TOWN OF CALEDON
PLANNING
RECEIVED
September 29, 2026

PLANNING JUSTIFICATION REPORT

IN SUPPORT OF A
PROPOSED DRAFT PLAN OF SUBDIVISION

12697 Creditview Road
TOWN OF CALEDON

12697 Creditview Developments Limited

July 2026

GSAI File: 265-043

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1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by 12697 Creditview Developments Limited, to assist with obtaining Draft Plan of Subdivision approval for the lands located on the east side of Creditview Road and south of Old School Road, municipally known as 12697 Creditview Road, in the Town of Caledon (the "Subject Lands" or "Site"), legally described as follows:

> PART LOT 21, CONCESSION 3, WEST HURONTARIO STREET, CHINGACOUSY, PART 1, PLAN 43R41466 TOWN OF CALEDON

The Subject Lands at 12697 Creditview Road, together with surrounding lands, have been brought into the Region of Peel and Town of Caledon Settlement Area by way of the 2022 Region of Peel Official Plan and the approved Future Caledon Official Plan (2024). To advance the planning and development of the area, in November 2022, several landowners within the area bounded by the Highway 413 Corridor to the north and west, Chinguacousy Road to the east, and Mayfield Road to the south, assembled a Developers Group, named the Alloa Landowners Group. This collaborative group is responsible for undertaking the necessary master planning, technical studies, and infrastructure coordination to support development across the Alloa Planning Area. In total the Alloa Planning Area encompasses approximately 750 hectares (1,850 acres), with an estimated net developable area of approximately 600 hectares (1,500 acres). Within this context, the Subject Lands represent an integral component of the first phase of expansion strategically located to benefit from planned municipal services, collector road extensions, and the broader community structure established through the Alloa Secondary Plan and Phase 1 Tertiary Plan.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Planning Statement, the Region of Peel Official Plan, the Caledon Official Plan, the Alloa Secondary Plan, and the Town of Caledon Zoning By-law.

2.0 Site Description

As shown in **Figure 1 - Aerial Context Map**, the Subject Lands are irregularly shaped and are situated on the east side of Creditview Road, north of Mayfield Road, and south of Old School Road. The Subject Lands have an approximate size of 22.72 hectares (56.14 acres) with a frontage of approximately 110 metres (361 feet) on Creditview Road. The surrounding land uses are as follows:

- North: Agricultural activity with associated farming structures such as a farmhouse, and barns. The Highway 413 Corridor also abuts the subject lands immediately to the north.

- East: Agricultural activity, planned for future residential community development as part of the Alloa Secondary Plan.

- South: Agricultural activity, planned for future residential community development as part of the Alloa Secondary Plan.

- West: Agricultural activity with associated farming structures

2.1 Transportation Network

The proposed Draft Plan of Subdivision is situated within an area that is, and will continue to be, well-served by an integrated and hierarchical transportation network. The Subject Lands benefit from direct and proximate access to both existing and planned transportation infrastructure, which collectively supports the efficient movement of people and goods while aligning with the Town of Caledon's long-term growth management objectives.

Creditview Road, which forms the western boundary of the site, and Old School Road located north of the site are classified as Town Arterial Roads and are planned to accommodate higher-order local traffic. Its role within the Town's road hierarchy is to distribute traffic from regional arterials and support access to emerging residential communities and employment areas.

Planned upgrades to Creditview Road will enhance vehicular capacity, improve safety, and facilitate multimodal transportation, including active transportation infrastructure such as sidewalks and cycling lanes, where appropriate.

The planned Highway 413 Transportation Corridor forms the northern boundary of the Subject Lands and represents a significant investment in regional transportation infrastructure. Upon completion, Highway 413 will extend from Highway 400, between King Road and Kirby Road, to the Highway 401/407 ETR interchange through the municipalities of Mississauga, Milton, and Halton Hills. In addition to the highway component, the corridor is planned to accommodate a future transitway, providing opportunities for higher-order transit connections across the Greater Toronto Area. The implementation of Highway 413 will substantially improve east-west connectivity throughout the region and enhance access to major employment areas, transportation hubs, and regional destinations. The Subject Lands are strategically positioned in proximity to the planned Chinguacousy Road interchange, located east of the site, providing convenient access to this future transportation corridor.

