

# TOWN OF CALEDON MAJOR TRANSIT AREAS STUDY

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The Planning Partnership and Paradigm Transportation Solutions

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CONVERSION DATED NOVEMBER 9, 2023**

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## 1.0 INTRODUCTION

Two Major Transit Station Areas ('MTSAs') in the vicinity of a proposed GO Station in Bolton and a proposed Transit Hub in Mayfield West (a Planned MTSA) have been identified by Peel Region in their Official Plan. The purpose of this report ('MTSA Study') is to review of the existing and emerging policy context that applies in the vicinity of each MTSA and make recommendations on what land use planning policies should apply within each to support their development as transit-supportive communities. A further purpose of the MTSA Study is to recommend a boundary for the Mayfield West Transit Hub Planned MTSA (a boundary has already been established for the Bolton GO MTSA hereinafter referred to as the 'Caledon GO MTSA').

When the MTSA Study process was initiated, a further purpose of the MTSA Study was to make a recommendation on whether an existing Dry Industrial Employment Area that is partially located within the Caledon GO MTSA should be converted so that non-employment uses can be permitted. This component of the work was concluded prior to the completion of this MTSA Study and our recommendations are included within **Appendix A** to this MTSA Study. The recommendation to convert the Dry Industrial Employment Area was presented to Caledon Planning Committee on November 21, 2023 where the recommendation was supported.

### 1.1 Background

A MTSA is defined in the Growth Plan for the Greater Golden Horseshoe as:

*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, representing about a 10-minute walk.*

Through the Peel Region Official Plan ('ROP'), approved with modifications by the Province on November 4, 2022, the following lands were identified as MTSAs in the Town of Caledon:

- a) the Caledon GO Station as a Primary MTSA with a Planned GO Rail Station connecting to a proposed GO Rail Line which achieves a minimum density target of 150 residents and jobs combined per hectare within a defined boundary of 101.3 hectares; and,
- b) the Mayfield West Transit Hub as a Planned MTSA Station or Stop Location - no minimum density and no boundary was established for this MTSA by the ROP.

Both MTSAs are intended to be recognized in the Town's Official Plan.

On December 14, 2021, Town of Caledon Council passed an Interim Control By-law ('ICBL') to freeze development within the two MTSAs. The ICBL enabled the Town to complete a land use study to respond to current and future growth/development pressures within these areas. The ICBL expired on December 14, 2023. This MTSA Study was intended to be the land use study contemplated by the ICBL.

## 1.2 Study Area

The Caledon GO MTSA and Mayfield West Planned MTSA are located in the southern end of Caledon as shown on **Figure 1**. The area in green corresponding to the Caledon GO MTSA is the actual area within the MTSA as identified by the ROP (as Hub-1, Bolton GO). The boundary of the Mayfield West Planned MTSA was not identified by the ROP and is therefore only shown as a dot on the map below. Figure 1 also identifies the MTSA study areas for the purposes of this MTSA Study. These study areas represent an area within an 800 metre radius of the GO station or Transit Hub.

**Figure 1: Context Map (Source: Schedule E-5 of Peel Region Official Plan)**



## 2.0 POLICY FRAMEWORK

This section of the MTSA Study presents an abbreviated overview of the considerable amount of Provincial and Regional policy that applies to higher-order transit and in particular MTSA's.

### 2.1 Planning Act

The Planning Act is Provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. As it relates to MTSA's, the Planning Act in Section 16(16), states that:

*The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that.*

- (a) Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and*
- (b) Require official plans of the relevant lower-tier municipality or municipalities to include policies that,*
  - (i) Identify the authorized uses of land in the area and of buildings or structures on lands in the area; and*
  - (ii) Identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.*

The ROP established the boundaries of the Caledon GO MTSA, with these policies coming into effect on November 4, 2022. Section 16(17) further states that:

*If an official plan of a lower-tier municipality that is required to include the policies described in subclauses (16) (b) (i) and (ii) is not amended to include those policies as required by subsection 27 (1) within one year from the day the policies identifying the relevant protected major transit station area in accordance with subsection (16) of this section come into effect, subsection 27 (2) does not apply and instead the council of the upper-tier municipality shall amend the official plan of the lower-tier municipality in the like manner and subject to the same requirements and procedures as the council that failed to make the amendment within the one-year period as required. 2017, c. 23, Sched. 3, s. 5 (2).*

The Town of Caledon did not include policies in its Official Plan within one year of the decision made on the ROP in November 2022, primarily because of the many changes proposed by Bill 23 and the uncertain role of the Region of Peel in the administration of planning. Similarly, the Region has not initiated a process to amend the Caledon Official Plan as per Section 16(17) of the Planning Act.

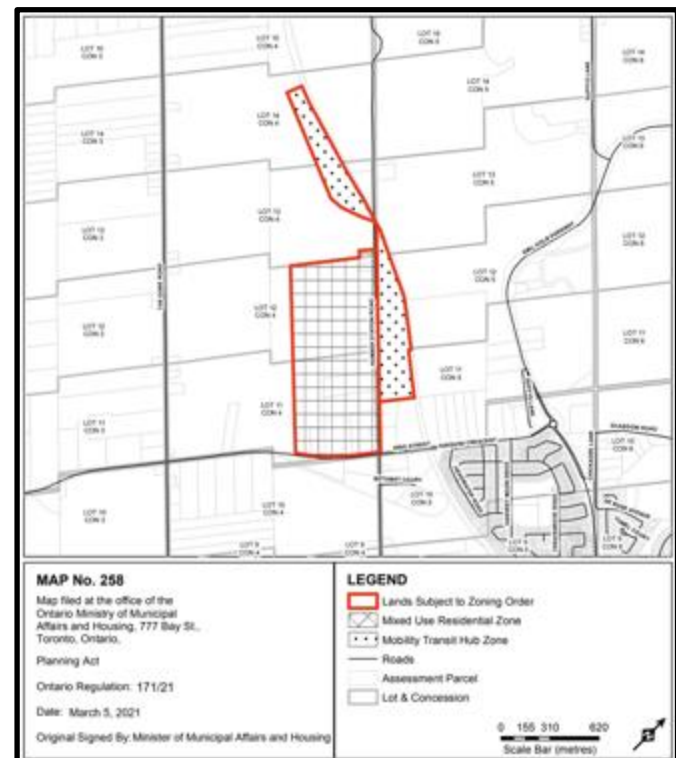
However, the Province did pass a Ministerial Zoning Order in accordance with Section 47 of the Planning Act in the form of Ontario Regulation 171/21 for an area of land in the vicinity of the Caledon GO MTSA. This Zoning Order, which was issued on March 5, 2021 establish zoning regulations for the lands identified in Map No. 258, shown in **Figure 2** (below). The lands subject to the Zoning Order are located north of King Street and front on Humber Station Road in the Town of Caledon and is intended to apply to the area in the vicinity of the proposed station, additional lands required for rail facilities and infrastructure and an area of land that is planned for transit-oriented development. In this regard, the Zoning Order establishes two zones: Mobility Transit Hub and Mixed-Use Residential.

On the lands identified as Mobility Transit Hub, the Zoning Order prohibits every use of land 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.

On the lands identified as Mixed-Use Residential, the Zoning Order prohibits every use of land except for:

- a) uses identified within the Residential Two – Exception 614 Zone of the Zoning By-law;
- b) uses identified within the Townhouse Residential – Exception 615 Zone of the Zoning

**Figure 2: Lands Subject to Zoning Order**



By-law;

- c) stacked townhouses;
- d) uses identified within the Multiple Residential Zone of the Zoning By-law;
- e) long-term care homes and retirement homes;
- f) mixed-use buildings and live-work units;
- g) stormwater management facilities and public uses; and
- h) a wide range of non-residential uses including animal hospitals, art galleries, artist studios and galleries, bakeries, business offices, clinics, convenience stores, day nurseries, dry cleaning or laundry outlets, financial institutions, fitness centres, grocery stores, hotels, laundromats, medical centres, merchandise service shops, museums, personal service shops, places of assembly, places of entertainment (excluding a cinema or theatre), places of worship, private clubs, retail stores, accessory retail stores, sales, service and repair shops, supermarkets, restaurants and training facilities.

The Zoning Order is deemed to be a Zoning By-law passed by the Council of the Town of Caledon in accordance with Section 34 of the Planning Act.

## **2.2 Provincial Policy Statement (PPS, 2020)**

The Provincial Policy Statement ('PPS') provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. The PPS sets the policy foundation for regulating the development and use of land. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

The PPS provides policy direction related to three key themes: building strong and healthy communities; wise use and management of resources and protecting public health and safety, as they relate to transit-supportive development. The following policies are directly relevant to the MTSA Study:

### *1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns*

*1.1.1 Healthy, liveable and safe communities are sustained by:*

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

Specifically, the PPS defines “transit supportive” as:

***Transit-supportive:*** *in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.*

The PPS further provides in Section 1.1.3.2 that land use patterns within settlement areas shall be based on densities and a mix of land uses which: f) are transit-supportive, where transit is planned, exists or may be developed.

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

The Caledon GO MTSA and Mayfield West Planned MTSA have been identified by the ROP as locations for transit-supportive development.

- 1.2.4 Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:*

- d) where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations,*



*including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;*

The density target for the Caledon GO MTSA has been identified as a minimum of 150 residents and jobs, combined, per hectare. The ROP has not established a density target for the Mayfield West Planned MTSA.

Section 1.6 of the PPS also states that municipalities shall provide infrastructure and public service facilities in an efficient manner that prepares for the impacts of a changing climate while accommodating projected growth; and coordinate and integrate with land use planning and growth management to ensure facilities are financially viable over their life cycle and available to meet current and projected needs.

### **2.3 “A Place to Grow: Growth Plan for the Greater Golden Horseshoe”**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, adopted pursuant to the Places to Grow Act, 2005, is the Province’s growth management plan that articulates a long-term strategic vision and tools for how southern Ontario should grow to the year 2051. The Growth Plan was developed to guide planning decisions in a way that will promote economic development and strong communities. It directs municipalities to optimize the use of existing and new infrastructure to support growth, and coordinate infrastructure planning, land use planning, and infrastructure investment.

The Growth Plan sets out a vision for the GGH, which is supported through *the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available*. **Figure 3** shows the area that is subject to the Growth Plan.

Many policies in the Growth Plan pertain to planning for complete communities and better use of land and infrastructure by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, which include major transit station areas.

The Plan provides that *concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while supporting a more diverse range and mix of housing options*. Many other policies pertain to planning for transportation infrastructure, with an emphasis on

encouraging municipalities to plan systems that are adequate for anticipated growth, offer multi-modal access to destinations, provide safety for users, and are interconnected and planned in a coordinated manner. It also reiterates policies found in the PPS with respect to transportation corridors.

Specific to the MTSA Study, the Growth Plan supports greater use of transit in serving communities and directs municipalities to integrate pedestrian and bicycle networks into transportation planning for both existing and new communities. The Growth Plan recognizes transit as a first priority for major transportation investments and sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas.

The Growth Plan defines MTSA as follows:

*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, representing about a 10-minute walk.*

**Figure 3: Growth Plan Area**



According to Section 2.2.4.3 of the Growth Plan, specific minimum density targets have only been applied to MTSA's along priority transit corridors. The Caledon GO and Mayfield West Planned MTSA's are not located on a priority transit corridor and as a result, the Growth Plan does not establish density targets for these two MTSA's. That does not mean other MTSA's cannot be identified. In this regard, Sections 5.2.3.2 and 5.2.5.3 of the Growth Plan permit upper tier municipalities to delineate other MTSA's and strategic growth areas for which a minimum density target will be established, such as the Caledon GO MTSA. Other MTSA's can be identified as well, in accordance with the expansive Growth Plan definition of MTSA, as long as they do not have a minimum density target, which is the case of the Mayfield West Planned MTSA. For all MTSA's, the Growth Plan states the following:

#### 2.2.4 Transit Corridors and Station Areas

8. *All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*
  - a) *connections to local and regional transit services to support transit service integration;*
  - b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
  - c) *commuter pick-up/drop-off areas.*
9. *Within all major transit station areas, development will be supported, where appropriate, by:*
  - a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
  - b) *fostering collaboration between public and private sectors, such as joint development projects;*
  - c) *providing alternative development standards, such as reduced parking standards; and*
  - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

The above will be considered in the development of Official Plan policy.

## 2.4 Regional Policy

### 2.4.1 Region of Peel MTSA Study and Impact on Regional Policy

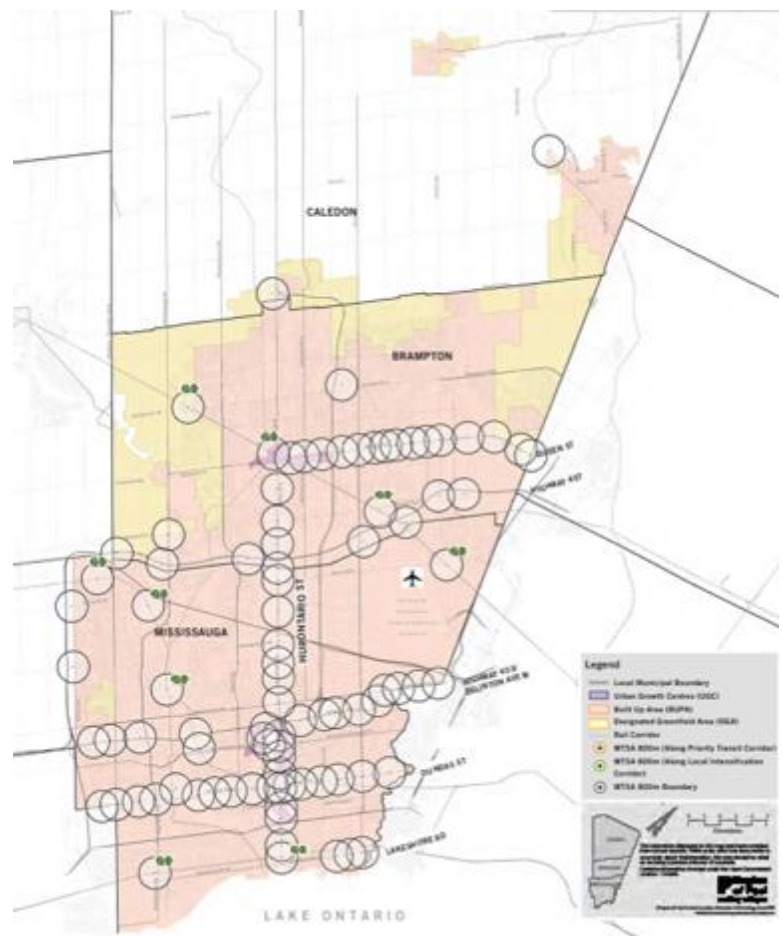
The Region of Peel initiated a review of potential MTSA's in the Region in 2019. The purpose of the Peel MTSA Study was to delineate, prioritize, and develop policies to guide the future

development of Major Transit Station Areas across the Region of Peel. Key objectives of the Study include:

- a) Identify and delineate MTSA boundaries across Peel Region;
- b) Support the prioritization of MTSA's across Peel Region;
- c) Provide direction on the density of development that should occur within each MTSA;
- d) Guide the development of Regional Official Plan policies that encourage transit-supportive development; and
- e) Support the municipal policy development processes of Mississauga, Caledon, and Brampton and other planning initiatives underway with key transportation stakeholders (e.g. Metrolinx's Mobility Hub Studies).

