This map forms part of the Future Caledon Official Plan of the Town of Caledon and must be read in conjunction with the text, other schedules and secondary plans. The boundaries/alignments of designations on this schedule are approximate and are not intended to be scaled.





TOWN OF CALEDON OFFICIAL PLAN

Schedule B2

Growth Management

- Urban Centre
- Potential Urban Centre
- Neighbourhood Centre
- Urban Corridor
- Knowledge and Innovation Corridor
- Rural Settlement Area
- Rural Employment Centre
- Built-up Area
- Designated Growth Area
- Palgrave Estate Residential Community
- Regional Urban Boundary
- New Urban Area 2051
- Future Strategic Employment Reserve

Other Map Elements

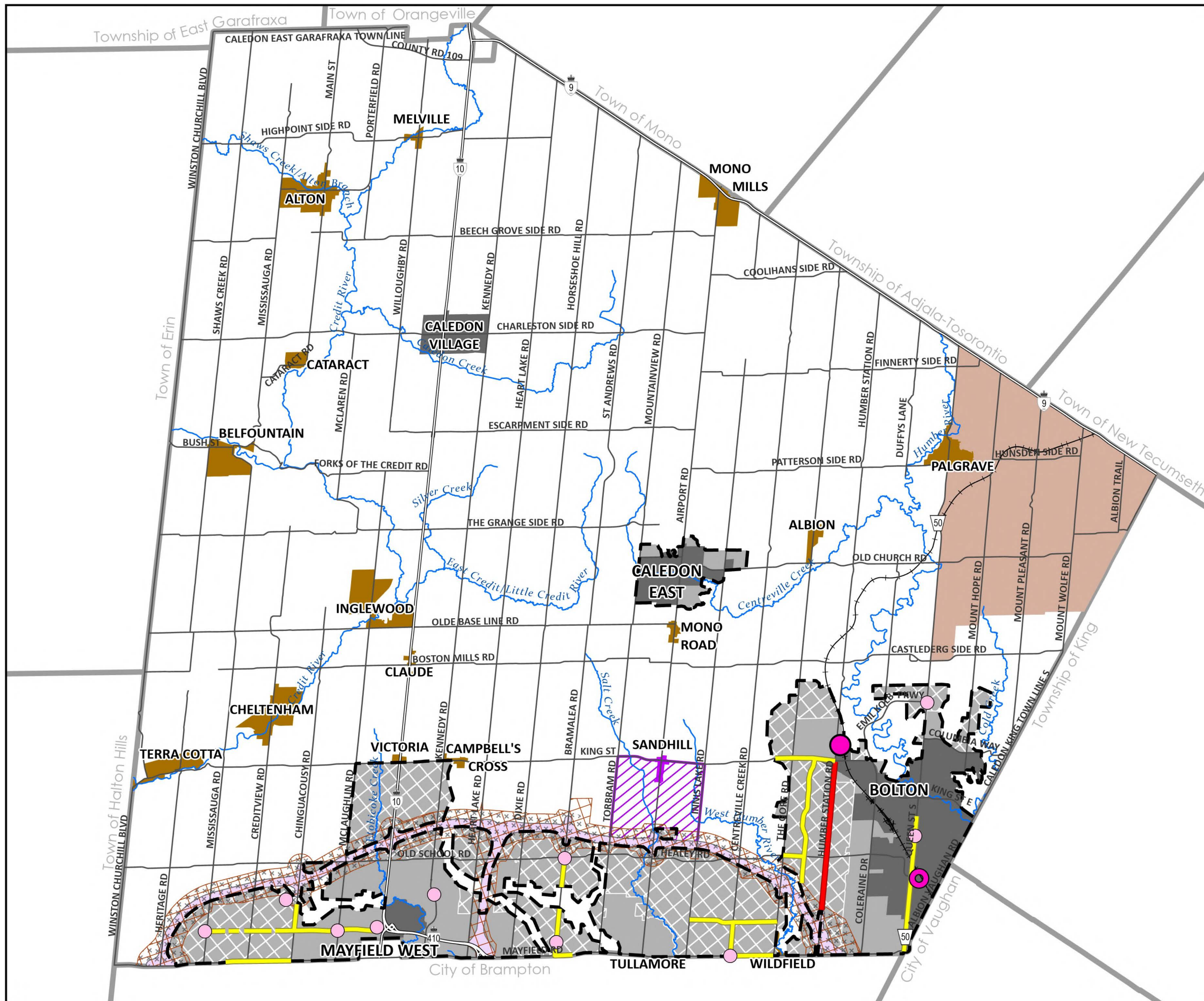
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest



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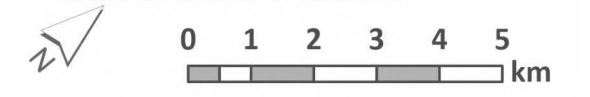




TOWN OF CALEDON OFFICIAL PLAN

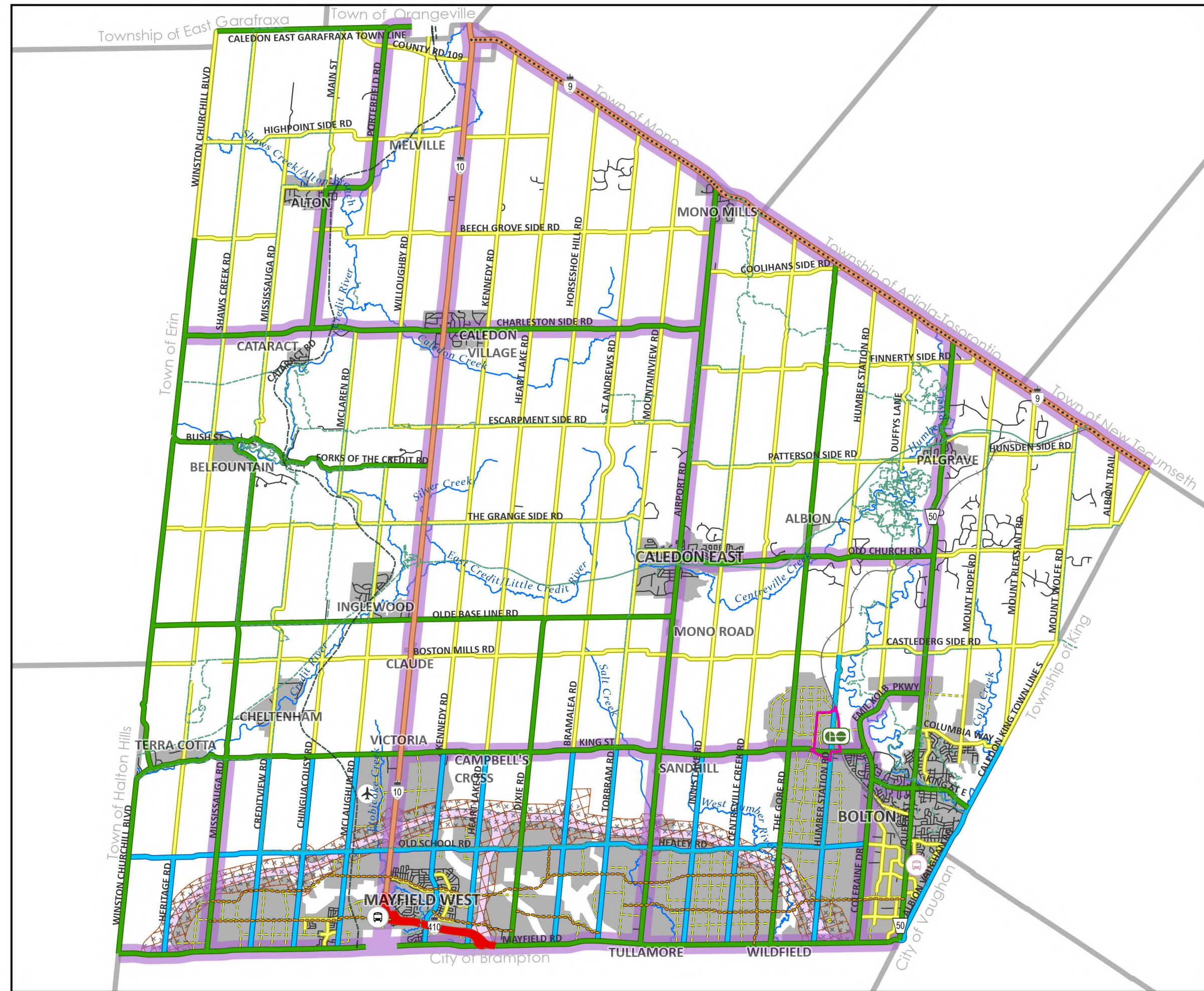
Schedule C1 Town-wide Transportation Network