Internal roadways proposed as part of the subdivision will seamlessly integrate with the existing and planned transportation grid, promoting logical block layouts and effective emergency and service vehicle access. The proposed road pattern also provides an opportunity for the future implementation of transit services and supports walkability within the neighbourhood.

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FIGURE
1

AERIAL CONTEXT PLAN

TOWN OF CALEDON

LEGEND

Subject Lands

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

3.0 Draft Plan of Subdivision

As illustrated in **Figure 2: Draft Plan of Subdivision**, 12697 Creditview Developments Limited proposes to develop the Subject Lands as a residential subdivision comprising a mix of housing forms, including single-detached dwellings and a range of townhouse typologies. The proposed draft plan contemplates a total of approximately 381 to 540 residential units. The development also includes two residential reserve blocks, a neighbourhood park, Natural Heritage System (NHS) block, a 14m MTO setback buffer, and road widening and 0.3m reserve blocks.

To ensure the subdivision can respond effectively to evolving market demands and consumer preferences, a block-based Draft Plan of Subdivision has been prepared as opposed to a fully lotted Draft Plan.

Each residential block within the draft plan has been intentionally configured to accommodate a range of potential lot configurations. For each block, a minimum and maximum lot width, as well as a corresponding minimum and maximum unit yield, have been identified.

The use of a block-based approach is a proactive planning strategy that allows the development to remain viable and responsive in a dynamic housing market and aligns with best practices in master-planned community design.

The proposed Draft Plan of Subdivision includes:

- 26 blocks of Single Detached residential units with a unit range of 208-304, covering a total area of 8.28 hectares (20.45 acres);
- 8 blocks of Street Townhouse units with a unit range of 113-152, covering a total area of 1.96 hectares (4.83 acres);
- 2 blocks of Real Lane Detached residential units with a unit range of 35-48, covering 0.90 hectares (2.22 acres);
- 2 blocks of Rear Lane Townhouse units with a unit range of 35-48, covering 0.51 hectares (1.27 acres);
- 2 blocks of Residential Reserve covering 0.13 hectares (0.31 acres);
- 1 Neighbourhood Park block covering 2.13 hectares (5.26 acres);
- 1 Natural Heritage System block covering 0.39 hectares (0.97 acres)
- 1 MTO Setback/Buffer block covering 0.96 hectares (2.37 acres);
- 6 Road Widening blocks, Road Reserve blocks and Right of Way Blocks totalling 7.47 hectares (18.46 acres)

Community Vision

The proposed Draft Plan of Subdivision contemplates the development of a comprehensively planned low- to medium-density residential community consisting of single detached dwellings and a range of townhouse built forms organized around an interconnected network of Streets “A” through “M” and rear laneways serving select residential blocks. The community is envisioned as a compact, pedestrian-oriented neighbourhood that promotes connectivity, walkability, and a variety of transportation options.

The proposed street network has been designed to create a highly connected urban structure through a series of east-west and north-south connections that integrate with the surrounding and planned road network. Primary access to the community will be provided from Creditview Road via Street "A", while additional east-west and north-south connections facilitate efficient vehicular, pedestrian, and cycling movement throughout the site and to adjacent neighbourhoods. Rear lanes have also been incorporated to support select townhouse blocks and enhance overall circulation.

The Draft Plan further includes a neighbourhood park block to provide recreational opportunities and a Natural Heritage System (NHS) block to protect and preserve existing environmental features. Overall, the proposed subdivision represents an efficient, coordinated, and complete community that supports diverse housing opportunities, active transportation, environmental stewardship, and an integrated servicing framework.

The following provides an overview of key elements of the Draft Plan of Subdivision:

Single Detached Blocks

The Draft Plan of Subdivision proposes a range of 208-304 single detached units. These units are expected to have lot frontages of between 9 metres and 12.8 metres. Each home will be developed on individual lots with direct access to a street and a rear yard as private amenity space. Each townhouse will generally have four parking spaces: two in an attached garage and two in the driveway.

The broader range of lot widths provides greater flexibility during the processing of the applications and in responding to changing market conditions over time.