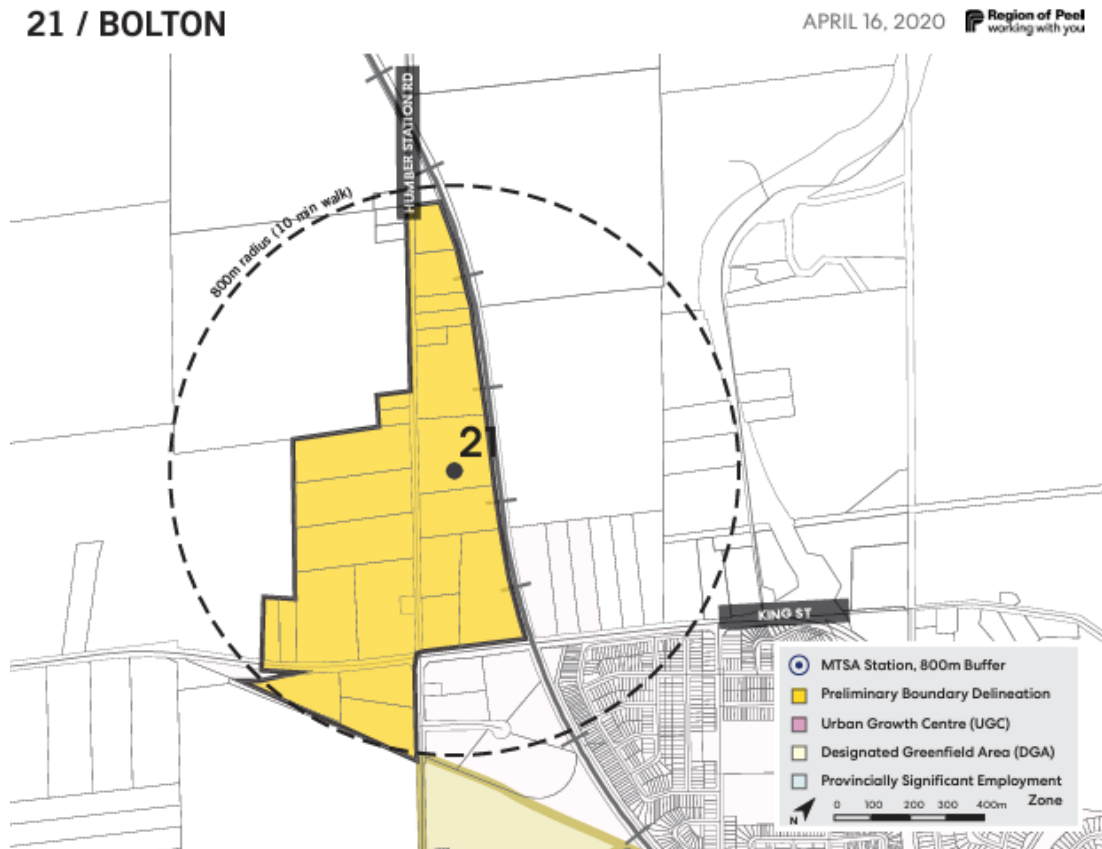
The Phase 1a report completed in April 2020 identified the future GO station in Bolton (ID #21) and the proposed transit hub in Mayfield West (ID #20). A total of 89 other MTSA's were also identified in Brampton and Mississauga. **Figure 4** (from the Phase 1a report) shows where the 91 MTSA's are located. Each of the MTSA's were assessed and classified in the Phase 1a report and 9 MTSA types were identified. In this regard, the Mayfield West MTSA was identified as having some potential for immediate development given its location and the timing of development. The Caledon GO MTSA was described as having limited potential because of poor mobility and connections, market potential, land use and community considerations.

**Figure 4: Location of 91 MTSA's in the Region of Peel**



Based on the Phase 1a report, draft policy directions and a MTSA policy framework were released in June 2020. Of the 91 MTSA's, 14 were identified as high priority MTSA's. Mapping of each of the MTSA's was also prepared. **Figures 5 and 6** from the June 2020 report on the next pages apply to the Caledon GO MTSA and the Mayfield West MTSA.

**Figure 5: Caledon GO MTSA**



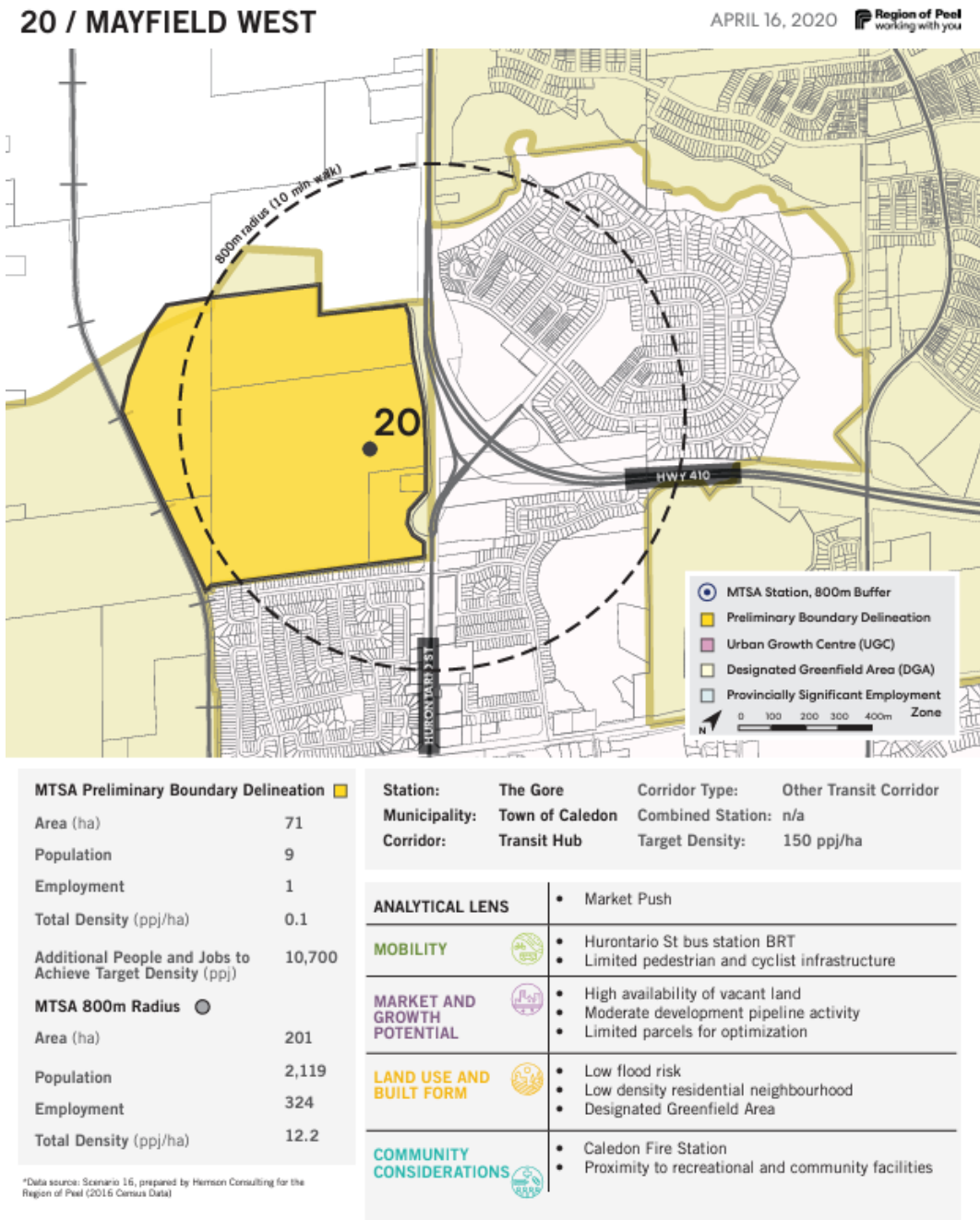
<b>MTSA Preliminary Boundary Delineation</b>	<b>Station:</b> Bolton	<b>Corridor Type:</b> Other Transit Corridor
Area (ha) 57	<b>Municipality:</b> Town of Caledon	<b>Combined Station:</b> n/a
Population 565	<b>Corridor:</b> Future GO Train	<b>Target Density:</b> 150 ppj/ha
Employment 77		
Total Density (ppj/ha) 11.3		
Additional People and Jobs to Achieve Target Density (ppj) 7,900		
<b>MTSA 800m Radius</b>		
Area (ha) 201		
Population 1,440		
Employment 187		
Total Density (ppj/ha) 8.1		

ANALYTICAL LENS	Findings
<b>MOBILITY</b>	<ul style="list-style-type: none"> <li>Limited Potential</li> <li>Limited pedestrian and cyclist infrastructure</li> <li>Little to no potential for mobility improvements</li> </ul>
<b>MARKET AND GROWTH POTENTIAL</b>	<ul style="list-style-type: none"> <li>Limited availability of vacant land</li> <li>No development pipeline activity</li> <li>Limited parcels for intensification</li> </ul>
<b>LAND USE AND BUILT FORM</b>	<ul style="list-style-type: none"> <li>Low flood risk</li> <li>Partially within the Bolton Built-Up Area</li> <li>Partially outside of the Bolton Settlement Area</li> </ul>
<b>COMMUNITY CONSIDERATIONS</b>	<ul style="list-style-type: none"> <li>Limited community facilities and amenities</li> <li>Limited sports and recreational facilities</li> </ul>

\*Data source: Scenario 16, prepared by Hiersen Consulting for the Region of Peel (2016 Census Data)

**Figure 6: Mayfield West MTSA**



Based on the above analyses, it was estimated that the Caledon GO MTSA could accommodate 7,900 people and jobs on 57 hectares based on a density target of 150 people and jobs per hectare. For the Mayfield West MTSA, it was estimated that the MTSA could accommodate

10,700 people and jobs on 71 hectares also based on a density target of 150 people and jobs per hectare.

The MTSA profiles were later updated in the Phase 1b report dated December 2020 and for the Caledon GO MTSA, the following was recommended:

- a) Update land use, via an MCR, to permit mixed-use development and meet Growth Plan minimum densities;
- b) When in the settlement boundary in the future, prepare a transit-oriented secondary plan;
- c) Engage with transit agencies on status of the proposed GO station and encourage rail service to this area; and
- d) While recognizing the strategic importance of this station for serving growth in Bolton, significant land use change, infrastructure planning, and investment is required prior to being delineated.

For the Mayfield West MTSA, the following was recommended:

- a) In the long term, public infrastructure investment is required, in combination with development of the Mayfield West Phase 2 Secondary Plan; and
- b) This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.

A more detailed capacity analysis was also carried out for each MTSA and for the Mayfield West MTSA, it was indicated that the already planned development in Mayfield West on the 71 hectares would generate 5,774 people and 161 jobs (5,935 in total) and that 12.5 hectares of vacant commercial land also existed in the MTSA (an overview of the existing approvals in place in Mayfield West is found in Section 3.2).

The analysis goes on to state that if the lands were 're-planned', the number of people that could be accommodated on these same lands in the Mayfield West MTSA would be 6,530 (lowest density), 9,150 (medium density) and 14,630 (highest density). Lowest density in this context means that all residential lands are developed with stacked townhouses and the vacant commercial lands are developed with commercial uses only. Medium density means that the

residential lands are developed with mid-rise apartments with the commercial lands remaining commercial. The high density scenario assumes high-rise apartments on both the residential and commercial lands.

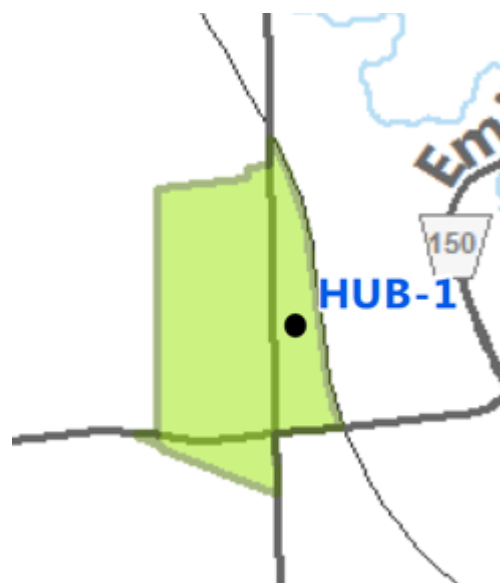
The MTSA profiles were again updated in a further iteration of the Phase 1b report in August 2021. It was also recognized that by that time, lands in the vicinity of the Caledon GO MTSA were in the urban boundary as per ROPA 30 and as a result, the extent of the Caledon GO MTSA was expanded somewhat. However, no changes were made to the capacity analyses for the Caledon GO MTSA and the Mayfield West MTSA. The draft policies on MTSA were also revised at this time, with one of the changes being the proposed reclassification of the Caledon GO MTSA from 'planned' to 'primary'.

#### 2.4.2 Regional Official Plan Policy

The above Regional MTSA study was one of a number of inputs into the ROP, which was adopted by Regional Council on April 28, 2022, through By-law 20-2022. The ROP was subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Caledon GO MTSA is identified as a Primary MTSA by the ROP, which is consistent with the recommendations made in the Regional MTSA Study. The Mayfield West MTSA is identified as a Planned MTSA, which is also consistent with the Regional MTSA study. A boundary of the Caledon GO MTSA was included on Schedule E-5 and it is shown on **Figure 7** below:

The ROP provides a planning framework for future growth in Peel Region and is intended to implement both the PPS and the Growth Plan with a greater level of detail. The population, household and employment forecasts in the Plan (as shown on **Table 1**) are to be used for determining Regional services and establishing requirements to accommodate growth to the year 2051. These forecast a population of 300,000 and 125,000 jobs within the Town of Caledon by 2051.

**Figure 7: Caledon GO MTSA in Approved ROP**





**Table 1: Region of Peel Population, Household and Employment Forecasts**

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>960,000</b>	<b>2,280,000</b>	<b>730,000</b>	<b>1,070,000</b>

The lands within the Caledon GO MTSA and the Mayfield West Planned MTSA are subject to a number of policies in the ROP, beginning with Sections 5.4.1 and 5.6.17 as set out below:

*5.4.1 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...Major Transit Station Areas*

*5.6.17 The Strategic Growth Areas identified on Schedule E-2 of this Plan, are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment in transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities and housing options and densities. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility.*

The Strategic Growth Areas identified in the ROP establish a hierarchy for which the highest densities and scale of development will be directed:

- a) Urban Growth Centres;
- b) Major Transit Station Areas;
- c) Nodes/Centres; and
- d) Intensification Corridors.