- Primary Major Transit Station Area
- Planned Major Transit Station Area
- Potential Major Transit Station Area
- Future Caledon GO Station
- Brampton-Caledon Airport
- Mineral Aggregate Haul Route
- Provincial Freeway
- Provincial Highway
- New Capacity Expansion
- Regional Arterial
- Town Arterial
- Collector Road
- Conceptual Collector Road
- Local Road
- Preferred Major Collector Road Alignment
- Rail
- Active Transportation - Trail System
- Urban Area and Settlement Area
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest



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TOWN OF CALEDON OFFICIAL PLAN

Schedule C2

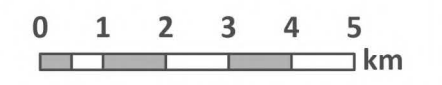
Town-wide Road Right-of-Way Widths

Right-of-way Width

- 20m
- 22m
- 26m
- 30m
- 36m
- 45m
- 50m
- Provincial Highway/Freeway
- Regional Arterial

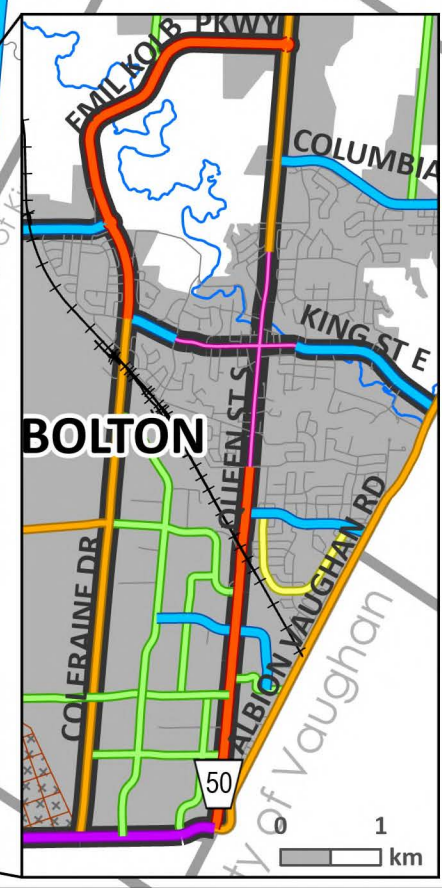
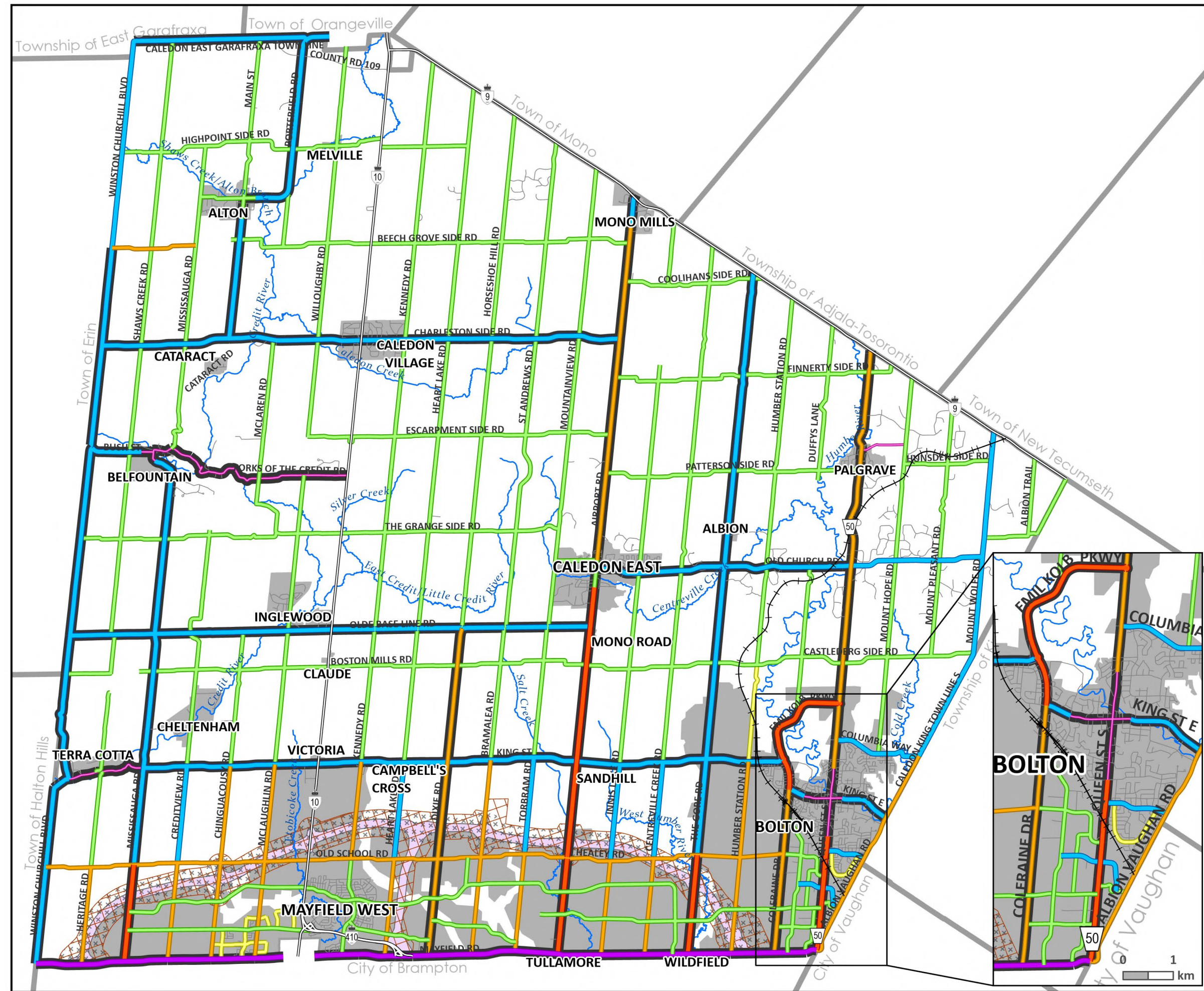
Other Map Elements

- Highway 413 Focused Analysis Area
- NWGTA Transmission Corridor Narrowed Area of Interest
- Planned Highway 413 Transportation Corridor
- Urban Area and Settlement Area



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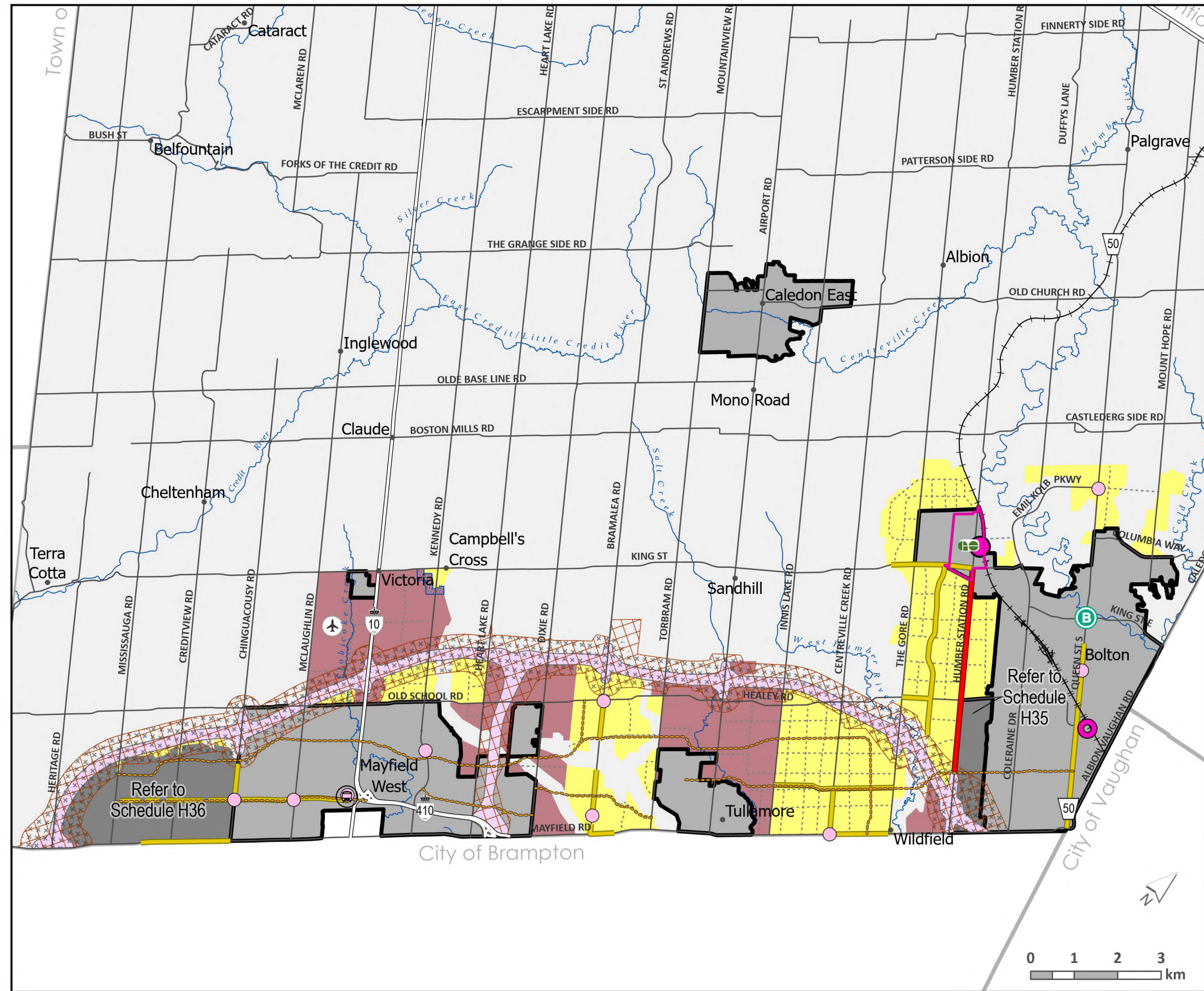