Street Townhouse Blocks

The Draft Plan proposes a range of 113-152 townhouse units with frontages ranging from 4.5 metres and 6.1 metres. Private outdoor amenity space will be provided in the form of a rear yard for each lot. Each townhouse will generally have two parking spaces: one in an attached garage, and another in the driveway.

Rear Lane Detached Blocks

The Draft Plan of Subdivision proposes a range of 25-36 units. The lot frontage is proposed to be 9 metres to 12.8 metres. Each townhouse will generally have two parking spaces in an attached garage. Private outdoor amenity areas will be provided in the form of a courtyard.

Rear Lane Townhouse Blocks

The draft plan proposes a range of 35-48 units, which will vary on lot frontages of 4.5 metres to 6.1 metres. Amenity space will be provided by way of 2nd-floor terraces or balconies. Each townhouse will generally have two parking spaces in an attached garage. Each townhouse will be developed on a freehold lot with direct access to a public street.

Neighbourhood Park

A neighbourhood park is proposed at a central location within the draft plan of subdivision with three frontages. The park has a proposed area spanning 2.13 hectares (5.26 acres), and is placed along the primary connection access road “A” provided to Creditview Road through central east-west.

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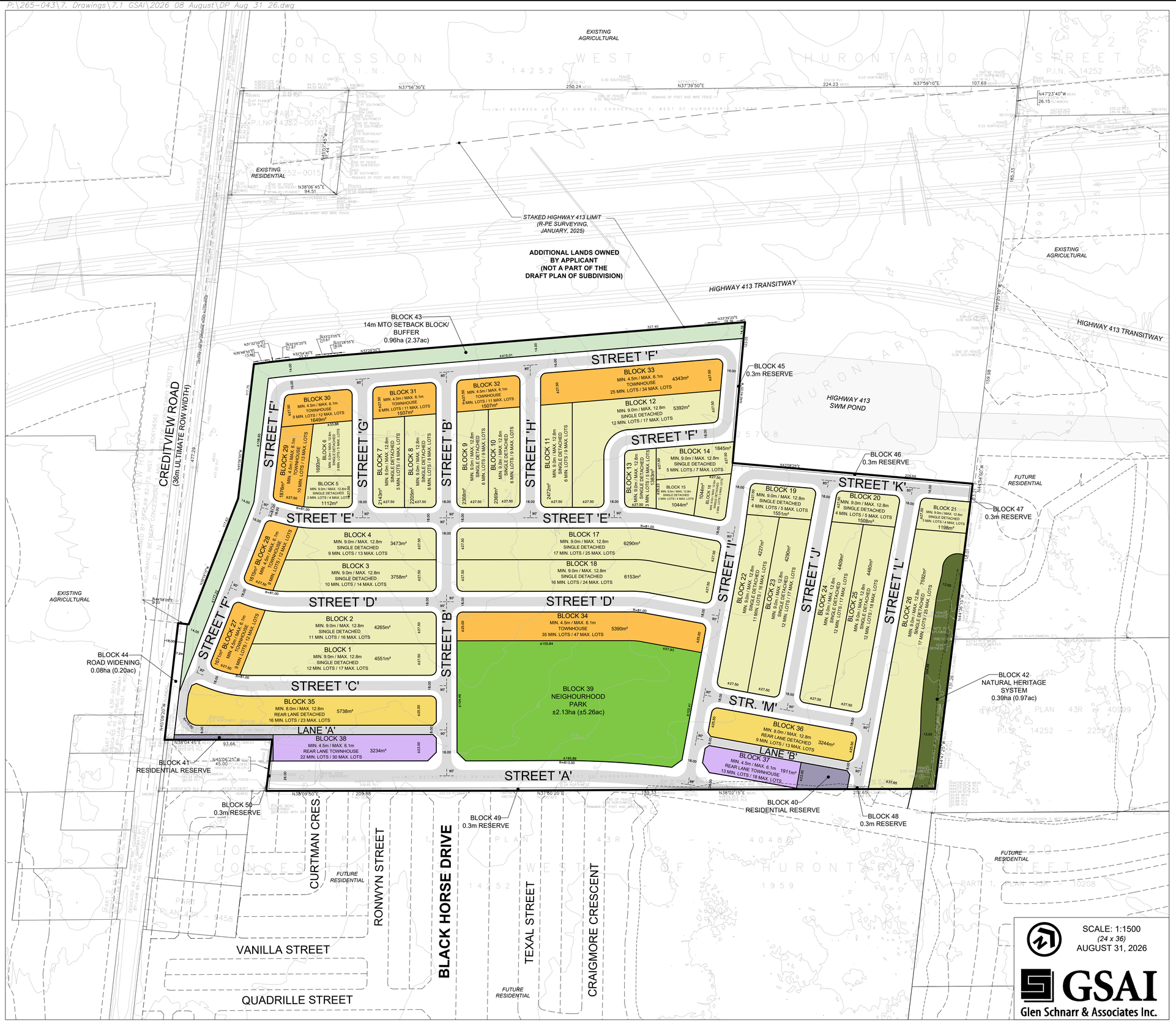