Section 5.6.19 below also provides direction on the intensity of development and built form within MTSA:

*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.*

*These areas are a critical element in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region's attractiveness for new employment opportunities.*

*Each station will be unique and be influenced by its local condition, growth potential and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-supportive development in the short-term but will be protected for future transit-supportive development. The 800 metre radius around stations or stops is used as the initial area to be assessed when Major Transit Station Areas are identified and to guide delineation. The delineated boundaries of Major Transit Station Areas will be the basis for implementation of these policies.*

Below are the objectives of the Region as it relates to MTSAs:

*5.6.19.1 Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.*

*5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*

*5.6.19.3 Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.*

*5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.*

*5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*

Section 5.6.19.10 of the ROP states the following with respect to what local municipalities such as Caledon are required to do to implement the Peel Region Official Plan as it relates to Primary and Secondary MTSA's (such as the Caledon GO MTSA):

*5.6.19.10 that local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:*

- a) *the minimum density for each Major Transit Station Area as prescribed on Table 5;*
- b) *the minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;*
- c) *the permitted uses in each station that supports complete communities;*
- d) *the character of the station area or stop;*
- e) *the minimum height for land uses within the Major Transit Station Area;*
- f) *policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;*
- g) *identify and protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipalities and municipal and provincial transit authorities;*
- h) *land use compatibility and the separation or mitigation of sensitive land uses in accordance with requirements of the PPS and provincial guidelines, standards, and procedures. This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;*
- i) *protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;*
- j) *a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities, and active transportation infrastructure;*
- k) *strategies to support increased multi-modal access and connectivity to local and regional*

*transit services in support of transit service integration;*

- l) implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;*
- m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, inclusionary zoning, community planning permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools;*
- n) land use in Major Transit Station Areas that overlap with Employment Areas which are identified on Schedule E-4, within an Area of Influence of major goods movement facilities and corridors, and subject to Policy 5.8.36.*
- o) foster collaboration between public and private sectors to support development within all Major Transit Station Areas, such as joint development projects; and*
- p) alternative development standards to support development within all Major Transit Station Areas, such as reduced parking standards and built forms.*

Section 5.6.19.6 c) states the following with respect to planned MTSA's (such as the Mayfield West Planned MTSA): *Planned MTSAs are intended to become MTSAs, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.* Section 5.6.19.15 then states the following: *direct the local municipality to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.*

Section 5.6.19.16 lastly states the following as it relates to planned MTSA's: *work jointly with the local municipalities and Provincial government to periodically review the status of transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying Planned Major Transit Station Areas to be Primary or Secondary Major Transit Areas.* Such a reclassification can only occur through an Amendment to the ROP in accordance with Section 5.6.19.17 of the ROP.

### 3.0 CURRENT APPROVALS AND APPLICATIONS

#### 3.1 Caledon GO MTSA

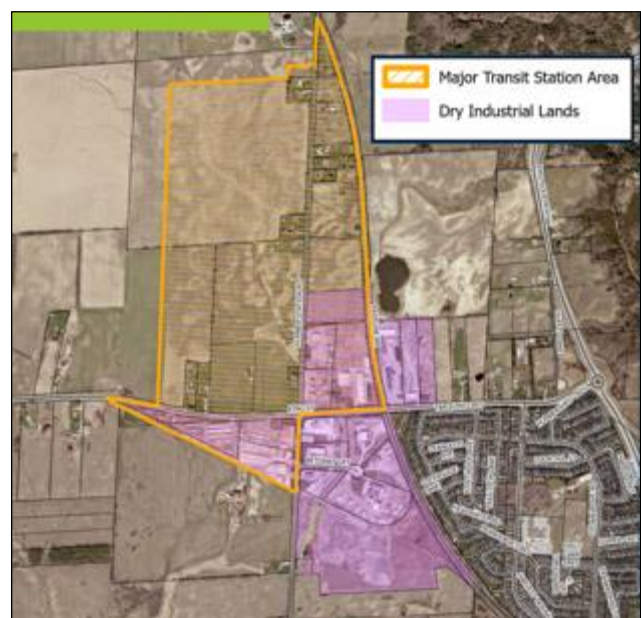
Lands within the Caledon GO MTSA are now completely within the urban area according to the ROP that was approved by the Province in November 2022.

Within the Town of Caledon Official Plan, the majority of the lands within the Caledon GO MTSA are designated Prime Agricultural with a small portion designated Dry Industrial. The lands within the Prime Agricultural designation will be re-designated through the Caledon Official Plan update to appropriate designations that permit development.

The portion that is currently designated Dry Industrial was the subject of a separate planning exercise, where it was recommended that these lands and other Dry Industrial lands in the area be removed from the Employment Area designation in the ROP. Once this occurs, the Town of Caledon Official Plan can then be amended to designate these lands accordingly to support transit-oriented development.

**Figure 8** shows the location of the Caledon GO MTSA from the ROP and the location of the Dry Industrial Lands. The lands that are not designated Dry Industrial but which are within the Caledon GO MTSA are designated Prime Agricultural.

**Figure 8: Caledon GO MTSA and Town of Caledon Official Plan**



All of the lands within the Caledon GO MTSA but outside of the Dry Industrial Area are subject to development applications that would facilitate the establishment of the Caledon Station Secondary Plan. The Caledon Station Secondary Plan area comprises an area of approximately 182 hectares, including approximately 12 hectares that is comprised of natural heritage features. In this regard, **Figure 9** is a proposed land use plan that shows proposed land use designations along with the boundary of the Caledon GO MTSA.

**Figure 9: Caledon GO MTSA and Proposed Caledon Station Secondary Plan**



Within the Caledon GO MTSA, the lands are proposed to be designated Go Transit Hub, Mixed Use, Medium Density Residential and Environmental Policy Area with small areas proposed to be designated Low Density Residential.

Within the Mixed-Use designation, it is proposed to permit a wide range of uses including office, retail, commercial, institutional and cultural and entertainment uses along with medium density development and higher density development within the limits of the Caledon GO MTSA. The maximum proposed density in this designation is 100 units per net hectare. A wide variety of medium density house forms are proposed in the Medium Density Residential designation with the maximum density proposed being 50 units per net hectare.

The proponent has indicated that within the Caledon GO MTSA, the planned population is 10,000 and planned employment is 1,550 (total 11,550 people and jobs). Based on a land area of 77 hectares, the minimum density target established by the ROP of 150 people and jobs per hectare will be met. The applications have been referred to the Ontario Land Tribunal for a decision.

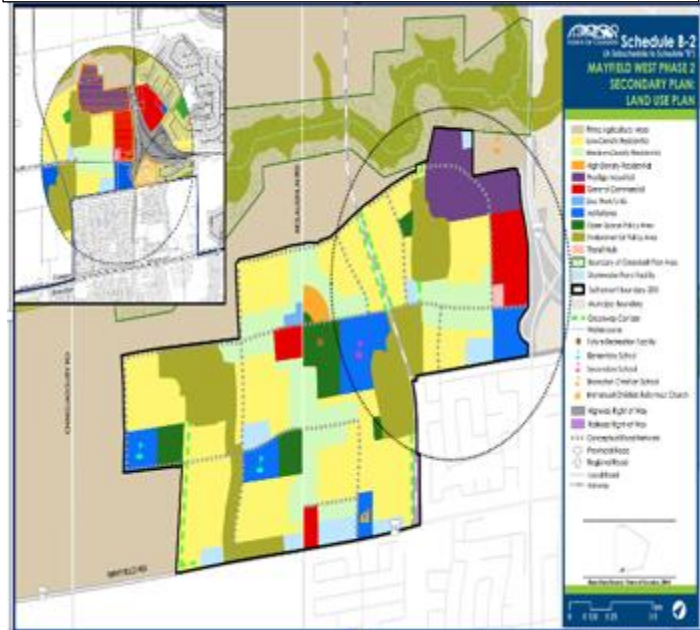
### 3.2 Mayfield West Planned MTSA MTSA

The majority of the lands within the Town of Caledon and within 800 metres of the proposed transit stop is subject to the Mayfield West Phase 2 Secondary Plan as shown on **Figure 10**.

The location of the proposed transit hub is designated as Transit Hub (in pink) on Schedule B-2. Lands to the northwest are designated General Commercial (in red), lands to the west and along both sides of Tim Manley Avenue are designated Medium Density Residential (in pale green) and lands to the south are designated Institutional (in blue).

The majority of the lands designated Institutional (in blue) are owned by the Region of Peel. The remaining lands are designated Low Density Residential (in pale yellow), Prestige Industrial (in purple), Environmental Policy Area or Open Space Policy Area. North of the Prestige Industrial Area are lands designated Prime Agricultural Area (in light brown) and these lands are the site of a large private school. All of the lands with the exception of the private school are vacant. Much of the lands in the area of the Mayfield West Planned MTSA have been developed or are subject to development applications as per **Figure 11**.

**Figure 10: Mayfield West Planned MTSA and Town of Caledon Official Plan**

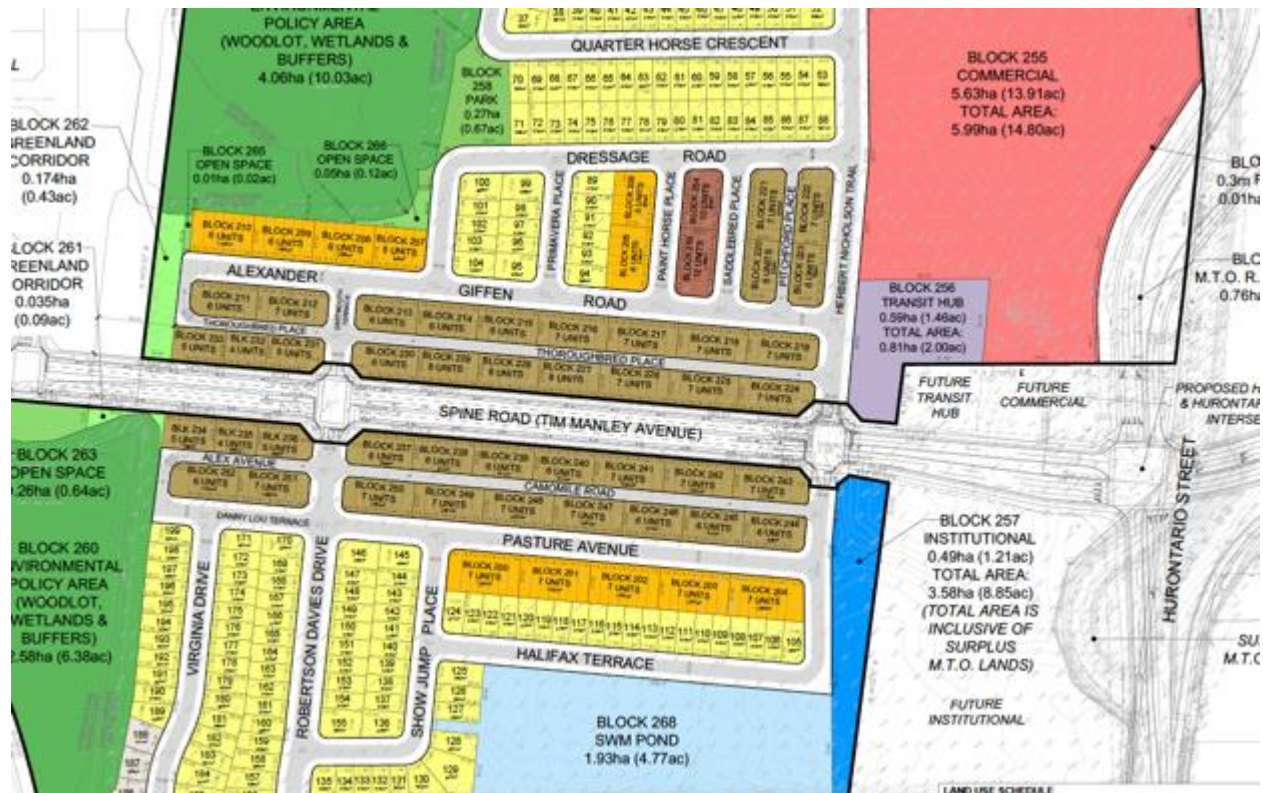


**Figure 11: Development Applications in Mayfield West Planned MTSA**



The lands in the immediate vicinity of the proposed transit hub are within a draft approved Plan of Subdivision (21T-17007C - Fieldgate), an extract of which is shown in **Figure 12**.

**Figure 12: Extract from Draft Approved Plan of Subdivision 21T-17007C**



The proposed transit hub is partially recognized in the draft plan as a portion of it is located on lands owned by the Region. The adjacent commercial block is planned for commercial uses. Located to the south is a small area of land that is identified as institutional which will be combined with adjacent Region of Peel lands. As of the preparation of this MTSA Study, and as indicated in the Town's Official Plan, these institutional lands are intended to be owned by the Region of Peel to be developed for a Peel Regional Police facility and/or other municipal purposes.

Located to the west of the proposed transit hub along both sides of Tim Manley Way are proposed rear-lane access townhouses. The Draft Approved Plan of Subdivision was and continues to be in conformity with the in-effect Mayfield West Phase 2 Secondary Plan. All of the lands within the Draft Plan of Subdivision except the lands in the transit hub and adjacent commercial block have been re-zoned to implement the subdivision.



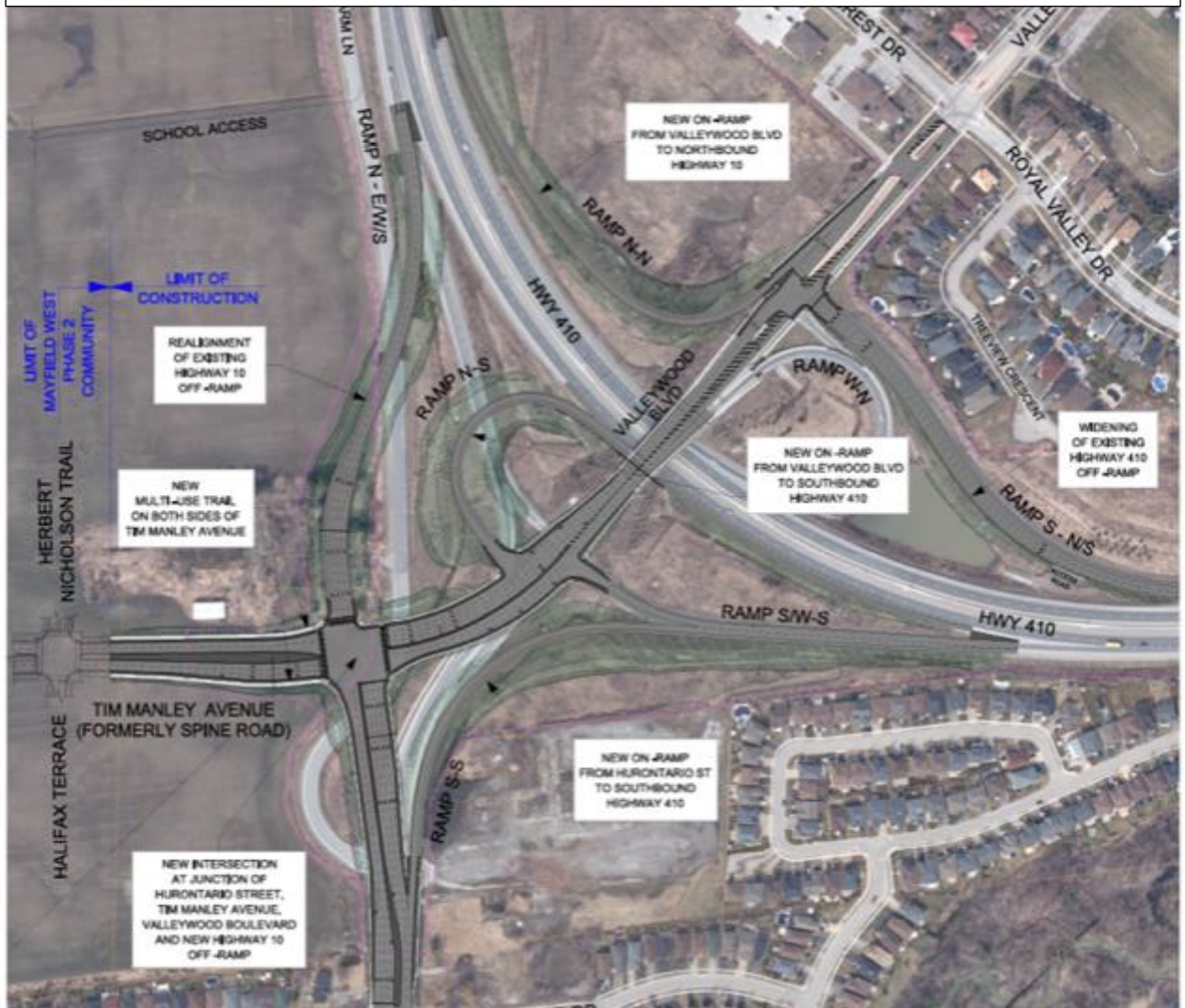
The lands to the north of the Fieldgate subdivision that are designated Prestige Industrial are not subject to a development application. A number of other properties in the area are also subject to Draft Plan Approvals as well.