TOWN OF CALEDON OFFICIAL PLAN

Schedule F1

Urban System

- Urban System**
- Primary Major Transit Station Area
 - Planned Major Transit Station Area
 - Future Caledon GO Station
 - Brampton-Caledon Airport
 - Downtown Bolton
 - Urban Centre
 - Potential Urban Centre
 - Neighbourhood Centre
 - Urban Corridor
 - Knowledge and Innovation Corridor
 - Conceptual Collector Road
 - Preferred Major Collector Road Alignment
 - Existing Urban Area
 - New Community Area
 - New Employment Area
 - Campbell's Cross Transition Area
- Other Map Elements**
- Refer to Part A, Section 1.2
 - Refer to Applicable Secondary Plan
 - Rural System (See Schedule E1)
 - Planned Highway 413 Transportation Corridor
 - Highway 413 Focused Analysis Area
 - NWGTA Transmission Corridor Narrowed Area of Interest



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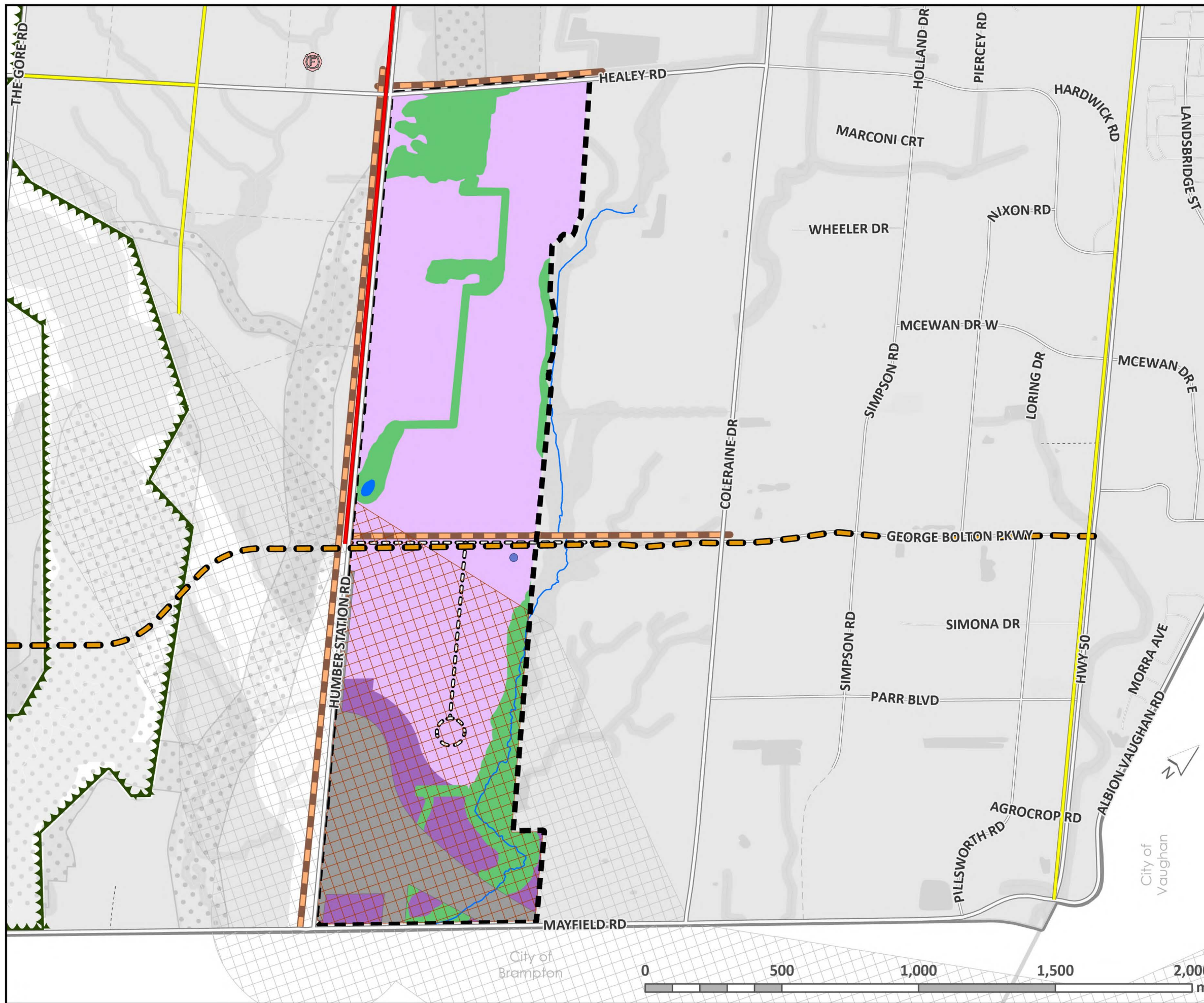
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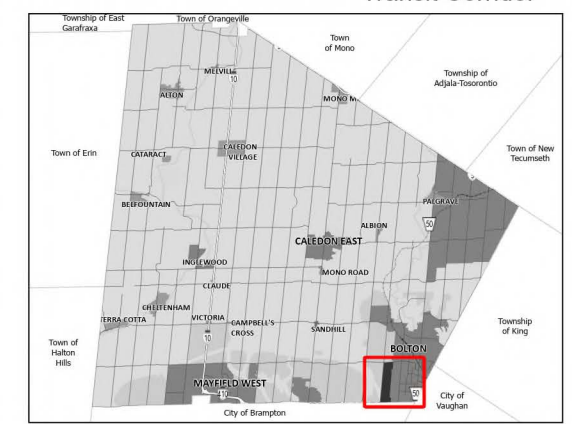
TOWN OF CALEDON OFFICIAL PLAN

Schedule H35

Humber Station Employment Area Community Structure & Land Use



- | | | | |
|--|---|-----------------|---|
| | Proposed Fire Station | | Lakes |
| | Urban Corridor | | Permanent and/or Intermittent Streams |
| | Knowledge and Innovation Corridor | | Preferred Major Collector Road Alignment |
| | Secondary Plan Area | | Conceptual Collector Road |
| | Conceptual Stormwater Management Facility | | Proposed Multi-Use Path |
| | Greenbelt Plan Boundary | Land Use | |
| | Existing Urban Area | | General Employment Area |
| | Planned Highway 413 and NWGTA | | Prestige Employment Area |
| | Transmission Corridor Protection Area | | Natural Features and Areas |
| | | | Highway 413 Transportation and Transit Corridor |