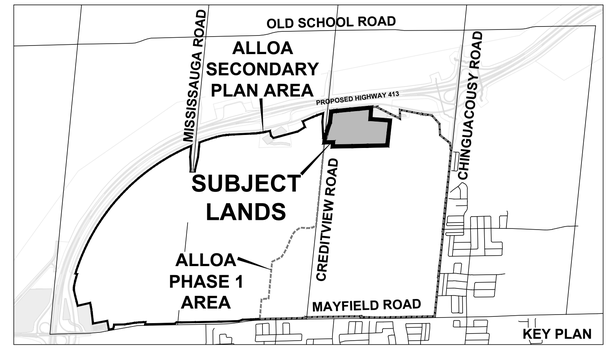

DRAFT PLAN OF SUBDIVISION
12697 CREDITVIEW DEVELOPMENTS LIMITED

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

SIGNED _____ DATE: MARCH 24, 2026
MIKE McLEAN
12697 CREDITVIEW DEVELOPMENTS LIMITED

SIGNED _____ DATE: MARCH 24, 2026
GORDON DOUGLAS MCCLURE

SIGNED _____ DATE: MARCH 24, 2026
KAREN JOHANNA LOUKES

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE: JULY 14, 2026
ROSS DENBROEDER, O.L.S.
R-PE SURVEYING LTD.
ONTARIO LAND SURVEYORS

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
SINGLE DETACHED	1-26	8.28	20.45	208-304	25-36
TOWNHOUSE	27-34	1.96	4.83	113-152	57-77
REAR LANE DETACHED	35,36	0.90	2.22	25-36	27-40
REAR LANE TOWNHOUSE	37,38	0.51	1.27	35-48	68-94
NEIGHBORHOOD PARK	39	2.13	5.26		
RESIDENTIAL RESERVE	40,41	0.13	0.31		
NATURAL HERITAGE SYSTEM	42	0.39	0.97		
14m MTO SETBACK/BUFFER	43	0.96	2.37		
ROAD WIDENING	44	0.08	0.20		
0.3m RESERVE	45-50	0.00	0.00		
8.0m LANEWAY R.O.W. (LENGTH: 387m)		0.32	0.80		
16.0m LOCAL R.O.W. (LENGTH: 948m)		1.53	3.78		
18.0m LOCAL R.O.W. (LENGTH: 2,493m)		4.53	11.19		
26.0m COLLECTOR R.O.W. (LENGTH: 393m)		1.01	2.49		
TOTAL	**50**	**22.72**	**56.14**	**381-540**	**32-46**

NOTES

- LOCAL TO COLLECTOR DAYLIGHT TRIANGLE - 7.5m x 7.5m
- LANEWAY TO LOCAL / COLLECTOR DAYLIGHT TRIANGLE - 3.0m x 3.0m
- LOCAL TO LOCAL DAYLIGHT RADII - 5.0m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

SCALE: 1:1500
(24 x 36)
AUGUST 31, 2026

GSAI
Glen Schnarr & Associates Inc.

4.0 Consultation Process

A Pre-Application Review Committee (PARC) meeting was held with the Town of Caledon for June 20, 2024, under file number PRE 2024-0107. Recent legislative changes introduced through Bill 185 have eliminated the mandatory requirement for pre-consultation meetings prior to the submission of a development application. Participation in the pre-application process is now voluntary.