Development in the Mayfield West Planned MTSA is dependent on the finding of a design solution for the configuration of the Highway 410 and Hurontario Street interchange, which has been under study for a number of years. In 2019, the Town completed a Schedule 'C' Municipal Class Environmental Assessment (MCEA), Phases 3 and 4, to facilitate the widening of McLaughlin Road and the construction of the new Tim Manley Avenue including its connection and required modifications to the existing Highway 410 interchange at Hurontario Street, improvements required to service the development of the Mayfield West Phase 2 Community. The MCEA process was documented in the *McLaughlin Road and Spine Road Municipal Class Environmental Assessment Environmental Study Report (Wood, June 2019)*. Phases 1 and 2 of the MCEA process were addressed through a Transportation Master Plan completed by the Town of Caledon in 2016.

The project includes the detail design of the reconfiguration of the Highway 410 and Hurontario Street Interchange including three new ramp alignments, widening of the Highway 410 northbound off-ramp, realignment of the Highway 410 southbound off-ramp, realignment of Hurontario Street and Valleywood Boulevard, and construction of a portion of the new Tim Manley Avenue. The Highway 410 interchange is within the jurisdiction of the Ontario Ministry of Transportation (MTO) and the detailed design process will be subject to MTO review and approval. The work proposed is to be completed in accordance with the standards of the Town of Caledon and the MTO.

In developing the detail design for the Highway 410 and Hurontario Street Interchange Improvements, the MCEA approved preliminary design has been modified to incorporate an alternative layout for the fly-over on-ramp to Highway 10 northbound (South/East - North Ramp). This modified design was released for public review on November 2023 and is shown on **Figure 13**.

**Figure 13: Proposed Upgrades to Highway 410 and Hurontario Interchange (November 2023)**



## 4.0 RECOMMENDATIONS FOR THE CALEDON GO MTSA

### 4.1 Boundary

The boundary of the Caledon GO MTSA has been established by the ROP and its boundary can only be modified through an Amendment to the ROP. Given the location of the proposed GO Station, the MTSA boundary is appropriate. It is recognized that a portion of the Caledon GO MTSA extends into the Dry Industrial designation and as recommended in our report in **Appendix A**, this area should be converted from employment to permit non-employment uses.

It is also recommended that lands located to the east of the rail-line and north of King Street be considered for inclusion in the Caledon GO MTSA boundary in the future. The 12 properties in this area have a combined land area of approximately 26.4 hectares and are shown on **Figure 14**. Given their location on the east side of the rail-line and across from the proposed station location, these properties have the potential to support transit-oriented development, particularly if a connection over the rail-line to the GO station is established.

In addition to the above, consideration should be given to including the Dry Industrial lands in the southeast quadrant of King Street and Humber Station Road within an expanded MTSA in the future, given their small size and their key location at the intersection of two main roads.

**Figure 14: Potential Eastward Extension of the Caledon GO MTSA**

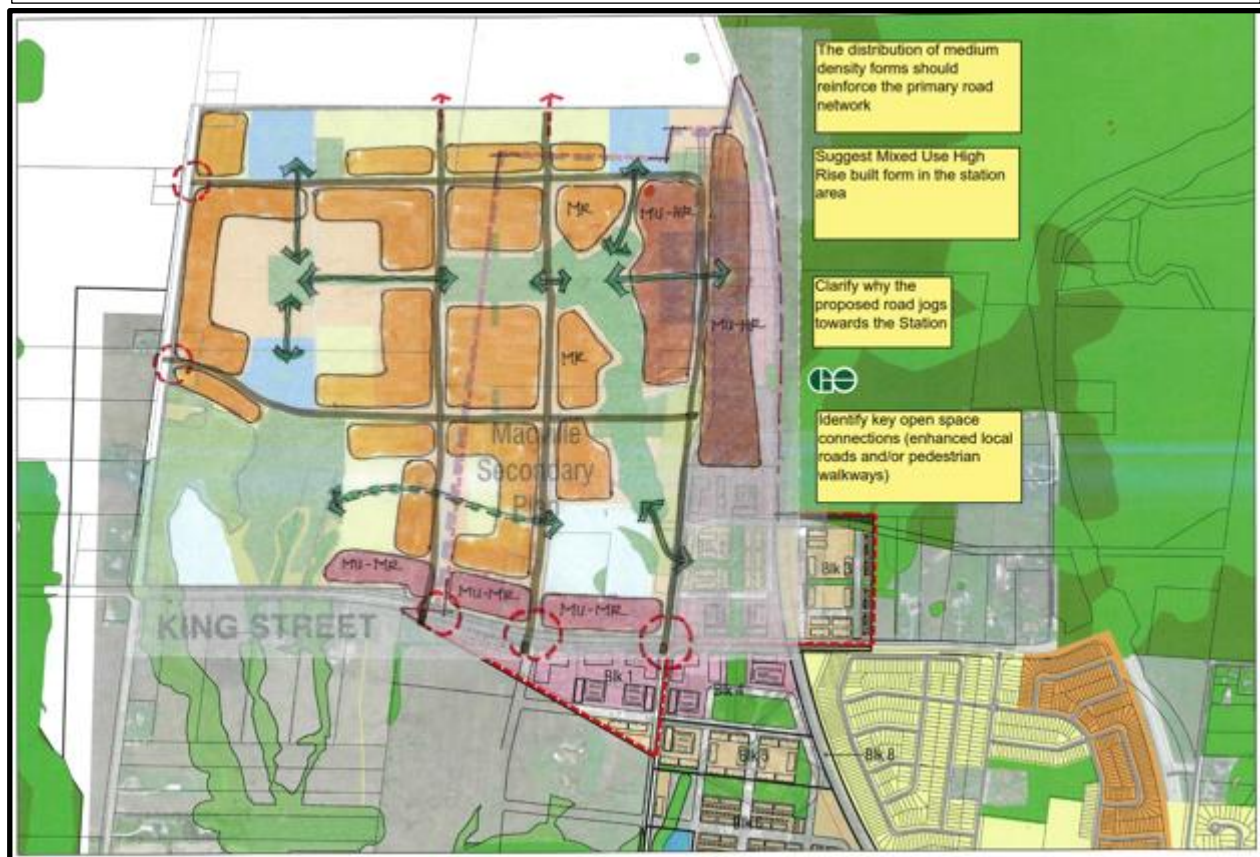


## 4.2 Land Use

As mentioned in Section 3.1 of this MTSA Study, all of the lands except those that are designated Dry Industrial are subject to an application for development that has been referred to the Ontario Land Tribunal for a decision.

In accordance with the terms of reference for this MTSA Study, a review of the privately initiated secondary plan was undertaken to determine if any changes should occur to best ensure that the potential for transit-supportive development is maximized. In this regard, **Figure 15** identifies a few changes for consideration.

**Figure 15: Review of Caledon Station Secondary Plan**

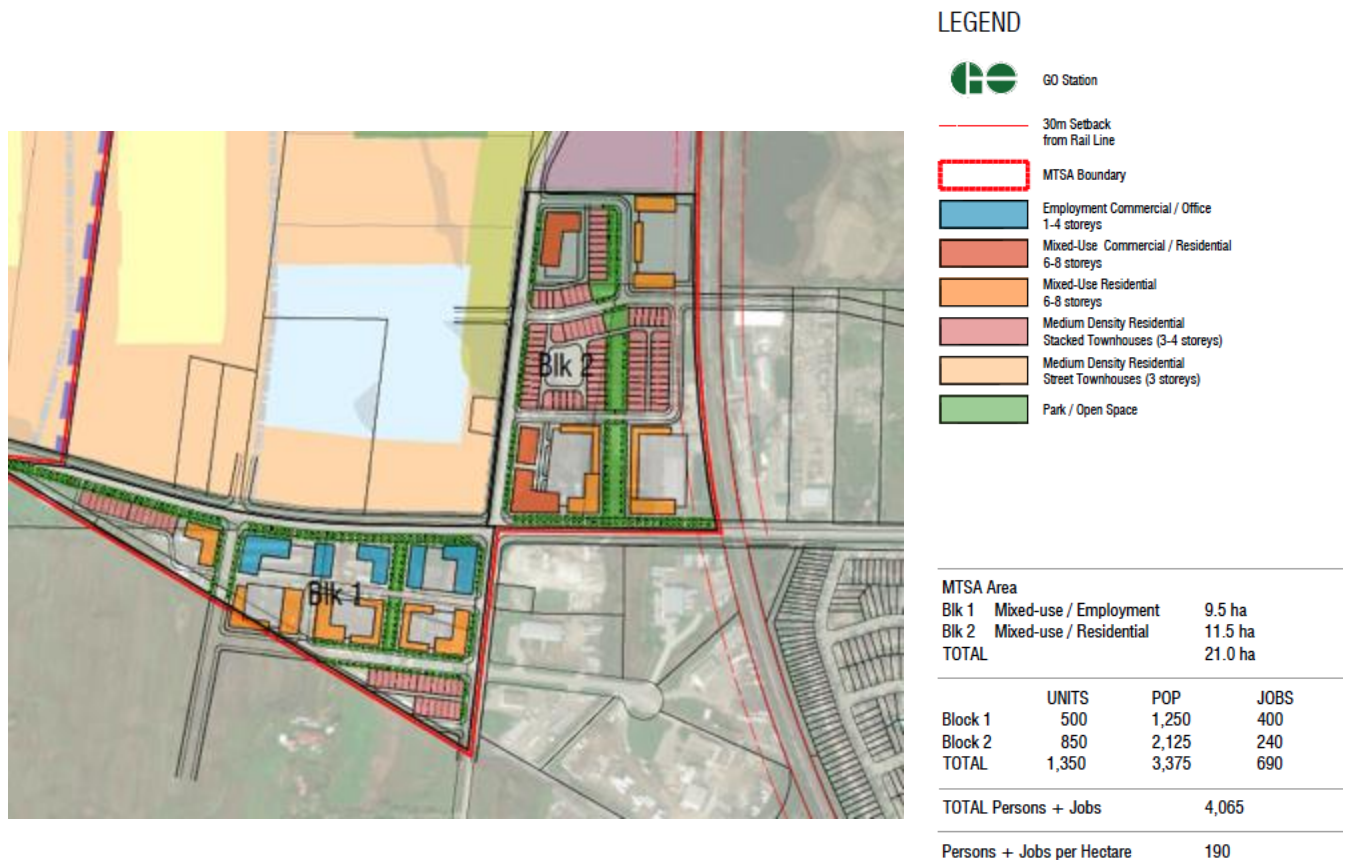


As shown on Figure 15, it is recommended that the Mixed Use – High Rise Buildings (12+ storeys) be identified on the Plan to ensure that the minimum density within the MTSA is achieved. Additional Mixed Use – Medium Density Residential should also be identified along King Street to transition to the potential development to the south. Additional recommendations are to

frame the primary road network with medium density uses and identify key open space connections.

In addition to the review of the privately-initiated Secondary Plan, a demonstration plan (**Figure 16**) has been prepared for the portion of the Caledon GO MTSA that is currently designated Dry Industrial and recommended for an employment land conversion in Appendix A. The demonstration plan indicates that the potential exists to accommodate 3,375 people and 690 jobs on the 21 hectares that are currently within the Caledon GO MTSA. A full copy of the demonstration plan is attached to this MTSA Study as **Appendix B**.

**Figure 16: Demonstration Plan for Dry Industrial Lands within the Caledon GO MTSA**



### 4.3 Recommended Policies

The purpose of this section of the MTSA Study is to make a number of recommendations respecting the Official Plan policy framework that should apply to the Caledon GO MTSA in the new Official Plan. In this regard, and firstly, it is recommended that the Caledon GO MTSA be identified as an Urban Centre, which recognizes the higher order nature of the lands uses that are contemplated in this area. Given the format of the draft new Official Plan, it is recommended that the preamble of the Official Plan section on Urban Centres state the following:

***This designation applies to lands within the Caledon GO Major Transit Station Area on Schedule \_\_\_\_\_ (TBD.). The Caledon GO Major Transit Station Area will be 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.***

***The Caledon GO Major Transit Station Area 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.***

It is also recommended that a number of objectives be established for the Urban Centre designation, and these are below:

***The planning objectives for the Caledon GO Major Transit Area are as follows:***

- a) ***Permit a broad range of uses and intense forms of residential, office and commercial development to support the development of complete communities;***
- b) ***Foster a diverse range of activities that make the Caledon GO Major Transit Station Area a destination for many different reasons and a lively place at different times of the day and week;***
- c) ***Build a strong identity for the Caledon GO major Transit Station Area through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;***
- d) ***Include a range of unit types and a mix of amenities that support an excellent***

*home-based work environment;*

- e) *Provide a range of retail and service experiences that serve local needs and draw customers from wider catchment, with particular focus on creating spaces for independent small businesses;*
- f) *Design for a variety of residential amenities to support vibrant, walkable, and complete neighbourhoods for all age groups;*
- g) *Use public art to create a distinct sense of place and celebrate the dynamism of the Caledon community and its rich economic, entrepreneurial, innovative, and cultural history;*
- h) *Promote the Caledon GO Major Transit Station Area as a creative centre and a liveable place for entertainment, leisure and civic activities, where a variety of experiences, niche market retail, arts, entertainment and restaurant uses are available;*
- i) *Create a comprehensive, separate, attractive and well-designed network for walking and cycling that allows people to easily get around within the Caledon GO Major Transit Station Area;*
- j) *Locate densities and uses in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car;*
- k) *Require high quality architecture and design that contributes to Caledon's character and identity; and,*
- l) *Create a network for walking and cycling that increases the accessibility of destinations and has features that make these ways of moving around the community safe, viable, and attractive.*

With respect to permitted uses, the following policies are recommended:

- a) *A broad range of residential, retail, mixed use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted within the Caledon GO Major Transit Station Area. A wide range of dwelling unit types are permitted, except for single detached and*

- semi-detached dwellings. The lands required for transit infrastructure will be identified through a future comprehensive planning process when the locations of such infrastructure have been determined by the Province in consultation with the Region and the Town.*
- b) *To further support the evolution of the Caledon GO Major Transit Station Area into an anchoring component of the new urban area, lands to the east of the Caledon GO Major Transit Station Area along the north side of King Street will be considered for inclusion within the Caledon GO Major Transit Station Area when the opportunity arises.*

Section b) of the above is intended to implement the recommendation made earlier in this MTSA Study that the Caledon GO MTSA be expanded to the east.