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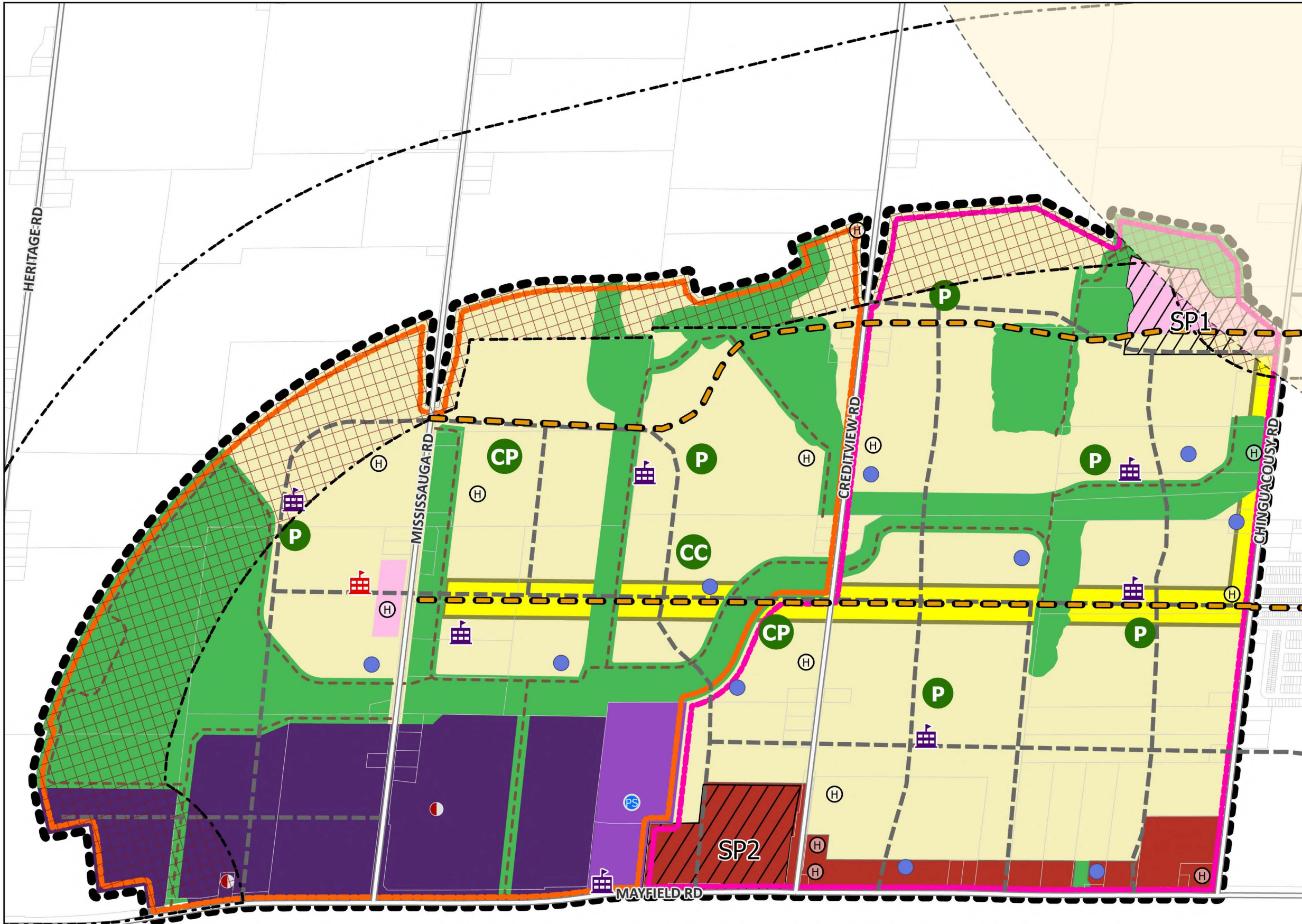
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Schedule H36

Alloa
Community Structure & Land Use



- Secondary Plan Boundary
 - Phase 1 Boundary
 - Phase 2 Boundary
 - Neighbourhood Park
 - Community Park
 - Community Centre
 - Elementary School
 - Secondary School
 - Alloa Water Pumping Station
 - Stormwater Pond
 - Heritage Resource
 - Site Specific Exemption
 - Natural Features and Areas
 - Neighbourhood Area
 - Major Commercial / Mixed-Use Area
 - Prestige Employment Area
 - General Employment Area
 - Neighbourhood Centre Area
 - Urban Corridor Area
 - Preferred Major Collector Road Alignment
 - Conceptual Collector Road
 - Active Transportation - Trail System
 - Brampton Airport Outer Surface Limit
 - Special Policy Areas
- Highway 413 Map Elements**
- Planned Highway 413 and NWGTA Transmission Corridor Protection Area
 - Highway 413 Focused Analysis Area
 - Highway 413 Road Right-of Way

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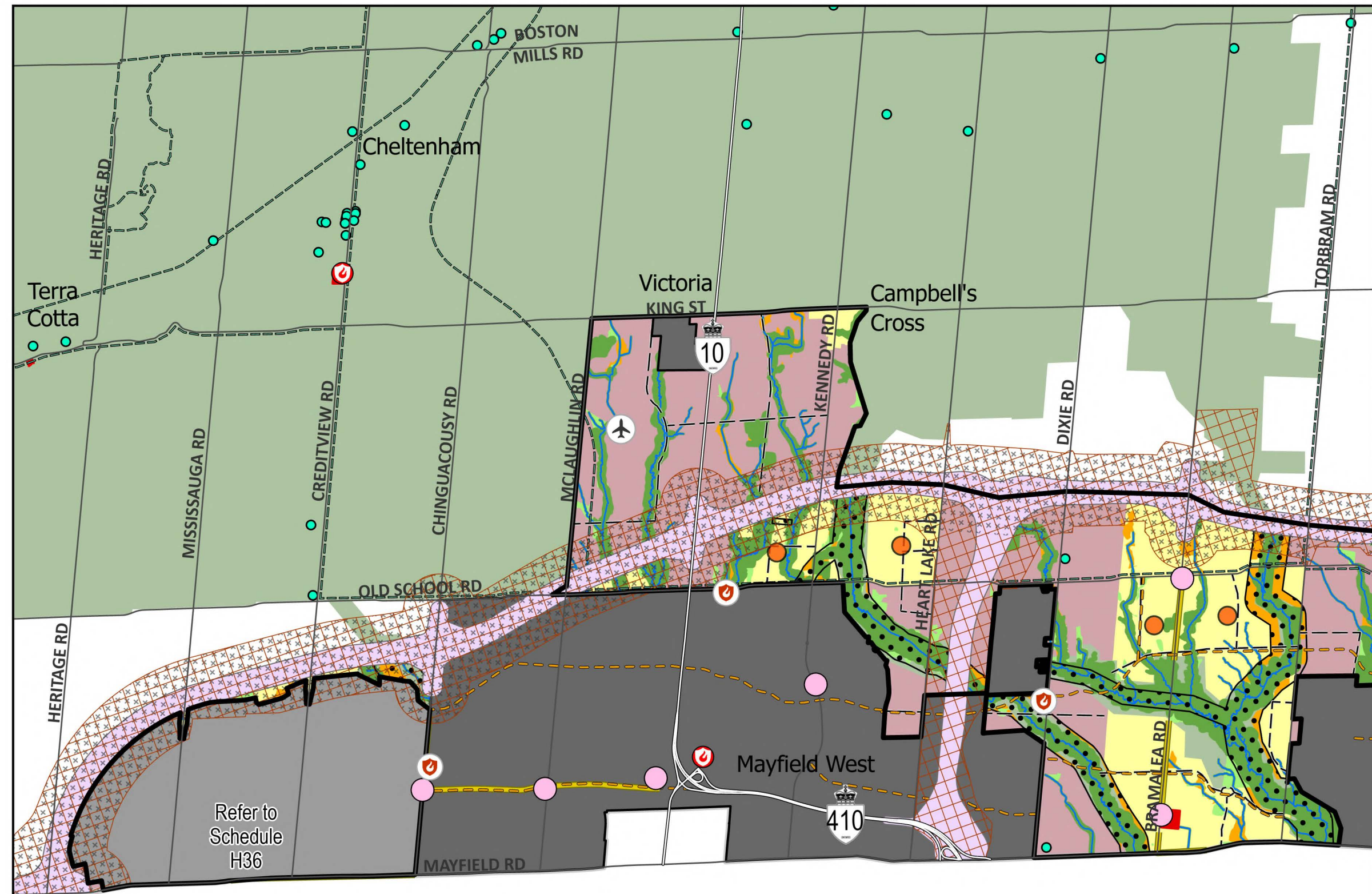
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Figure F2a

Preliminary Community Structure Plan

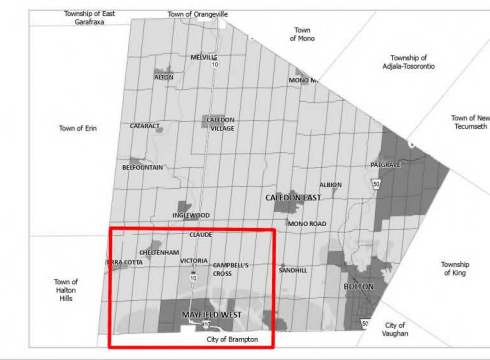
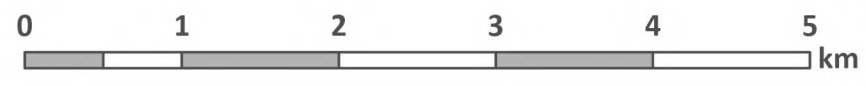


- Part IV Designated Heritage Properties
- Proposed Community Park
- Existing Fire Station
- Proposed Fire Station
- Brampton-Caledon Airport
- Neighbourhood Centre
- Active Transportation- Trail System
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Urban Corridor
- Existing Community Park
- New Community Area
- New Employment Area
- Greenbelt Plan Boundary
- Natural Features and Areas with 30m Buffer
- Supporting Features and Areas
- Permanent and Intermittent Streams
- Potential Linkage
- Potential Enhancement Area