Due to our involvement with similar development applications, we have a strong understanding of the supporting materials and technical studies typically required to facilitate a comprehensive review of the proposal. The required studies and reports for this complete application submission are outlined in detail in Section 6.0 below.

Notice of Application

Upon receipt and acceptance of a complete Draft Plan of Subdivision application, the Town circulates a Notice of Application to residents within a 1,000-metre radius, in alignment with the Council-approved motion to increase the circulation area. To further enhance public awareness, the notice is also published in a local newspaper, the Caledon Citizen.

Additionally, a development notice sign is erected on each public street frontage of the Subject Lands, providing clear and visible information to the public.

Agency and Department Review

The application will be circulated to external agencies and internal departments for review and comment.

Public Meeting

A public meeting is not a statutory requirement for a Draft Plan of Subdivision, as such a Public Meeting will not be scheduled.

4.1 Indigenous Consultation Process

In support of the Secondary Plan, the Alloa Landowners Group has engaged with Indigenous Nations and Communities, as informed by the Town of Caledon's "*Expectations for Indigenous Engagement for Proponent Led Development"*. The purpose of this engagement is to follow the Duty to Consult and provide information about the Proposed Development, including circulation of supporting materials. Engagement is planned with the following relevant Indigenous Nations and Communities: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8).

Initial correspondence with the relevant Indigenous Nation/Communities included a description of the project, location figures, anticipated impact of the project, and a list of studies complete or underway.

5.0 Supportive Studies and Reports

The following studies have been prepared in support of the development proposal.

5.1 Arborist Report and Tree Preservation Plan

C.F Crozier & Associates was retained to prepare an Arborist Report and Tree Preservation Plan in support of the proposed development. A total of two hundred one (201) trees were inventoried within the study area and adjacent properties, consisting of ninety-two (92) on-site private trees, nine (9) private trees with shared ownership, and one hundred (100) private trees on Adjacent Property. There are zero (0) public ownership trees located on or adjacent to the site.

The study area exhibits a high species diversity, with twenty-one tree species identified during the inventory. The predominant species is White Spruce (Picea Glauca), represented by thirty (30) individual specimens. Other prevalent species within the remaining inventory include but are not limited to American Basswood (Tilia americana) and Siberian Elm (Ulmus pumila), and Norway spruce (Picea glauca).

Based on the findings of the arborist assessment, one hundred twenty-five (125) of the inventoried trees are recommended for preservation by tree protection barrier, either due to their condition and/or compatibility with the proposed development. Sixty-nine (69) trees are recommended for removal as a result of its poor condition and conflict with the proposed works

To minimize impacts on the trees proposed to be retained, the Arborist Report and Tree Preservation Plan provide the following recommendations:

- Tree Protection Barriers shall be installed in the locations identified on the Tree Preservation Plan for the duration of construction, only to be removed until all construction activities have been completed; and
- Before, during and post construction a Landscape Architect or ISA Certified Arborist should make periodic visits to ensure tree protection barriers are being properly utilized.

The Arborist Report concludes that one hundred twnty-four (124) compensation trees will be required to compensate for the removal of trees on the subject property as well as shared boundary trees based on the Town of Caledon's compensation formula.

5.2 Archaeological Assessment

Archaeological Consultants Canada (ACC) was retained to complete Stage 1, and 2, Archaeological Assessments for the Subject Lands.

The Stage 1 background research identified the subject lands as having archaeological potential due to their proximity to a historic farmstead, a transportation route, a tributary of Etobicoke Creek, and fourteen (14) registered archaeological sites within 1km of the subject lands.

Of the total 36.28 ha of the property consist of agricultural fields and was assessed through pedestrian survey at 5 m transects. A further 0.80 ha had been previously disturbed and required no assessment, while the remaining 2.78 ha, consisting of woodlot and was assessed through test pit survey at 5 m intervals. 39.06 ha of the subject property retained archaeological potential and required Stage 2 assessment.

The assessments were conducted under Professional Archaeological Licence P1208, held by Matthew Muttart, with fieldwork carried out under the direction of Matthew Muttart and Michelle Volpe (R1241). All required permissions to access the lands and undertake fieldwork, including artifact removal, were obtained from the proponent.