With respect to density and height, the following policies are recommended:

- a) *The planned minimum density on the lands within the Caledon GO Major Transit Station Area is 150 persons and jobs per hectare. Given the time it will take for this area to be fully built out, the planned minimum density may not be achieved until beyond the planning period established by this Plan.*
- b) *The minimum permitted density is 80 units per hectare and maximum permitted density is 400 units per hectare.*
- c) *The minimum permitted height is four storeys and the maximum permitted height is 20 storeys. Single-purpose commercial buildings are not permitted.*

With respect to development policies, the following policies are recommended:

- a) *The character of the Caledon GO Major Transit Station Area will be decidedly urban with buildings located close to the street edges and with streets planned from the outset as complete streets with equal emphasis placed on pedestrian and motor vehicle travel.*
- b) *Surface parking lots will be limited in area with at least 80% of the required parking planned to be provided in underground or above-ground structures. Prior to the build out of the Caledon GO Major Transit Station Area, temporary surface parking may be utilized.*



- c) ***A fine-grained grid network of streets will be established to promote connectivity throughout the Caledon GO Major Transit Station Area.***
- d) ***Buildings should have active façades including primary entrances and windows facing the street to enhance the physical and functional relationship to the public realm.***
- e) ***Buildings on corner lots will provide a distinct architectural appearance with building massing and articulation that addresses both streets and creates a comfortable microclimate for pedestrians.***
- f) ***The Town will consider the use of inclusionary zoning and the establishment of a Community Planning Permit System on the lands within the Caledon GO Major Transit Station Area, The intent of inclusionary zoning would be to support the development of affordable housing. The intent of the Community Planning Permit System would be to streamline the development approval process. Other mechanisms such as TOD Guidelines, financial incentive programs and other appropriate implementation tools may also be considered.***
- g) ***Alternative development standards that provide additional flexibility with respect to the mixing of uses, built form and parking standards will also be considered by the Town through the development approval process.***
- h) ***Proposed development within the Caledon GO Major Transit Station area will be required to:***
  - 1. ***Demonstrate how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;***
  - 2. ***Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;***
  - 3. ***Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;***
  - 4. ***Support the provision of an interconnected and multi-modal street***

***pattern that encourages walking, cycling, and the use of transit and supports mixed use development;***

- 5. Provide an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;***
- 6. Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;***
- 7. Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and***
- 8. Supports high quality public realm improvements to enhance the Major Transit Station Area.***

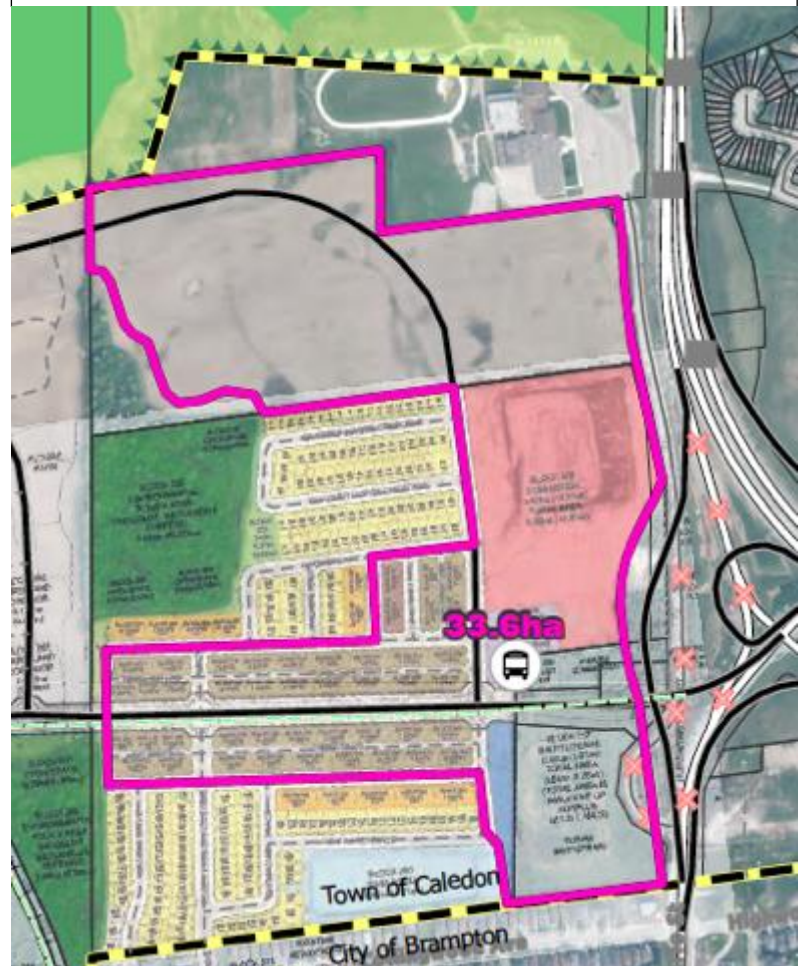
## 5.0 RECOMMENDATIONS FOR THE MAYFIELD WEST PLANNED MTSA

### 5.1 Boundary

A boundary for the Mayfield West Planned MTSA was not established in the ROP. One of the objectives of this MTSA Study is to review the land uses within the area of the proposed transit hub and recommend a boundary, taking into consideration the nature of the existing approvals that are in place, the existing land use designations and the MTSA policy framework in the ROP. It is recognized that the boundary recommended in this MTSA Study can only be implemented through a future Amendment to the ROP and the Caledon OP.

On the basis of our analysis, **Figure 17** identifies a recommended boundary (boundary shown in dark red) for the Mayfield West Planned MTSA. Lands within the recommended boundary include the:

**Figure 17: Recommended Mayfield West Planned MTSA Boundary**



- a) the 284 rear-lane townhouses proposed on 24 blocks within the Draft Approved Fieldgate subdivision, on lands that have already been zoned to permit this form of development;
- b) the proposed institutional area located to the south of Tim Manley Avenue which has been planned for a Regional police station;
- c) the proposed transit hub block and all of the commercial block within the Draft

Approved Fieldgate subdivision (which have yet to be zoned) plus any surplus or exchanged lands that are added to these blocks; and

- d) all of the lands designated Prestige Industrial located to the north of the Fieldgate subdivision.

While it is recommended that certain lands within the Fieldgate subdivision to the west of the transit hub be included within the Mayfield West Planned MTSA boundary, it is not recommended that the land use permissions on these lands be modified, primarily because of the advanced state of the approvals that apply and their conformity with the in-effect Caledon Official Plan. In addition, these lands are proposed to be developed with 284 rear-lane access townhouses on lots that have a minimum frontage of about 6.1 metres. This form of development and the streetscape that is created as a consequence is relatively urban in nature and will contribute to the viability of transit in this area and will also support the development of attractive pedestrian connections to the transit hub.

With respect to the transit hub and commercial lands that are also in the Draft Approved Fieldgate Plan of Subdivision, it is our opinion that an opportunity exists for these lands to be used for a mix of transit-supportive land uses, including medium and high density residential uses. While the re-zoning of these lands to implement the current Draft Plan of Subdivision and the Caledon Official Plan is anticipated, it is also acknowledged that the potential exists for the lands to be re-zoned again in the future to implement the recommendations made in this MTSA Study through a future Amendment to the ROP and the Caledon OP.

It is not recommended that lands on the east side of Hurontario Street be included within the Mayfield West Planned MTSA boundary because they are isolated from the transit hub. Instead, these lands should be planned in accordance with the land use designations in place. It is also not recommended that the lands that are the site of the Brampton Christian School be included, because of their distance from the transit hub and because there are no plans for this use to cease in the foreseeable future.

The lands within the Prestige Industrial designation are recommended for inclusion in the Mayfield West Planned MTSA boundary because of their proximity to the transit hub and because there are no currently no applications in place to develop prestige industrial uses on these lands. Given the small size of the Prestige Industrial area, its isolation from other industrial lands, its significant interface with proposed residential uses and the existing private school and the potential challenges that exist with respect to accessing the site from Highway

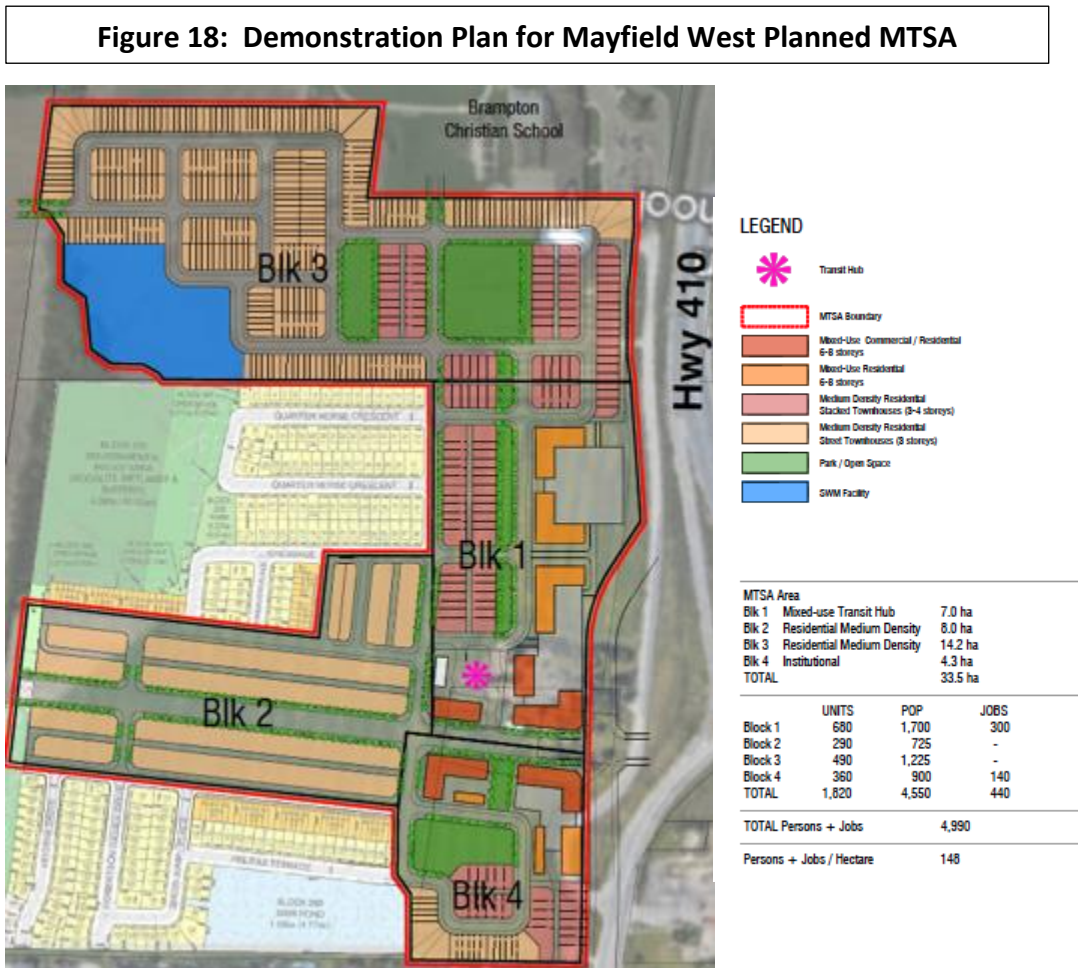
410 through proposed residential areas, it is recommended that these lands be converted from employment uses to non-employment uses. It is recognized that the conversion of these lands can only occur through a future Amendment to the ROP and the Caledon OP.

It is recognized that the institutional lands located to the south of the transit hub are proposed to be developed as a Regional police station. While this use would not generate as many residents and jobs as a mixed use mid or high rise development would, the use will contribute to the vibrancy of the area around the transit hub and the potential exists for other uses to locate on this site in the future as well.

The area of the Mayfield West Planned MTSA in the recommended boundary is 33.6 hectares.

## 5.2 Land Use

A demonstration plan has been prepared for the lands within the recommended boundary for the Mayfield West Planned MTSA (**Figure 18**).



The uses proposed through the demonstration plan were based on existing, proposed and probable long-term uses in the surrounding area and anticipated long-term bus service levels. The plan includes 2 – 3 storey townhouses, 8 storey apartments and 6 storey non-residential buildings. The demonstration plan achieves a density of 148 persons and jobs per hectare, which assumes that institutional block is developed with mixed uses and residential uses. A full size copy of the demonstration plan is attached to this report as **Appendix C**.

### 5.3 Recommended Policies

The purpose of this section of the MTSA Study is to make a number of recommendations respecting the Official Plan policy framework that should apply to the Mayfield West Planned MTSA in the new Official Plan. In this regard, and firstly, it is recommended that the Mayfield West Planned MTSA be identified as a Neighbourhood Centre, which recognizes the nature of the transit that is to be provided in this area. Given the format of the new Official Plan, it is recommended that the preamble of the Official Plan section on Neighbourhood Centres state the following:

***The Neighbourhood Centre designation is intended to be applied to the lands conceptually shown as Neighbourhood Centre on \_\_\_\_\_ (TBD.). The Mayfield West Major Transit Station Area is a Neighbourhood Centre and its boundary will be delineated through a future Amendment to this Plan.***

***Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood offering a range of goods and services to the neighbourhood for resident and worker daily needs within easy walking or cycling distance. Development within Neighbourhood Centres will take the form of mid-rise mixed-use buildings that can incorporate a mix of residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling infrastructure.***

***The character of the Mayfield West Major Transit Station Area will be decidedly urban with buildings located close to the street edges and with streets planned from the outset as complete streets with equal emphasis placed on pedestrian and motor vehicle travel.***

It is also recommended that a number of objectives be established for the Neighbourhood Centre designation and these are below:

***The planning objectives for the Neighbourhood Centre designation are as follows:***

- a) ***facilitate mid-rise forms of development allowing for more affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;***
- b) ***provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;***
- c) ***establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character and identity;***
- d) ***create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership;***
- e) ***build a strong identity for each Neighbourhood Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;***
- f) ***provide a range of retail and service experiences that serve local needs and draw customers from wider catchment, with particular focus on creating spaces for independent small businesses;***
- g) ***create a comprehensive, separate, attractive and well-designed network for walking and cycling that allows people to easily get around within the Neighbourhood Centre; and***
- h) ***locate densities and uses in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car.***

With respect to permitted uses, the following policies are recommended:

- a) ***A broad range of residential, retail, mixed use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted.***
- b) ***Within the Mayfield West Planned Major Transit Station Area, a wide range of dwelling unit types are permitted, except for single detached and semi-detached***

***dwellings. The lands required for transit infrastructure in the Mayfield West Planned Major Transit Station Area will be identified through a future comprehensive planning process when the locations of such infrastructure have been determined by the Province in consultation with the Region and the Town.***

With respect to density and height, the following policies are recommended:

- a)  ***Buildings as high as 15 to 20 storeys may be permitted. Lower building heights and/or greater setbacks and stepbacks will be required adjacent to existing and planned low rise neighbourhoods.***
- b)  ***The recommended minimum density on the lands within the Mayfield West Planned Major Transit Station Area is 100 persons and jobs per hectare, and this minimum density will be confirmed through a future Amendment to this Plan. Given the time it will take for this area to be fully built out, the planned minimum density may not be achieved until beyond the planning period established by this Plan.***
- c)  ***The minimum permitted density within the Mayfield West Planned Major Transit Station Area 50 units per hectare and maximum permitted density is 200 units per hectare.***
- d)  ***The minimum permitted height within the Mayfield West Major Transit Station Area is three storeys and the maximum permitted height is 20 storeys. Single-purpose commercial buildings are not permitted.***

It is noted that the density target has been reduced to 120 persons and jobs per hectare in the above policy to account for the potential use of the institutional block for solely institutional uses.