- Other Map Elements**
- Preliminary Community Structure Plan Boundary
 - Refer to Applicable Secondary Plan
 - Refer to Part A, Section 1.2
 - Planned Highway 413 Transportation Corridor
 - Highway 413 Focused Analysis Area
 - NWGTA Transmission Corridor Narrowed Area of Interest

Refer to Schedule H36

City of Brampton

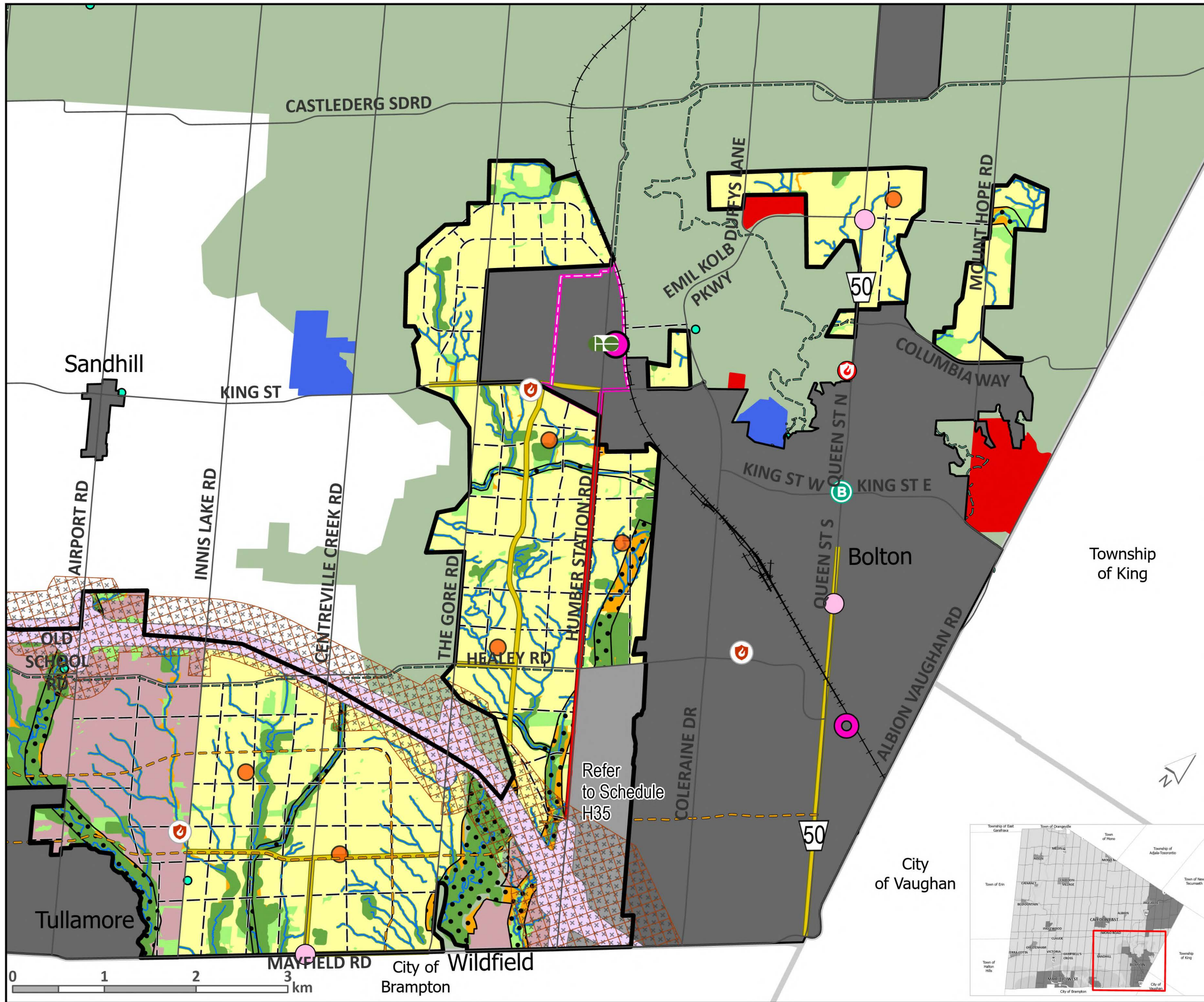


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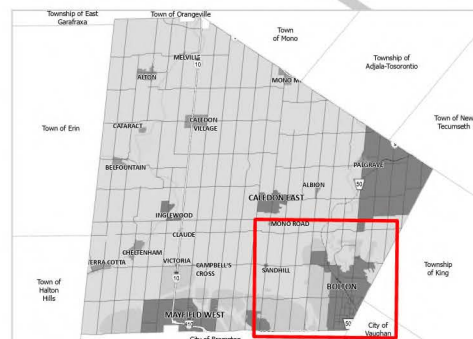
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Figure F2b
Preliminary Community
Structure Plan



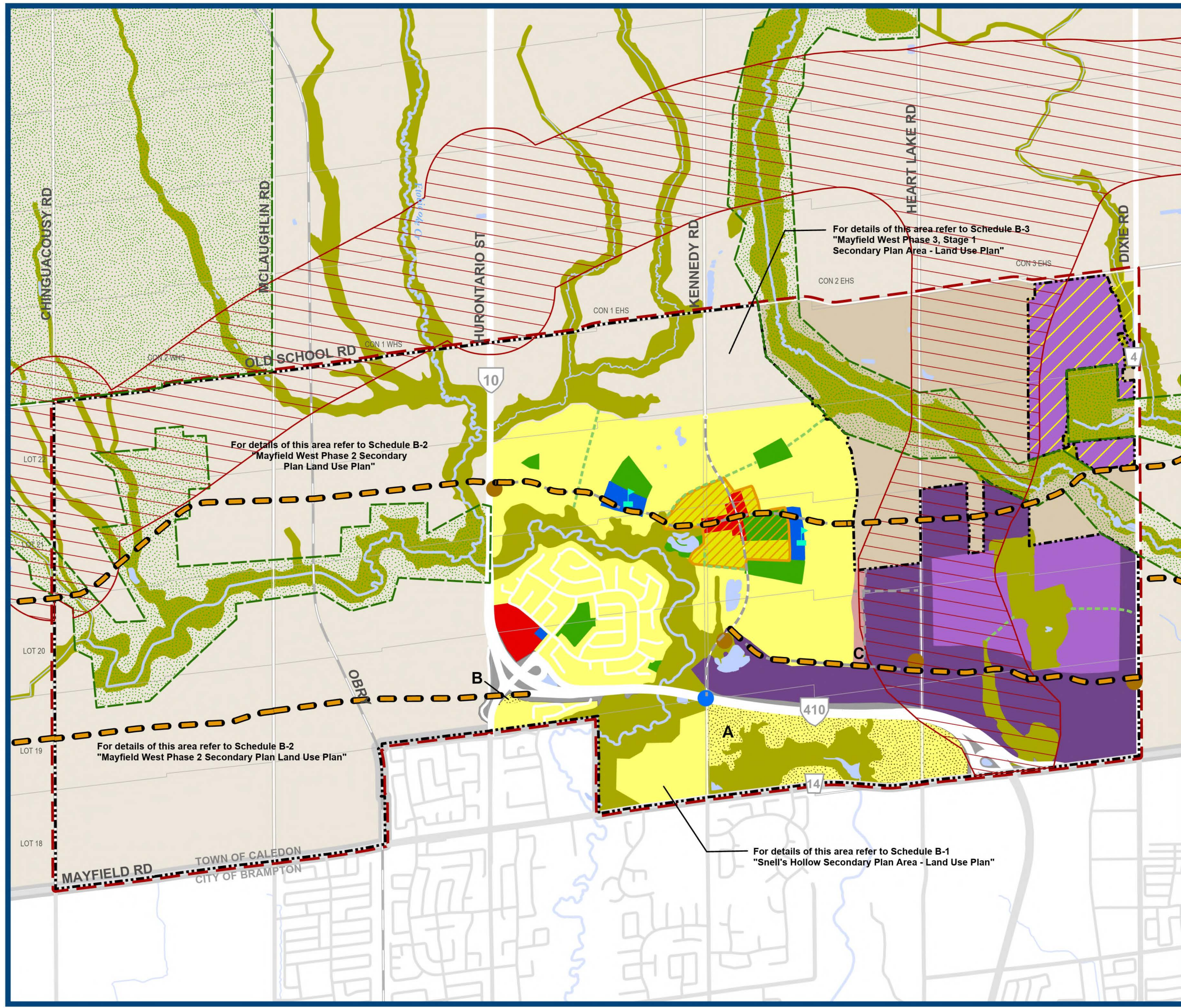
- Part IV Designated Heritage Properties
 - Proposed Community Park
 - Existing Fire Station
 - Proposed Fire Station
 - Caledon GO Station
 - Downtown Bolton
 - Urban Centre
 - Potential Urban Centre
 - Neighbourhood Centre
 - Active Transportation- Trail System
 - Conceptual Collector Road
 - Preferred Major Collector Road Alignment
 - Urban Corridor
 - Primary Major Transit Station Area
 - Existing Community Park
 - Existing District Park
 - New Community Area
 - New Employment Area
 - Greenbelt Plan Boundary
 - Natural Features and Areas with 30m Buffer
 - Supporting Features and Areas
 - Permanent and Intermittent Streams
 - Potential Linkage
 - Potential Enhancement Area
 - Knowledge and Innovation Corridor
- Other Map Elements**
- Preliminary Community Structure Plan Boundary
 - Refer to Applicable Secondary Plan
 - Refer to Part A, Section 1.2
 - Planned Highway 413 Transportation Corridor
 - Highway 413 Focused Analysis Area
 - NWGTA Transmission Corridor Narrowed Area of Interest