During the Stage 2 assessment, Sites P1, P2, and H1 were identified as locations containing archaeological resources. These sites included a small Euro-Canadian artifact scatter including two machine cut nails and a fragment of white earthenware bowl on Site H1, Onondaga chert flake on Site P1, and two Onondaga chert flakes found on Site P2. In accordance with Section 2.2(1)(b)(iii) of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI, 2011), none of these three sites met requirements for a recommendation to proceed to Stage 3 site-specific assessment. Based on the findings, the following conclusions and recommendations were made:

1. Site H1, a small Euro-Canadian domestic debris scatter, does not meet the criteria for requiring Stage 3 assessment listed in MCM's 2011 Standards and Guidelines for Consultant Archaeologists. Site H1 has no further CHVI, and no additional fieldwork or assessment is recommended for this site.

2. Site P1 is an Indigenous findspot that does not meet the criteria for requiring Stage 3 assessment listed in MCM's 2011 Standards and Guidelines for Consultant Archaeologists. Site P1 has no further CHVI, and no additional fieldwork or assessment is recommended for this site.

3. Site P2 is an Indigenous findspot that does not meet the criteria for requiring Stage 3 assessment listed in MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*. Site P2 has no further CHVI, and no additional fieldwork or assessment is recommended for this site.

4. The subject property has now been fully assessed according to the Ontario Ministry of Citizenship and Multiculturalism's 2011 *Standards and Guidelines for Consultant Archaeologists*. No further archaeological assessment of the property is required.

The Stage 1, and 2 Archaeological Assessment Report, along with the Ministry acceptance letter, forms part of the complete submission package.

5.3 Environmental Implementation Report / Environmental Impact Study

Crozier Consulting Engineers (Crozier) was retained by the Alloa Landowners Group to coordinate and prepare an Environmental Impact Report (EIR) in support of the Phase 1 Tertiary Plan and associated Draft Plans of Subdivision. Additionally, owing to the scale of the study area, a larger Consultant team was retained which includes Urbantech (civil and water resources engineering), GEO Morphix Ltd. (fluvial geomorphology), Azimuth Environmental Consulting Inc. (Azimuth) and Cunningham Environmental Associates (wildlife, fisheries, and terrestrial), Pratus Group (climate adaptation) and Crozier (Hydrogeology).

The purpose of the EIR is to provide a description and background review of the physical and ecological characteristics of natural heritage features from the subject and adjacent lands, including ecological functions, significance, and sensitivity. Additionally, the EIR provides an overview of servicing and stormwater management strategies for the Alloa Phase 1 lands.

In support of the Draft Plan of Subdivision Crozier has prepared an EIS/EIR conformity letter. The letter confirms that there are no site-specific natural heritage issues that need further consideration within the Subject Lands and given the scope of work covered in our EIS/EIR, it is their opinion that a site-specific EIR is not necessary for these Subject Lands.

5.4 Environmental Site Assessment

DS Consultants was retained to complete a Phase One and Phase Two Environmental Site Assessment (ESA).

Based on the findings of the Phase One and Two ESA, A total of seven (7) Potentially Contaminating Activities (PCAs) were identified in the Phase One ESA and Phase One Study Area. Four (4) of the PCA were considered to be contributing to five (5) APECs on the Phase Two Property. Groundwater samples were collected from the monitoring wells installed on the Phase Two Property and submitted for analysis of Na, Cl, PHCs, VOCs and PAHs. The results of the chemical analyses conducted indicated that all samples analyzed met the applicable Site Condition Standards.

It was determined that the applicable site condition standards have been met for groundwater.

The Phase I & II ESA for 12697 Creditview Road forms part of the submission package.

5.5 Functional Services Report and Stormwater Management Report

Urbantech was retained to prepare a Functional Servicing Report (FSR) and Stormwater Management (SWM) Report in support of the Phase 1 Tertiary Plan submission. Urbantech also prepared a servicing compliance letter for the proposed Draft Plan of Subdivision, confirming that the development is consistent with the recommendations and servicing framework of the Alloa Tertiary Plan – Phase 1 Functional Servicing Report (submitted to the Town in March 2026).