With respect to development policies, the following policies are recommended:

- a)  ***Streets within the Neighbourhood Centre designation will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.***
- b)  ***Surface parking lots for mixed use buildings within the Mayfield West Planned Major Transit Station Area will be limited in area with at least 80% of the required***



- parking planned to be provided in underground or above-ground structures. Prior to the build out of the Mayfield West Planned Major Transit Station Area, temporary surface parking may be utilized.***
- c) ***Elementary schools and other institutional uses should be co-located with parks, trails and other community uses, including day care facilities, to develop integrated community hubs.***
  - d) ***Day care facilities should also be integrated into residential areas.***
  - e) ***A comprehensive and integrated continuous trail network should be established in each Neighbourhood Centre in order to contribute to the establishment of walkable, bicycle friendly and active mixed-used centres. Trails and/or walkways will be integrated into development proposals to maximize connectivity:***
    - 1) ***within the Neighbourhoods Centre designation and between neighbourhoods and/or employment areas;***
    - 2) ***to active transportation routes; and,***
    - 3) ***to promote public access to community uses and natural areas and features.***
  - f) ***Pedestrian and multi-use trails will provide access to and through parks and where appropriate, the Natural Environment System, and will be planned to help encourage active transportation as a viable means of both recreation and transportation.***
  - g) ***The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.***
  - h) ***Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling and transit experience, utilizing site layout, building location and building design to reinforce convenience, comfort and safety***
  - i) ***Transit-oriented forms of development and transit-supportive public space design***

*will be of a high priority for development within Neighbourhood Centres.*

- j) *The location and orientation of buildings will be required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life.*
- k) *The Town will consider the use of inclusionary zoning and the establishment of a Community Planning Permit System on the lands within the Mayfield West Planned Major Transit Station Area. The intent of inclusionary zoning would be to support the development of affordable housing. The intent of the Community Planning Permit System would be to streamline the development approval process. Other mechanisms such as TOD Guidelines, financial incentive programs and other appropriate implementation tools may also be considered.*
- l) *Alternative development standards that provide additional flexibility with respect to the mixing of uses, built form and parking standards will also be considered by the Town through the development approval process.*
- m) *Proposed development within the Mayfield West Planned Major Transit Station Area will be required to:*
  - 1. *Demonstrate how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
  - 2. *Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
  - 3. *Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
  - 4. *Support the provision of an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
  - 5. *Provide an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*
  - 6. *Implements the provision of bicycle parking, and where applicable,*

*passenger transfer and commuter pick up/drop off area;*

- 7. *Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and***
- 8. *Supports high quality public realm improvements to enhance the Major Transit Station Area.***

# APPENDIX A



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## MEMORANDUM

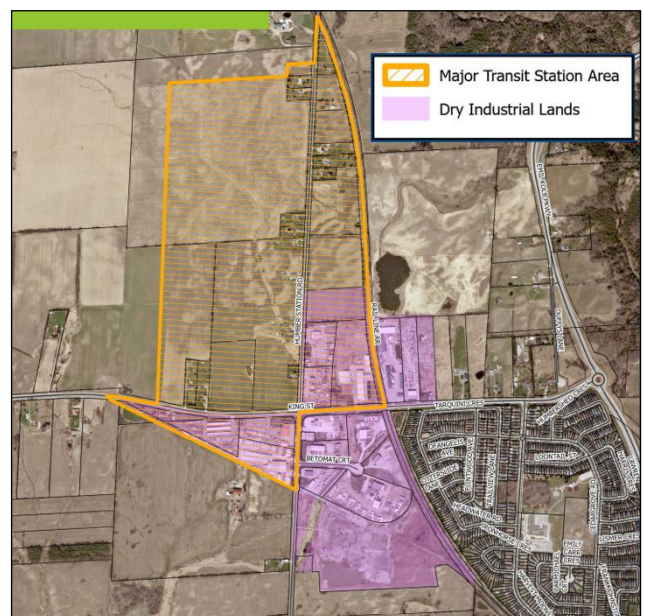
**To:** Lesley Gill Woods, Senior Planner  
**From:** Nick McDonald - Meridian Planning Consultants  
**Date:** November 9, 2023  
**Re:** Dry Industrial Lands Conversion – Region of Peel Conversion Project

Meridian Planning, in association with The Planning Partnership and Paradigm Transportation Solutions, have been retained by the Town of Caledon to undertake a Major Transit Station Areas (MTSA) Study for the Bolton GO Station Area and Mayfield West Transit Hub Area.

This study is intended to inform the Town of Caledon Official Plan Review by recommending land use designations and policies for the two MTSA's as well as recommending a land use option for the "Dry Industrial" Employment Area in the vicinity of the Bolton GO MTSA.

**Figure 1** shows the location of the Bolton GO MTSA. The MTSA is located primarily to the north of the intersection of King Street and Humber Station Road and west of the Caledon-Vaughan rail corridor.

**Figure 1: Location of Bolton GO MTSA (King St. and Humber Station Rd.)**



This interim memo relates solely to whether all of the Dry Industrial Employment Area located to the south of the Bolton GO Station should be converted to non-employment uses (residential and population serving employment). The Dry Industrial Employment Area is shown on **Figure 2**.

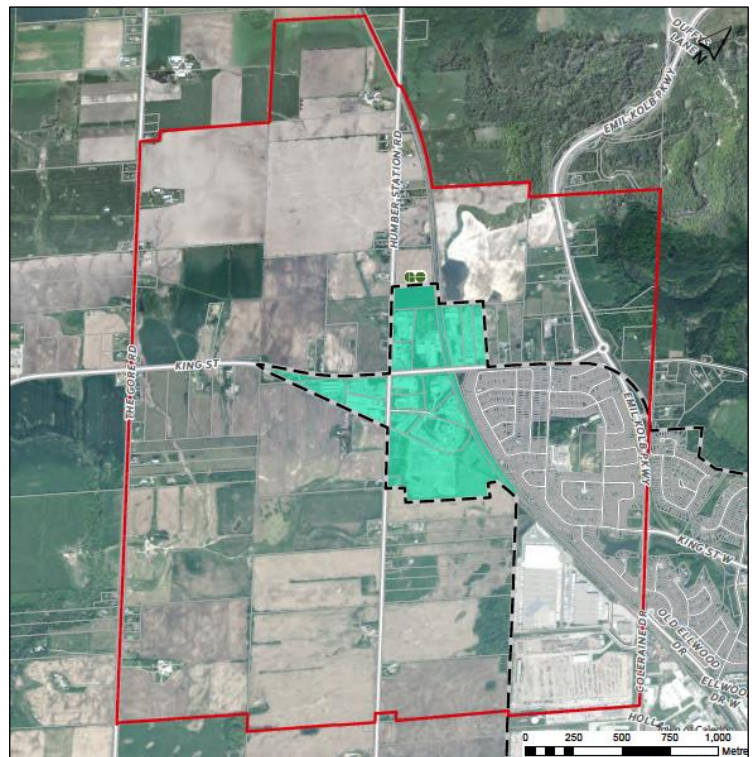
This analysis has been completed to determine whether the goals and objectives of the Region and Town respecting the establishment of a transit-supportive community in the vicinity of the Bolton GO MTSA could be further supported if the Dry Industrial Employment Area is converted. This analysis is being conducted in coordination with the Region of Peel as a further phase of the municipal comprehensive review (Regional Official Plan Review).

It is a requirement of the Province and Peel Region that the lands within the Bolton GO MTSA be planned to achieve a minimum density of 150 residents and jobs combined per hectare through the establishment of high-rise forms of mixed-use development, incorporating residential apartments with retail, service commercial, business and professional offices, prioritizing transit services, ensuring a high degree of urban design, protecting and maintaining natural features and integrating community facilities, parklands and open spaces.

Given that lands to the east of Caledon-Vaughan rail corridor are subject to the Greenbelt Plan and not available for urban development, this means that increased efforts are required to ensure that the remaining area is developed in accordance with Provincial and Regional requirements.

In this regard, this memo recommends that the entirety of the Dry Industrial Employment Area be converted to support the transition of this area into a residential area that assists in providing the critical mass required to support the development of the Bolton GO MTSA as a transit-supportive and complete community. The balance of this report reviews relevant policies and is intended to justify

**Figure 2: Bolton Dry Employment Area**

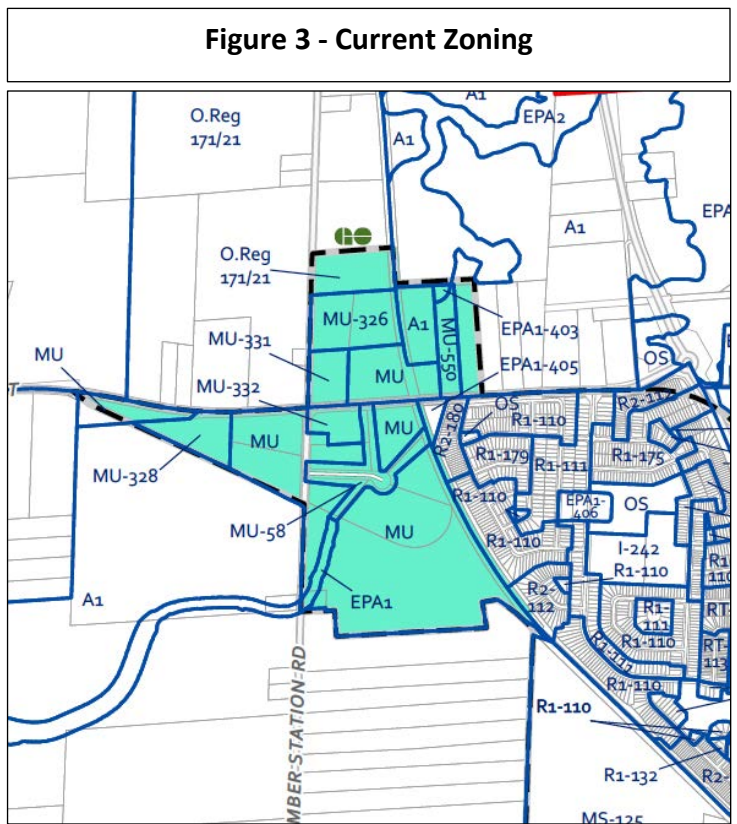


this recommendation.

### Existing Land Use Context

The Dry Industrial Employment Area is designated Employment Area in the Peel Region Official Plan, as shown on Schedule E-4, and Dry Industrial in the Town Official Plan, as shown on Schedule C Bolton Land Use Plan. These lands are also zoned Unserviced Industrial in the Town Zoning By-law 2006-50 as shown on **Figure 3**.

The Dry Industrial Employment Area has an area of approximately 50 hectares and is not serviced by municipal water and sewer services. About 50% of the Dry Industrial Employment Area was developed prior to 2001.



At the present time, most of the Dry Industrial Employment Area is occupied by a variety of land uses and only two vacant properties remain.

The existing employment uses within this area include the following:

- a) Self-storage;
- b) Landscape supply;
- c) Construction equipment sales;
- d) Propane distribution and sales;
- e) Concrete manufacturing;
- f) Asphalt paving and construction;
- g) Transportation services;
- h) Hardwood distribution and sales;
- i) Supplier of agricultural products; and
- j) Stone distribution

There are 15 businesses in this area, which employ approximately 260 people.

Given the nature of the land uses in the Dry Industrial Employment Area, they have the potential to impact the developability of lands adjacent to the Dry Industrial Employment Area and this is a significant factor to consider when reviewing the potential for development on adjacent lands.

In addition, the nature of the permitted uses that can be permitted as-of-right in accordance with current zoning also needs to be considered. In this regard, below is a list of as-of-right permitted uses in the Dry Industrial Employment Area:

- |                                    |   |
|------------------------------------|---|
| a) Bulk Storage Facility           | j) Motor Vehicle Compound                   |
| b) Contractor's Facility           | k) Motor Vehicle Repair Facility            |
| c) Equipment Storage Building      | l) Motor Vehicle Towing Facility            |
| d) Factory Outlet                  | m) Open Storage Area, Accessory             |
| e) Gasoline Pump Island, Accessory | n) Outside Display or Sales Area, Accessory |
| f) Industrial Use                  | o) Transportation Depot                     |
| g) Maintenance Garage, Accessory   | p) Warehouse                                |
| h) Merchandise Service Shop        | q) Warehouse, Public Self-Storage           |
| i) Motor Vehicle Body Shop         | r) Warehouse, Wholesale                     |

As a consequence of the above, both the nature of the existing uses and the potential uses that could occur in accordance with existing zoning need to be considered.

In the early 1990's, the Ministry of Environment (now Environment, Conservation and Parks) released the D-Series Guidelines that were intended to inform the preparation of Official Plan policy on land use compatibility and to assist decision makers with making Planning Act decisions involving potentially incompatible uses and determining adverse effects.

Guideline D-1 (and the supporting Procedures D1-1, D1-2 and D1-3 contained within Guideline D-1) is the key guideline to consider. The following is indicated in the 'synopsis' section of Guideline D-1: *"This guideline identifies the direct interest of the Ministry in recommending separation distances and other control measures for land use planning proposals to prevent or minimize adverse effects from the encroachment of incompatible land uses where a facility either exists or is proposed. This guideline sets the context for all existing and new guidelines relating to land use compatibility."*

Section 2.1 of Guideline D-1 recognizes the dual nature of the Guideline. Specifically, the Guideline is applicable when a new sensitive land use is proposed within the influence area or potential influence area of an existing facility; and/or a new facility is proposed where an existing sensitive land use would be within the facility's influence area or potential influence area.

A 'facility' is defined in Procedure D1-3 as: *"a transportation, commercial, industrial, agricultural, intensive recreational or utilities/services building or structure and/o associated lands (e.g. abattoir, airport, railway, sewage treatment plant, landfill, manufacturing plant, generation stations, sports/concerts stadium, etc.) which produce(s) one or more 'adverse effect(s)' on a neighbouring property or properties. For specific details on some of these facilities, see Procedure D-1-2."*

Section 2.2 of Guideline D-1 indicates that the Guideline applies when a change of land use places *"or is likely to place sensitive land use within the influence area or potential influence area of a facility."* It then goes on to indicate that the Guideline should be considered when policies, guidelines and programs are being formulated, when general land use plans are being prepared and in response to site specific requests for development approvals.

Section 2.3.2 of Guideline D-1 then goes on to indicate the following: *"This Guideline does not normally affect a change in land use, an expansion, or new development, for either a facility or a sensitive land use which is in compliance with existing zoning and the Official Plan designation."* In this case, the proposed change in land use is on the adjacent lands outside of the Dry Industrial Employment Area in the MTSA area shown on Figure 1.