**Attachment 3
Modifications to the Schedules of the 1978 Town of Caledon Official Plan**

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Schedule B MAYFIELD WEST LAND USE PLAN



- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Special Policy Area
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Area Boundary
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Northwest GTA Transmission Corridor
- Narrowed Study Area of Interest and Highway 413 Focused Analysis Area
- Mayfield West Special Policy Area D
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Provincial Road
- Regional Road
- Local Road
- Railway

For details of this area refer to Schedule B-2
"Mayfield West Phase 2 Secondary
Plan Land Use Plan"

For details of this area refer to Schedule B-3
"Mayfield West Phase 3, Stage 1
Secondary Plan Area - Land Use Plan"

For details of this area refer to Schedule B-2
"Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-1
"Snell's Hollow Secondary Plan Area - Land Use Plan"

Base Data Source: Town of Caledon

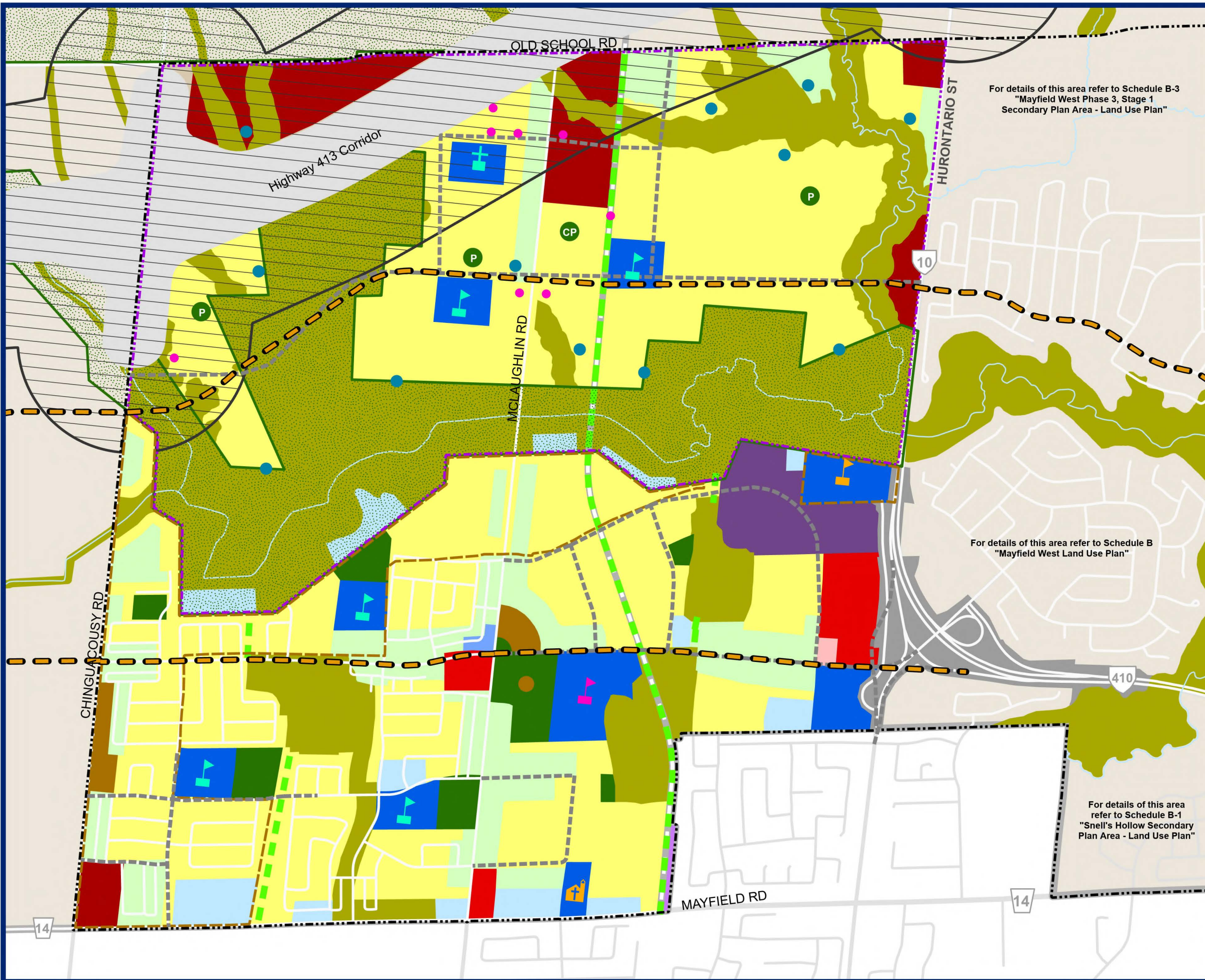




Schedule B-2

(A Subschedule to Schedule "B")

MAYFIELD WEST PHASE 2 SECONDARY PLAN: LAND USE PLAN



For details of this area refer to Schedule B-3
"Mayfield West Phase 3, Stage 1
Secondary Plan Area - Land Use Plan"

For details of this area refer to Schedule B
"Mayfield West Land Use Plan"

For details of this area
refer to Schedule B-1
"Snell's Hollow Secondary
Plan Area - Land Use Plan"

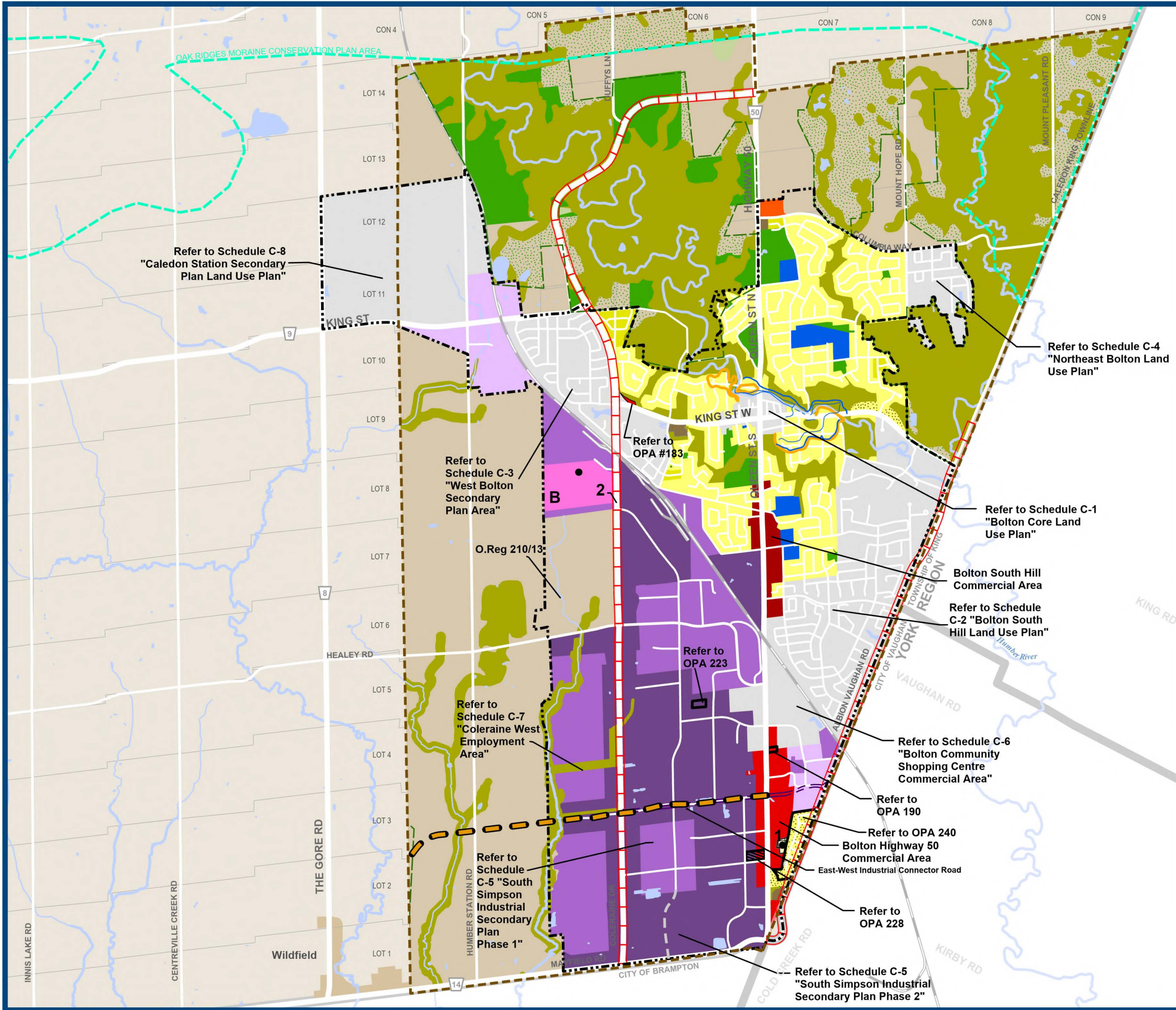
- Prime Agricultural Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Mixed Use Residential
- Prestige Industrial
- General Commercial
- Live-Work Units
- Institutional
- Open Space Policy Area
- Environmental Policy Area
- Transit Hub
- Boundary of Greenbelt Plan Area
- Stormwater Pond Facility
- Settlement Area Boundary
- Phase 2, Stage 2 Planning Area
- Phase 2, Stage 3 Planning Area
- Municipal Boundary
- Greenway Corridor
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Watercourse
- Stormwater Pond Facility subject to Policy 7.14.17.3.2
- Gateway Feature
- Cultural Heritage Resource
- Parks
- Community Parks
- Elementary School
- Secondary School
- Brampton Christian School
- Immanuel Christian Reformed Church
- Catholic Elementary School
- Preferred Alignment of Highway 413
* subject to further refinement
- Northwest GTA Transmission Corridor
- Narrowed Study Area of Interest and Highway 413 Focused Analysis Area
- Highway Right-of-Way
- Railroad Right-of-Way
- Provincial Road
- Regional Road
- Local Road