Sanitary flows will ultimately discharge to the existing 750 mm Regional trunk sewer on Brisdale Drive south of Mayfield Road. The site is divided into east and west drainage areas to optimize servicing and minimize sewer depths, with both drainage systems ultimately connecting to the Brisdale trunk. While the western drainage area relies on infrastructure within participating landowner lands, the eastern area is dependent on future infrastructure within non-participating lands and may require interim servicing solutions. Peel Region has confirmed that sufficient capacity exists within the Brisdale trunk to accommodate Phase 1 development, despite an alternative servicing strategy shown in the current Development Charges mapping.

The site will be serviced by Peel Region's Pressure Zone 7W water system through new Regional watermains planned on Creditview Road and Tim Manley Boulevard. Local watermains within the subdivision will provide looping and system redundancy. Preliminary hydraulic analysis confirms that Phase 1 development can proceed without the future West Caledon Elevated Tank, although additional modelling may be required during detailed design.

Stormwater runoff will generally follow pre-development drainage patterns. The majority of the site will drain to SWM Pond 6 on adjacent Argo lands, while the eastern portion will drain to SWM Pond 5 on non-participating lands. Delivery of both facilities will require coordination with adjacent landowners, and interim servicing solutions may be required where external infrastructure has not yet been constructed. A small area adjacent to the northern woodlot will continue to discharge clean runoff to the Natural Heritage System to maintain existing hydrologic conditions. The adjacent proposed MTO Highway 413 stormwater pond is not intended to service the development and remains subject to further design refinement by MTO.

5.6 Community Design Guidelines & Healthy Development Assessment/ Green Development Standards

NAK Design Strategies Inc. has been retained by the Alloa Landowners Group to provide Urban Design, Landscape, and Architectural Consulting Services. The Subject Lands form part of the larger Alloa Community and are therefore subject to the overall planning vision, design direction, and development standards established through the Alloa Community Design Guidelines (CDG) and Architectural Design Guidelines (ADG). These comprehensive documents were prepared to guide the development of the entire Alloa Community and are informed by the Town of Caledon's Official Plan, the Secondary Plan, the Town-Wide Design Guidelines (TWDG), and relevant regional and provincial policies.

NAK has also prepared a Healthy Development Assessment (HDA) to support the Alloa Secondary Plan. The proposed Draft Plan applies a range of land use designations consistent with the Secondary Plan, including Low and Medium Density Residential, Mixed Use, Institutional, Park, Open Space, and Environmental Policy Area. The proposed development at 12697 Creditview Road will deliver a range of land uses that align with the policies and structure set out in the Alloa Secondary Plan.

A Green Development Standards (GDS) Checklist and commitment letter have been included in the submission, but understand that the GDS is currently being reviewed against evolving Provincial guidance. Any enforceable municipal green development standards that exceed the

requirements of the Ontario Building Code (OBC) are not enforceable. Section 35 of the Building Code Act, 1992 (BCA) explicitly states that where a municipal by-law addresses matters for which the BCA or the OBC already makes provision, the provincial standard prevails.

This legal framework affirms that municipalities may not impose additional technical requirements related to building construction, including energy efficiency or sustainability measures, beyond those set out in the OBC. Recent legislative amendments through Bill 17, Protecting Ontario by Building Faster and Smarter Act, 2025, have further reinforced this principle by emphasizing the provincial government's intent to streamline development regulation and limit municipal authority in this regard. While the applicant supports the intent behind sustainable urban development, the GDS framework is not enforceable and cannot be applied in its entirety as a condition of planning approval. The proposal complies with all applicable and legally binding provincial and municipal policies, including the OBC, which provides the minimum standards for building performance and environmental responsibility.

5.7 Environmental Noise Feasibility Study

A Preliminary Environmental Noise Report was prepared by Jade Acoustics for the Subject Lands. The assessment identified transportation sources as the primary potential sources of noise, including Creditview Road, the future Highway 413 corridor, and the proposed internal collector roads. The Subject Lands are not expected to be adversely affected by rail, aircraft, or nearby stationary noise sources. The assessment concludes that, with the implementation of appropriate mitigation measures, including central air conditioning, warning clauses, sound barriers at select locations, and enhanced building façade construction for residential units exposed to Highway 413, all proposed residential blocks and lots can achieve the applicable MECP, Region of Peel, and Town of Caledon noise guidelines. Standard construction practices are considered appropriate for the remaining residential units.