Section 2.4 of Guideline D-1 provides examples of adverse effects in the context of this Guideline and notes that they *"may be related to, but not limited to one or more of the following:*

- a) Noise and vibration;*
- b) Visual impact (only for landfills)*
- c) Odours and other air emissions;*
- d) Litter, dust and other particulates; and.*
- e) Other contaminants."*

Section 3.1 of Guideline D-1 sets out the preferred approach with respect to siting of incompatible land uses: *"Incompatible land uses are to be protected from each other, in and use plans, proposals, policies and programs to achieve the Ministry's environmental objectives. Various buffers on either of the incompatible land uses or on intervening lands, as discussed in Section 4 of Procedure D-1-1, "Land Use Compatibility: Implementation", may be used to prevent or minimize 'adverse effects'. Distance is often the only effective buffer, however, and therefore adequate separation distance, based on a facility's influence area, is the preferred method of mitigating 'adverse effects'."*

Section 3.2 of Guideline D-1 provides further direction with respect to separation distances and states: *"The separation distance should be sufficient to permit the functioning of the two incompatible land*



*uses without an 'adverse effect' occurring. Separation of incompatible land uses should not result in freezing or denying usage of the intervening land. The distance shall be based on a facility's potential influence area or actual influence area if it is known."*

With respect to the use of land within a required 'separation distance', Section 3.3 of Guideline D-1 states the following: *"When the separation distance is the method of buffering, and the buffer area extends beyond a facility or sensitive land use site boundary, this Ministry encourages intervening land uses or activities that are compatible with both the facility and the sensitive land use(s)."*

Section 3.4 of Guideline D-1 then indicates the following: *"When impacts from discharges and other compatible problems cannot be reasonably mitigated or prevented to the level of trivial impact, new development, whether it be a facility or a sensitive land use shall not be permitted."*

In order to determine what separation distances are required, Guideline D1.3 establishes three industry classifications as defined below:

**Class 1 Industrial Facility** - A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry. **Influence area is 70 metres and recommended separation distance is 20 metres.**

**Class 2 Industrial Facility** - A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours. **Influence area is 300 metres and recommended separation distance is 70 metres.**

**Class 3 Industrial Facility** - A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions. **Influence area is 1,000 metres and recommended separation distance is 300 metres.**

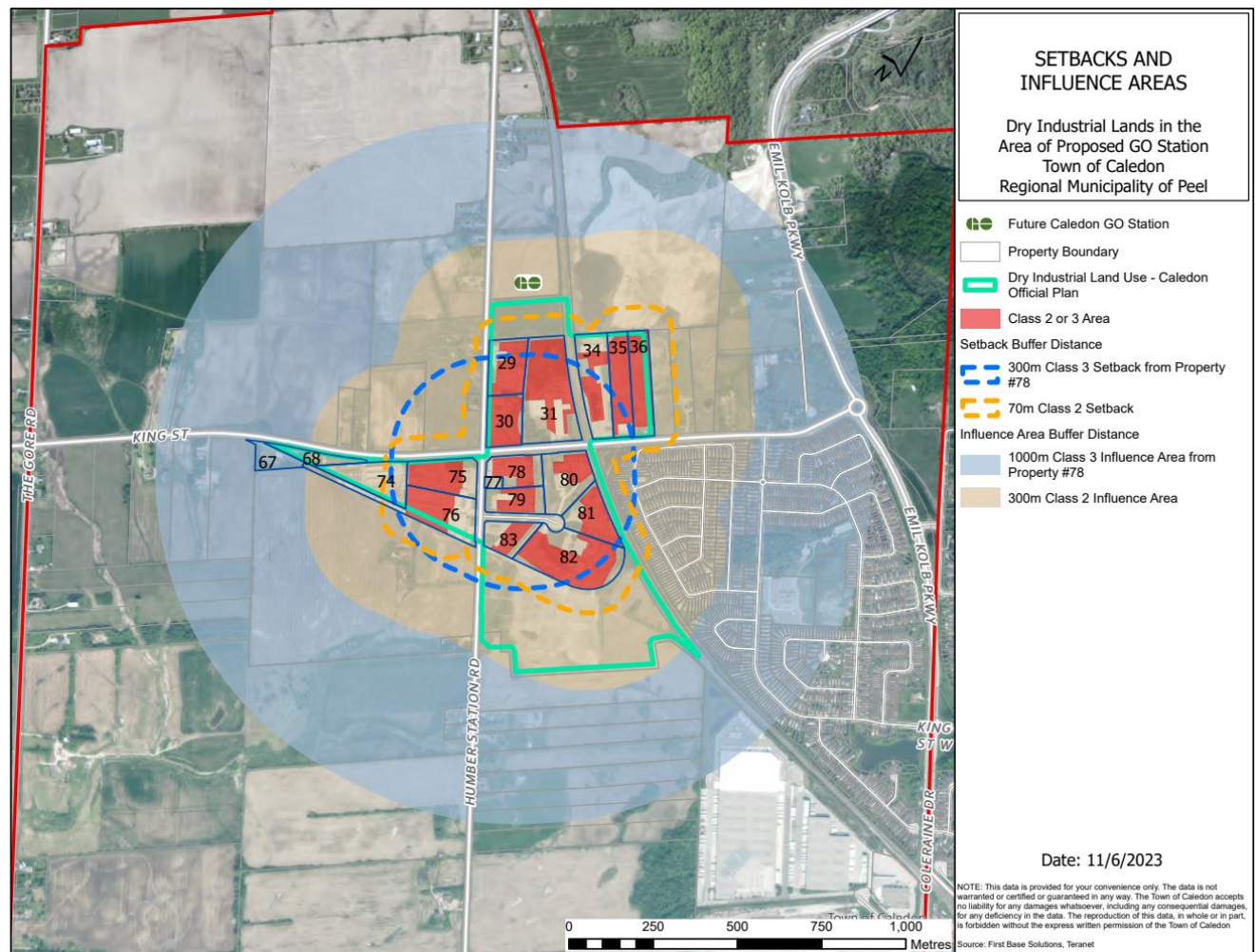
To determine the classification of each of the 15 uses in the Dry Industrial Employment Area, site visits were carried out to understand the nature of the uses, historical air photography was reviewed to determine how each of the uses has evolved since 2001 and business websites were reviewed to better understand the nature of each business. The results of this analysis are found in **Tables 1a to 1d** in **Appendix 1**.

Based on the nature of the existing businesses in the Dry Industrial Employment Area, the majority of the uses would be considered Class 2 uses with one use being a Class 3 use.

The distinguishing factor between a Class II use and a Class III uses is the level of truck movements on a daily basis on any given site and the nature of any processing and material handling that occurs. In this Dry Industrial Employment Area, most if not all of the uses involve the outdoor storage of materials and/or trucks and the frequent movement of trucks on individual sites. However, one site in particular is considered to be a Class III use because of the nature of the outdoor processing that occurs on the site.

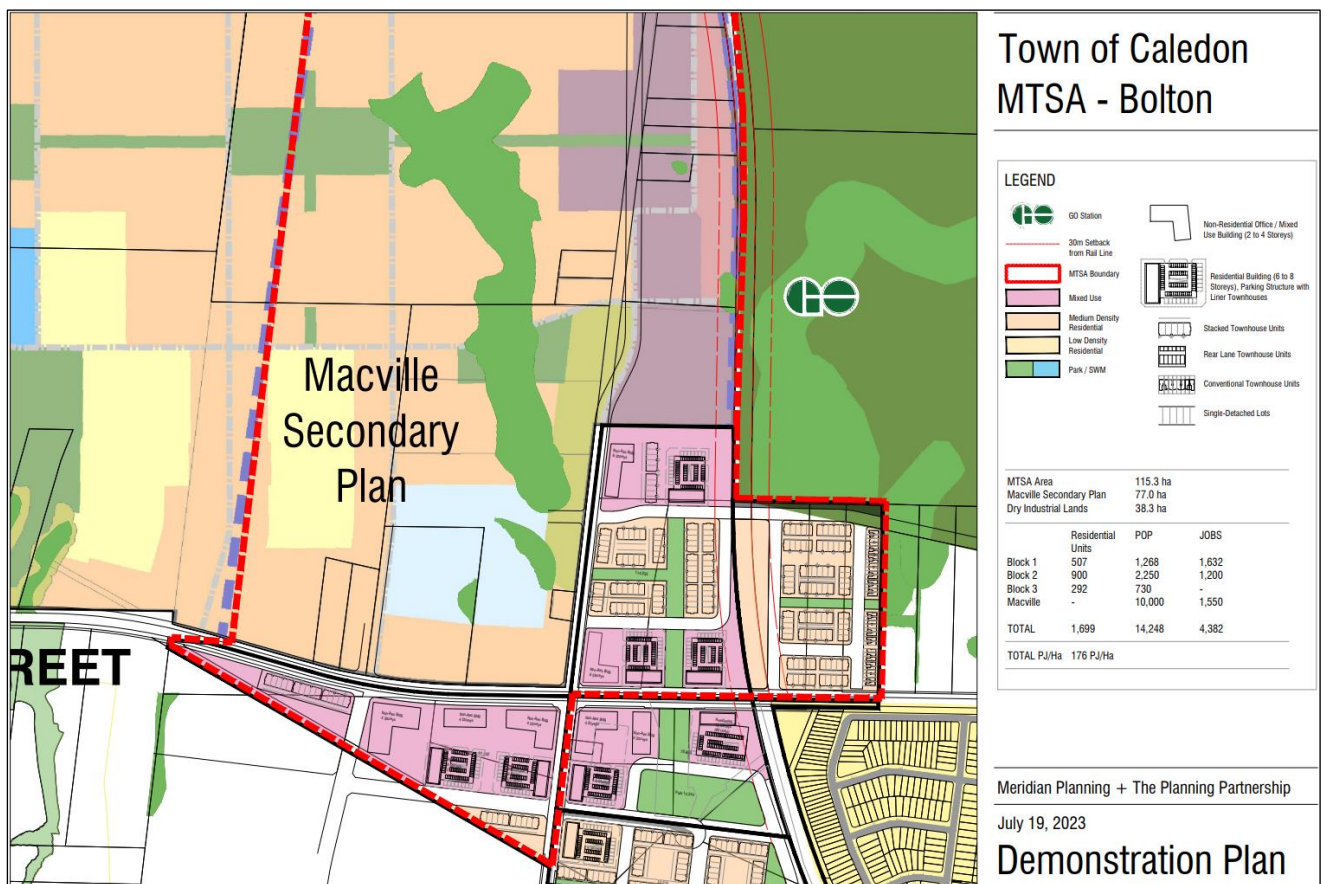
**Figure 4** below shows the Class 2 or 3 areas on each affected property, the separation distances from the Class 2 and 3 uses and the area of influence of the Class 2 and 3 uses. Of all of the uses, the one Class 3 use has the most significant impact on lands within the Bolton GO MTSA located in the northwest quadrant of King Street and Humber Station Road.

**Figure 4: Setbacks and Influence Areas**



In order to understand how the dry industrial area could be redeveloped if converted, a demonstration plan has been prepared (**Figure 5**) that shows how the area within the Bolton GO MTSA can be planned and how many people and jobs can be accommodated on these lands. The building heights in this area range from 2 – 3 storey townhouses, 20 storey apartment buildings and 8 storey non-residential buildings. In this regard, the demonstration plan applied a density of 185 persons and jobs per hectare to the Dry Industrial Employment Area within the Bolton GO MTSA and the result is a population of 4,248 and 2,832 jobs.

**Figure 5: Demonstration Plan**



**Policy Review**

**Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. The PPS sets the policy foundation for regulating the development and use of land. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

The PPS contains specific policies regarding protecting and preserving Employment Areas for current and future uses. The PPS defines “Employment Areas” as:

*Those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.*

Specifically, as it relates to employment areas, the PPS provides that planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs (1.3.2.1). The PPS also sets out that planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area and that industrial and manufacturing uses are separated from sensitive land uses to maintain long-term operation and economic viability of these areas (1.3.2.2).

The PPS also provides that planning authorities may permit the conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion (1.3.2.4), and the lands have not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation (1.3.2.5). Section 1.3.2.5 further provides that lands within existing employment areas may be converted to a designation that permits non-employment uses outside of a comprehensive review subject to the following:

- a) *there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) *the proposed uses would not adversely affect the overall viability of the employment area; and*
- c) *existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

### **A Place to Grow – Growth Plan for the Greater Golden Horseshoe**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, adopted pursuant to the Places to Grow Act, 2005, is the Province's growth management plan that articulates a long-term strategic vision and tools for how southern Ontario should grow over the next 30 years. The Growth Plan was developed to guide planning decisions in a way that will promote economic development and strong communities. It directs municipalities to optimize the use of existing and new infrastructure to support growth, and coordinate infrastructure planning, land use planning, and infrastructure investment.

The Growth Plan sets out a vision for the GGH, which is supported through *the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available.*

The Growth Plan provides that economic development and competitiveness will be promoted in the GGH through ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth (2.2.5.1 b). Similar to the PPS, the Growth Plan (2.2.5.9) provides that the conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

- a) *there is a need for the conversion*
- b) *the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*
- c) *the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*
- d) *the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan*
- e) *there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

### **Region of Peel Official Plan**

The Region of Peel Official Plan was adopted by Regional Council on April 28, 2022, through By-law 20-2022. This by-law repealed and replaced the former July 11, 1996 Region of Peel Official Plan adopted by By-law 54-96, as amended. The Plan was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister's Notice of Decision on the Plan dated November 4, 2022.

The Region Official Plan provides a planning framework for future growth in Peel Region within the context of the Greater Toronto and Hamilton Area. The population, household and employment forecasts in the Plan are to be used for determining Regional services and establishing requirements to accommodate growth to the year 2051. These forecast a population of 300,000 and 125,000 jobs within the Town of Caledon by 2051.

Section 5.8.34 permits the conversion of lands within Employment Areas designated on Schedule E-4 to non-employment uses, only through a municipal comprehensive review that demonstrates the

following:

- a) *there is a need for the conversion;*
- b) *the lands are not required over the horizon of the Plan for the employment use they were designated;*
- c) *the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;*
- d) *the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;*
- e) *there is existing or planned infrastructure and public service facilities to accommodate the proposed uses;*
- f) *the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and*
- g) *cross-jurisdictional issues have been considered.*

### **Evaluation and Justification for Conversion**

Based on the policy framework set out above, the following is an evaluation and justification for the proposed conversion of the Dry Industrial Employment Area, based on the application of the Peel Region criteria (which include PPS and Growth Plan criteria):

**a) *There is a need for the conversion;***

It is our opinion that the need for the conversion is justified since it would further support other Provincial goals, objectives and policies regarding the development of high density communities that are anchored by and which support higher order transit. Retaining the Dry Industrial Employment Area as an employment area will have an impact on the ability of the Region and Town to plan for the critical mass required to support the development of the Bolton GO Station.

**b) *the lands are not required over the horizon of the Plan for the employment use they were designated;***

Given the location of the Dry Industrial Employment Area adjacent to the Bolton GO MTSA, it

is our opinion that the need to fully support the development of the Bolton GO MTSA as a transit-supportive community outweighs the need to retain a legacy dry industrial area. Notwithstanding the above, it is acknowledged that there is a need for lands that are designated to permit land extensive and low employment density employment uses and in this regard, it is recommended that the new Caledon Official Plan designate new lands for this purpose.

**c) *the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;***

The Region through their Official Plan added new employment areas throughout the new urban area to meet expected employment needs. It is not expected that the conversion of the Dry Industrial Employment Area will have an impact on the ability of the Town to meet its employment targets. In this regard, it is noted that there are approximately 258 jobs in the Dry Industrial Employment Area and that approximately 2,832 jobs could be created if it was converted.

**d) *the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;***

It is our opinion that the viability of other employment areas in the Town would not be affected by the conversion since the lands affected are physically separated from other employment areas. The conversion will support the intensification target since the lands are within the built boundary and the population and jobs that can be accommodated on the Dry Industrial Employment Area is significant.

**e) *there is existing or planned infrastructure and public service facilities to accommodate the proposed uses;***

Given that the Dry Industrial Employment Area is within the urban area and adjacent to residential lands that are expected to be developed within the short term, it is anticipated that municipal water and sewer services will be available to service the Dry Industrial Employment Area. The need for public service facilities will be determined at the appropriate time by the Town when a Secondary Plan or similar comprehensive development plan is completed.



**f) *the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and***

If the Dry Industrial Employment Area dry is converted, there will be no adjacent employment lands.

**g) *cross-jurisdictional issues have been considered.***

There are no cross jurisdictional issues to consider in this case given the small size of the Dry Industrial Employment Area and its location internal to the Town of Caledon.

**Public Consultation**

A meeting with landowners within the Bolton GO MTSA area and the dry industrial lands was held on May 4, 2023. Approximately 15 landowners and representatives attended, plus Town/Region staff and Councillors. The purpose of the meeting was to gather feedback from landowners regarding land uses. Feedback received through this consultation and subsequent emails supports higher density development within the dry industrial lands and conversion of the Dry Industrial Employment Area.

Of particular note, the owners of the ready-mix concrete plant at the southeast corner of King Street and Humber Station Road (see Appendix 1, Table 1c, ID #78) acknowledged that the community is evolving around the intersection and their facility will eventually be out-of-place. They suggested that high density residential would be a more appropriate long-term use and provided rationale consistent with the analysis provided above.

On November 15, 2023, further consultation meetings will be held with Dry Industrial landowners and the public. Town staff may provide a verbal summary of the feedback received to the Planning and Development Committee.