Base Data Source: Town of Caledon





Schedule C BOLTON LAND USE PLAN



- Prime Agricultural Area
- Rural Lands
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Special Residential
- General Industrial
- Dry Industrial
- Prestige Industrial
- Policy Area - Industrial
- Bolton Highway 50 Commercial Area
- Bolton South Hill Commercial Area
- Bolton North Hill Commercial Area
- Rural Uses
- Institutional
- Special Provisions
- Open Space Policy Area
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- Settlement Area Boundary
- 100 Year Floodline Limit
- Regional Floodline Limit
- Special Policy Area Boundary
- Site Specific Area
- Bolton Arterial Road Network
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon



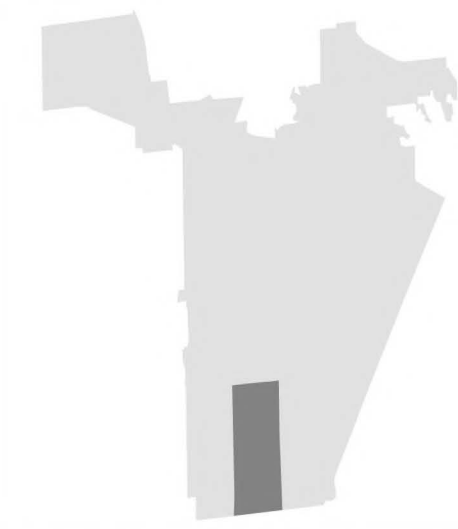


Schedule C-5

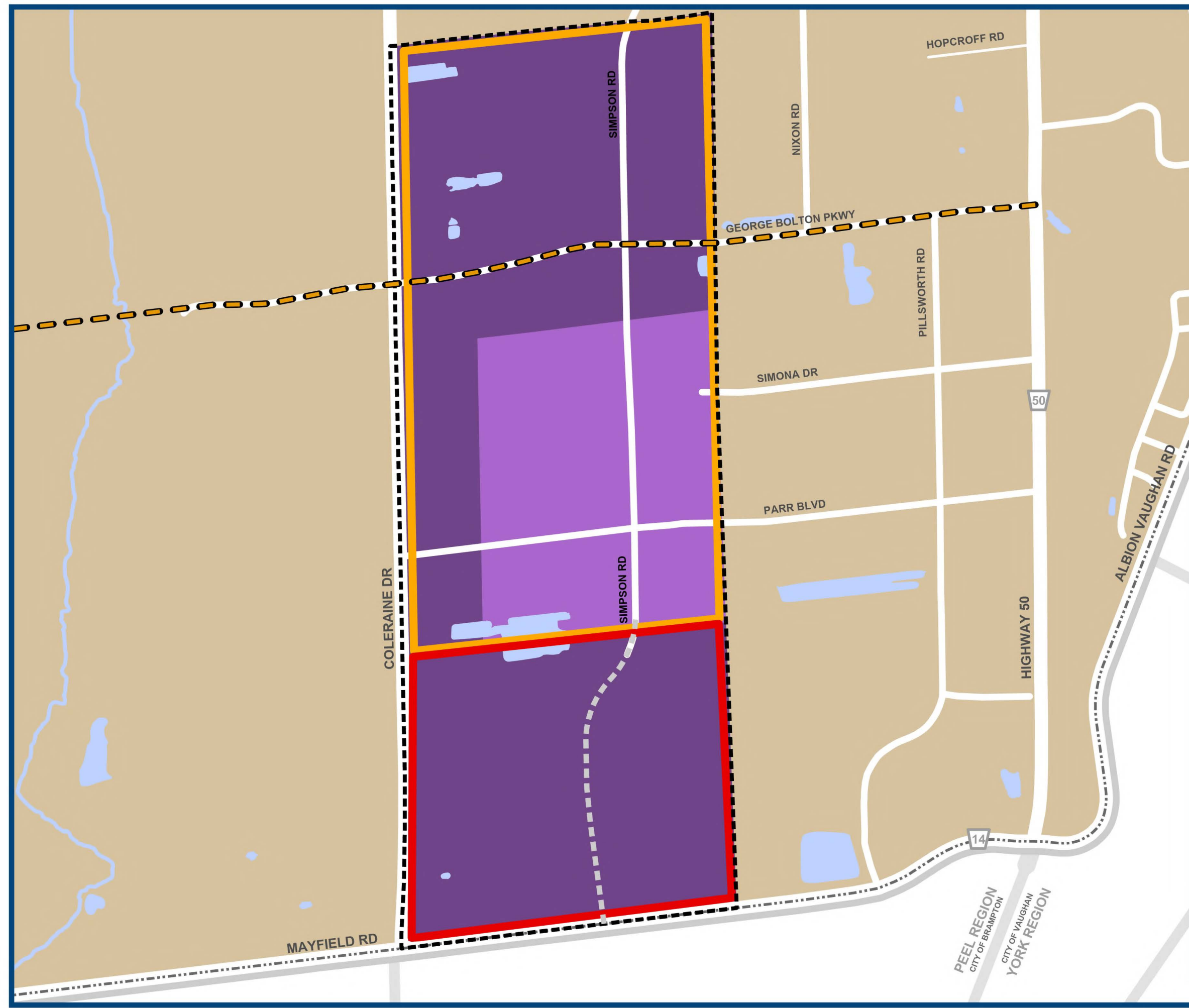
(A Subschedule to Schedule "C")

SOUTH SIMPSON INDUSTRIAL SECONDARY PLAN

- Prestige Industrial
- General Industrial
- Secondary Plan Area
- Phase 1: Secondary Plan Area
- Phase 2: Secondary Plan Area
- Bolton Settlement
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Regional Road
- Local Road



Base Data Source: Town of Caledon

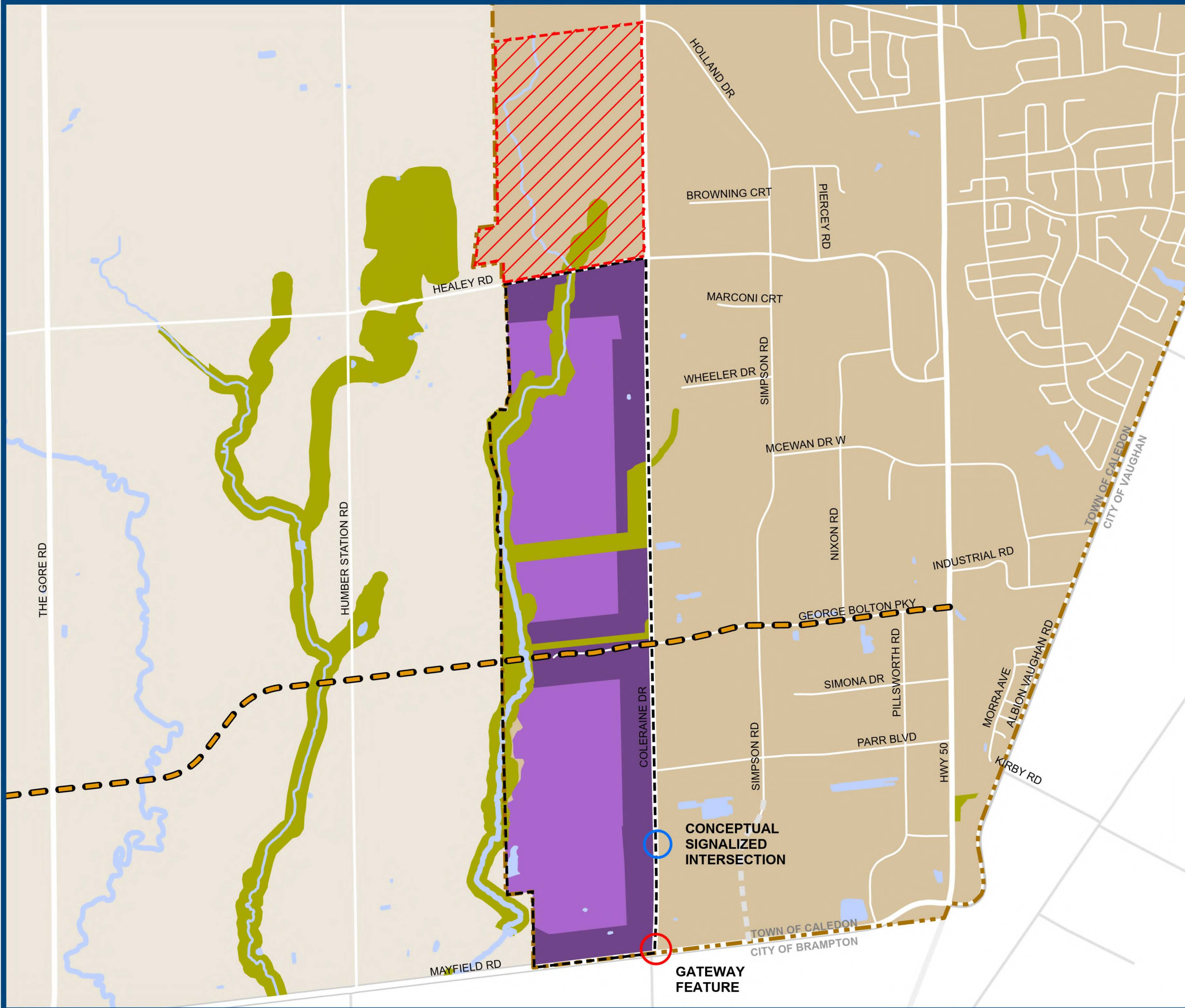




Schedule C-7

(A Subschedule to Schedule "C")

COLERAINE WEST EMPLOYMENT AREA LAND USE PLAN



- Prestige Industrial
- General Industrial
- Environmental Policy Area
- Secondary Plan Area
- O.Reg 210/13 (Minister's Zoning Order)
Part of ROPA 28 (Approved by the OMB February 26th, 2016)
- Bolton Settlement
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Regional Road
- Local Road
- Railway
- Gateway Feature



Base Data Source: Town of Caledon



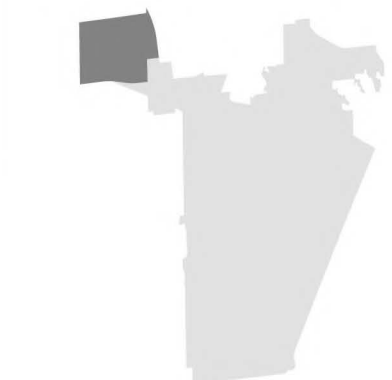


Schedule C-8A

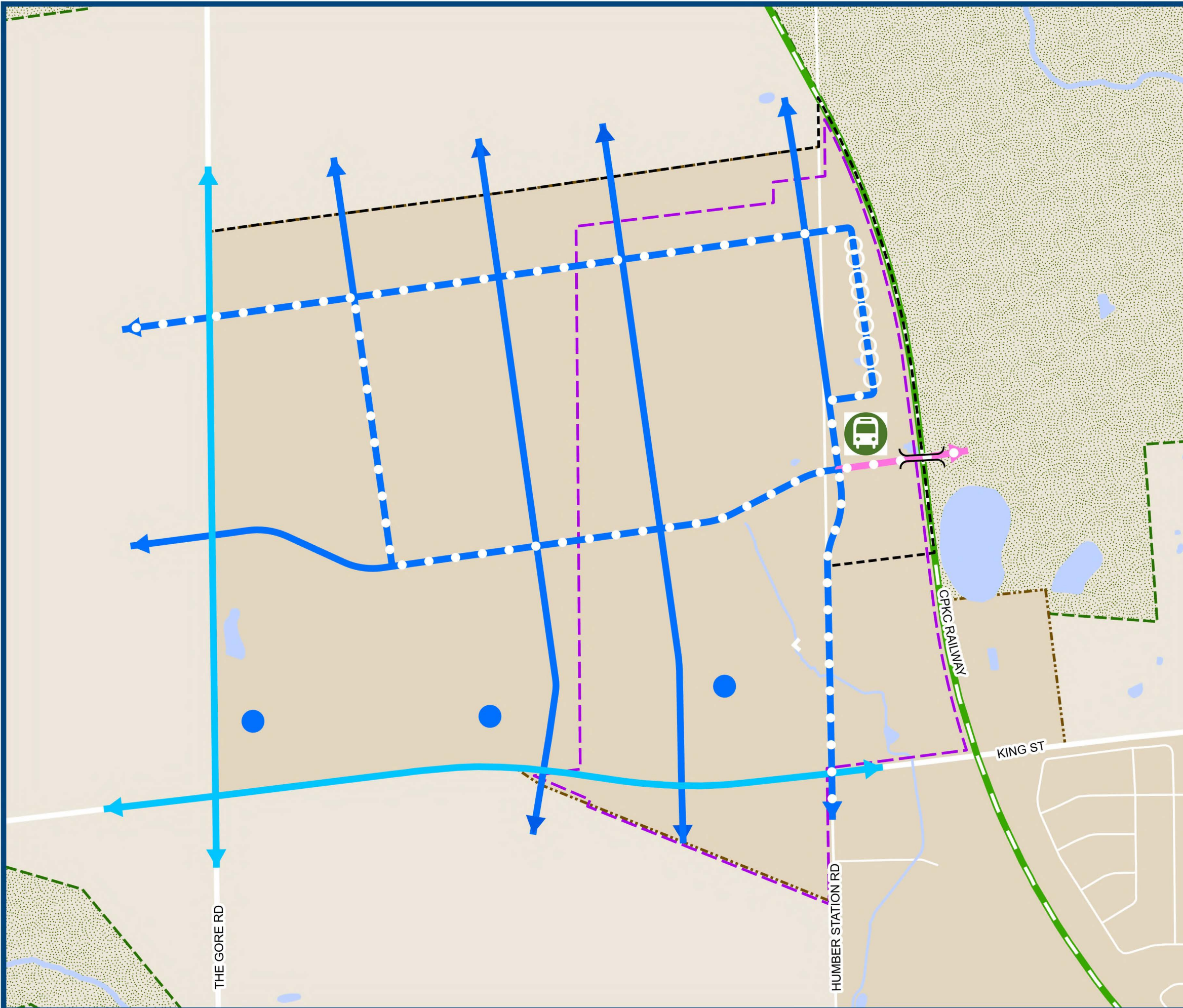
(A Subschedule to Schedule "C")

CALEDON STATION SECONDARY PLAN: TRANSPORTATION SCHEDULE

-  Regional Arterial (30m)
-  Town Arterial (26m)
-  Town Collector (22m)
-  Transit Routing
-  Transit Street (22m)
-  GO Transit Rail Line
-  GO Transit Station
-  Conceptual Stormwater Management Facility
-  Conceptual Fire Station Location
-  Potential Future Railway Grade Separation
-  Major Transit Area Boundary
-  Secondary Plan Area
-  Bolton Settlement
-  Boundary of Greenbelt Plan Area



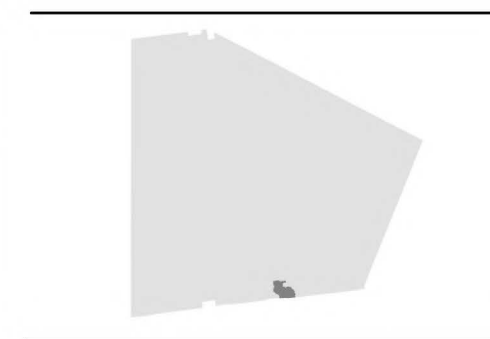
Base Data Source: Town of Caledon





Schedule N TULLAMORE LAND USE AREA

- Prestige Industrial
- General Industrial
- Highway Commercial
- Environmental Policy Area
- Tullamore Special Policy Area A
- Settlement Area Boundary
- Conceptual Stormwater Management Facility
- Conceptual Collector Road
- Preferred Major Collector Road Alignment
- Regional Road
- Local Road



Base Data Source: Town of Caledon