**Appendix 1 – Land Use Analysis Tables****TABLE 1A: NORTHEAST QUADRANT (KING ST. AND HUMBER STATION RD.) AND WEST OF RAIL LINE**

ID #	29	30	31
<b>Address</b>	14025 Humber Station Road	14091 Humber Station Road	8068 King Street
<b>Company Name</b>	Sondh Freight Systems	Cavalier Transportation Services	Ontario Hardwood Products
<b>Nature of Use</b>	Outdoor storage of cement trucks, some materials stored in tent structures - unpaved yard	Small office building with small attached warehouse and outdoor storage of trailers	Wholesaler of hardwood products - hardwood stored inside two buildings with multiple loading bays - some pallets stored outside
<b>Current Zoning</b>	MU-331	MU-326	MU (south portion) and MU-326 (north portion)
<b>Use Restrictions in Current Zoning</b>	Construction Equipment Sales and Service Establishment - Equipment Storage Building - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Outside Display or Sales Area, Accessory - Service and Repair Shop - Warehouse	Contractor's Facility - Equipment Storage Building - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Open Storage Area, Accessory - Warehouse	See left for MU-326 limitations
<b>Potential Restrictions on Development of Alternative Uses or Expansions</b>			
<b>Outdoor Parking of Trucks</b>	Yes	Yes	No
<b>Outdoor Storage of Materials</b>	Yes	No	Yes
<b>Potential for Air Quality Impacts</b>	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Noise Impacts</b>	Moderate - from truck movements and loading and unloading of materials	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Expansion</b>	No additional area available on property for expansion	No additional area available on property for expansion	Northern one-third of property available for expansion
<b>24-hour Operation (Yes/No/Unknown)</b>	Unknown - however, early morning truck movements likely	Unknown - however, early morning truck movements likely	Daytime only
<b>Classification</b>	2	2	2
<b>Influence Area (from edge of highest class area)</b>	300 metres	300 metres	300 metres
<b>Minimum setback (from edge of highest class area)</b>	70 metres	70 metres	70 metres

**TABLE 1B: SOUTHWEST QUADRANT (KING ST. AND HUMBER STATION RD.)**

<b>ID #</b>	67	68	74	75	76
<b>Address</b>	0 King Street	7801 King Street	7865 King Street	13970 Humber Station Road	13930 Humber Station Road
<b>Company Name</b>	None	None	JC Mini-Storage and Thunder Transport	S.W. Stoneworks and Sheehan Equipment	Sun Transportation Systems and Vermani Trucking
<b>Nature of Use</b>	Existing barn/storage building on the property	Existing single detached dwelling with one accessory building	Three storage buildings with areas for rent - number of vehicles also stored on the property - trailers stored on rear of property	Two warehouse buildings plus open storage of stone products and raw materials - property also used as a heavy duty and landscaping equipment supplier	Small office building attached to a larger warehouse, plus one other accessory building and large yard used for truck storage
<b>Current Zoning</b>	MU	MU	MU-328	MU	MU
<b>Use Restrictions in Current Zoning</b>	None	None	Equipment Storage Building - Guardhouse - Warehouse	None	None
<b>Potential Restrictions on Development of Alternative Uses or Expansions</b>	Small size of property and entrance on curve significantly limit the use of the property for MU uses	Small size of property and entrance on curve significantly limit the use of the property for MU uses			
<b>Outdoor Parking of Trucks</b>	No	No	Yes	No	Yes
<b>Outdoor Storage of Materials</b>	No	No	No	Yes	No
<b>Potential for Air Quality Impacts</b>	None	None	Low - based on nature of existing use	Moderate - resulting from customer pick up of materials	Moderate - resulting from movement of trucks on un-paved surface
<b>Potential for Noise Impacts</b>	None	None	Low - based on nature of existing use	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Expansion</b>	None	None	No additional area available on property for expansion	Limited additional area available on property for expansion	No additional area available on property for expansion
<b>24-hour Operation (Yes/No/Unknown)</b>	No	No	Daytime only	Daytime only	Daytime only
<b>Classification</b>	0	0	1	2	2
<b>Influence Area (from edge of highest class area)</b>	N/A	N/A	70 metres	300 metres	300 metres
<b>Minimum setback (from edge of highest class area)</b>	N/A	N/A	20 Metres	70 metres	70 metres

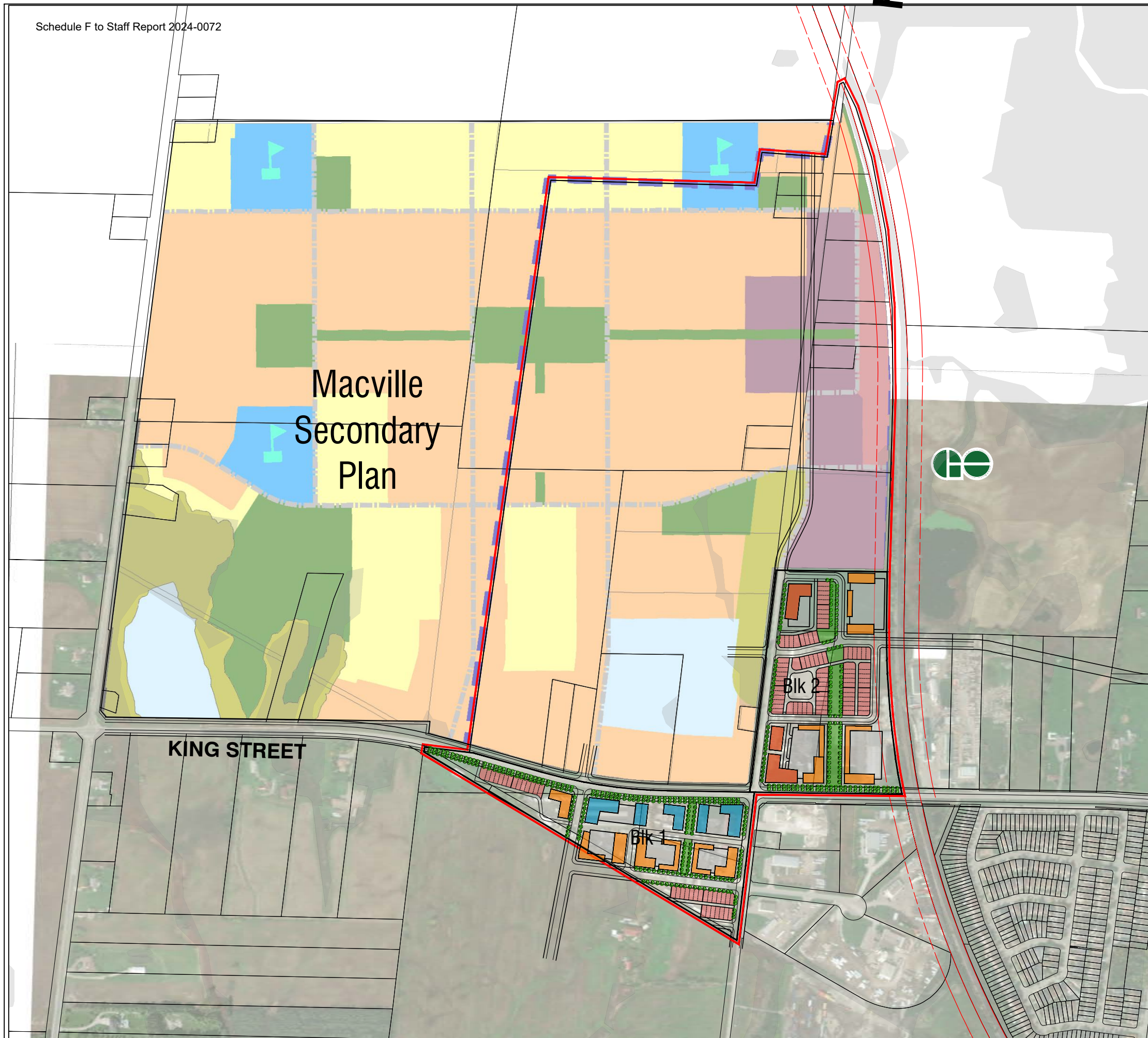
**TABLE 1C: SOUTHEAST QUADRANT (KING STREET AND HUMBER STATION ROAD)**

ID #	78	0	79	80	81	82	83
<b>Address</b>	13975 King Street	13973 King Street	2 Betomat Court	4 Betomat Court	5 Betomat Court	3 Betomat Court	1 Betomat Court
<b>Company Name</b>	All Mix Concrete	Electrical sub-station on property with Frontage on Humber Station Road	JD Xpress and Holmes Freight Lines	FGM Truck Lines and DKS Auto & Commercial Repair	York Paving Asphalt	Permacon Bolton	Superior Propane
<b>Nature of Use</b>	Concrete batching plant involving the manufacturing of concrete and loading into cement trucks	Electrical sub-station	Small warehouse with multiple shipping doors facing Betomat Court - some parking of vehicles	Building used for warehouse and repair services	Warehouse building - use inside unknown	Manufacturing of concrete masonry and landscaping materials - manufactured stone and some truck parking on property	Filling and storage of propane and outdoor storage of propane tanks
<b>Current Zoning</b>	MU-332	MU	MU - small area zoned MU-58	MU - small area zoned MU-58	MU - small area zoned MU-58	MU - small area zoned MU-58	MU - small area zoned MU-58
<b>Use Restrictions in Current Zoning</b>	Bulk Storage Facility - Concrete Batching Plant - Contractor's Facility - Equipment Storage Building - Factory Outlet - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Open Storage Area, Accessory - Service and Repair Shop - Transportation Depot - Warehouse	None	None	None	None	None	None
<b>Potential Restrictions on Development of Alternative Uses or Expansions</b>		Alternative use unlikely	None	Eastern property line located 55 metres from residential lots on east side of rail-line - thereby limiting the development of potentially some MU uses	Eastern property line located 55 metres from residential lots on east side of rail-line - thereby limiting the development of potentially some MU uses	Eastern property line located 75 metres from residential lots on east side of rail-line - thereby limiting the development of potentially some MU uses	None
<b>Outdoor Parking of Trucks</b>	Yes	No	Yes	Yes	Yes	Yes	Yes
<b>Outdoor Storage of Materials</b>	Yes	No	No	No	No	No	No
<b>Potential for Air Quality Impacts</b>	High - resulting from outdoor storage of materials and mixing of materials	N/A	Moderate - resulting from movement of trucks on unpaved surface	Moderate - resulting from movement of trucks on unpaved surface	Moderate - resulting from movement of trucks on unpaved surface	Moderate - resulting from movement of trucks on unpaved surface	Moderate - resulting from movement of trucks on unpaved surface
<b>Potential for Noise Impacts</b>	Moderate - from truck movements	N/A	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Expansion</b>	No additional area available on property for expansion	N/A	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion
<b>24-hour Operation (Yes/No/Unknown)</b>	No	N/A	Daytime only	Daytime only	Daytime only	Daytime only	Daytime only
<b>Classification</b>	3	N/A	2	2	2	2	2
<b>Influence Area (from edge of highest class area)</b>	1000 metres	N/A	300 metres	300 metres	300 metres	300 metres	300 metres
<b>Minimum setback (from edge of highest class area)</b>	300 metres	N/A	70 metres	70 metres	70 metres	70 metres	70 metres










**TABLE 1D: NORTH SIDE OF KING STREET EAST OF RAIL LINE**

ID #	34	35	36
<b>Address</b>	8112 King Street	8114 King Street	8186 King Street
<b>Company Name</b>	Alliance Agri-Turf Inc.	Banas Stones	Unknown - business operated from single detached dwelling
<b>Nature of Use</b>	Manufacturer of fertilizer products with large mixing facility on site - about 8 buildings on site - some outdoor parking of trucks and chemicals/inputs - outdoor area is paved	Wholesaler of landscaping and decorative stones - small office/warehouse building on site - most of site is used for outdoor storage of stone products	Appears to be connected by driveway to Banas Stones property
<b>Current Zoning</b>	MU (south portion) and A1 (north portion)	MU-550 and EPA1-403	A1
<b>Use Restrictions in Current Zoning</b>	Northern two-thirds of property not zoned in accordance with OP land use designation and current use may not be permitted	Bulk Storage Facility - Contractor's Yard - Equipment Storage Building - Factory Outlet - Gasoline Pump Island, Accessory - Industrial Use - Maintenance Garage, Accessory - Merchandise Service Shop - Motor Vehicle Body Shop - Motor Vehicle Repair Facility - Open Storage Area, Accessory - Outside Display or Sales Area, Accessory - Transportation Depot - Warehouse - Warehouse, Public Self Storage	Lands are not zoned in conformity with existing land use designation - current use may not be permitted on the property
<b>Potential Restrictions on Development of Alternative Uses or Expansions</b>	None	None	None
<b>Outdoor Parking of Trucks</b>	Yes	No	No
<b>Outdoor Storage of Materials</b>	Yes	Yes	Yes
<b>Potential for Air Quality Impacts</b>	Moderate - from truck movements	Moderate - resulting from customer pick up of materials	Moderate - resulting from customer pick up of materials
<b>Potential for Noise Impacts</b>	Moderate - from truck movements and manufacturing process	Moderate - from truck movements	Moderate - from truck movements
<b>Potential for Expansion</b>	No additional area available on property for expansion	No additional area available on property for expansion	No additional area available on property for expansion
<b>24-hour Operation (Yes/No/Unknown)</b>	Daytime only	Daytime only	Daytime only
<b>Classification</b>	2	2	2
<b>Influence Area (from edge of highest class area)</b>	300 metres	300 metres	300 metres
<b>Minimum setback (from edge of highest class area)</b>	70 metres	70 metres	70 metres

# TOWN OF CALEDON Bolton MTSA DEMONSTRATION PLAN



## LEGEND

-  GO Station
-  30m Setback from Rail Line
-  MTSA Boundary
-  Employment Commercial / Office  
1-4 storeys
-  Mixed-Use Commercial / Residential  
6-8 storeys
-  Mixed-Use Residential  
6-8 storeys
-  Medium Density Residential  
Stacked Townhouses (3-4 storeys)
-  Medium Density Residential  
Street Townhouses (3 storeys)
-  Park / Open Space

MTSA Area		
Blk 1	Mixed-use / Employment	9.5 ha
Blk 2	Mixed-use / Residential	11.5 ha
<b>TOTAL</b>		<b>21.0 ha</b>









	UNITS	POP	JOBS
Block 1	500	1,250	400
Block 2	850	2,125	240
<b>TOTAL</b>	<b>1,350</b>	<b>3,375</b>	<b>690</b>

TOTAL Persons + Jobs 4,065

Persons + Jobs per Hectare 190

# TOWN OF CALEDON Mayfield West Planned MTSA DEMONSTRATION PLAN

## LEGEND

-  Transit Hub
-  MTSA Boundary
-  Mixed-Use Commercial / Residential  
6-8 storeys
-  Mixed-Use Residential  
6-8 storeys
-  Medium Density Residential  
Stacked Townhouses (3-4 storeys)
-  Medium Density Residential  
Street Townhouses (3 storeys)
-  Park / Open Space
-  SWM Facility

### MTSA Area

Blk 1	Mixed-use Transit Hub	7.0 ha
Blk 2	Residential Medium Density	8.0 ha
Blk 3	Residential Medium Density	14.2 ha
Blk 4	Institutional	4.3 ha
<b>TOTAL</b>		<b>33.5 ha</b>

	UNITS	POP	JOBS
Block 1	680	1,700	300
Block 2	290	725	-
Block 3	490	1,225	-
Block 4	360	900	140
<b>TOTAL</b>	<b>1,820</b>	<b>4,550</b>	<b>440</b>

TOTAL Persons + Jobs 4,990

Persons + Jobs / Hectare 148