The proposed residential subdivision is considered compatible with the future Highway 413 corridor, as the potential transportation noise impacts associated with the corridor can be appropriately mitigated and incorporated into the detailed design of the subdivision and residential buildings. The findings of the Preliminary Environmental Noise Report demonstrate that, subject to the implementation of the recommended mitigation measures, the proposed residential blocks and lots can achieve the applicable noise criteria and maintain an appropriate residential environment. Accordingly, the future Highway 413 corridor does not represent a land use compatibility constraint to the proposed residential development. The proposed subdivision can therefore be appropriately developed adjacent to the future transportation corridor, with the recommended mitigation measures secured and implemented through the draft plan of subdivision, detailed engineering and architectural design, and subsequent building permit processes.

5.8 Transportation Impact Study

A Transportation Impact Study (TIS) (Crozier, March 2026) was prepared in support of the Alloa Phase 1 Tertiary Plan. The TIS comprehensively evaluated the impacts of the Alloa Phase 1 Lands from a transportation perspective, identifying required mitigation measures as warranted. The Tertiary Plan was designed to comprise the intended individual Draft Plans, such that the Tertiary

Plan's Road network and land use layout were reflective of the respective Draft Plans for each parcel.

Crozier has also prepared a Transportation Compliance Letter (June 29, 2026) in support of the development proposal on the Subject Lands. This letter confirms that the proposed Draft Plan of Subdivision can be generally aligned with the findings and recommendations of the TIS submitted for the Alloa Tertiary Plan.

GSAI has prepared a Parking Plan and Pedestrian Circulation Plan, which have been submitted in support of this application.

5.9 Waste Management Plan

A Waste Management Plan has been prepared and was submitted as part of the submission package. This plan illustrates that the subdivision will comply with the Waste Collection Design Standards Manual.

5.10 Parking Plan

A preliminary Parking Plan was prepared by GSAI in support of the Draft Plan of Subdivision application. The proposed draft plan is not a conventional lotted subdivision, but rather a blocked draft plan of subdivision. As a result, the precise locations of individual residential driveways have not yet been determined. The Parking Plan identifies the potential location of on-street parking spaces that are not dependent on the future siting of driveways. Based on internal modelling assumptions, which reflect a medium-density unit yield, the draft plan is expected to accommodate approximately 277 on-street parking spaces.

5.11 Agricultural Impact Assessment

As part of the Alloa Secondary Plan process, an Agricultural Impact Assessment (AIA) was prepared by Colville to assess the potential impacts of the planned urban development on surrounding agricultural operations. The AIA included a review of existing agricultural operations within the study area and an assessment of the applicable Minimum Distance Separation (MDS I) setbacks. This assessment considered surrounding livestock facilities and other agricultural operations and identified the applicable MDS I setback areas in accordance with the applicable guidelines.

Figure 6 of this report illustrates the MDS I setback areas identified through the Secondary Plan process. Based on the assessment undertaken, no MDS-related land use compatibility concerns have been identified in relation to the Draft Plan of Subdivision. The proposed residential development is located within the planned settlement area and is consistent with the land use framework established through the Alloa Secondary Plan.

Accordingly, the MDS assessment completed as part of the Secondary Plan process confirms that the applicable MDS I requirements do not result in any constraints to the proposed development.

5.12 Housing Assessment

In response to Provincial direction, the proposed Draft Plan of Subdivision is designed to accommodate a diverse and growing population, addressing the increasing housing demand in the Greater Toronto Area (GTA) and the Town of Caledon. The proposed development includes a range of compact housing forms in proximity to existing and planned transit services, allowing residents to have greater choices in housing and transportation options. Section 3 of this report provides a comprehensive overview of the development proposal.

The proposed development aims to enhance the supply of ground-oriented housing, with a focus on offering a variety of unit sizes that prioritize larger, family-oriented homes across different housing typologies. This development will contribute positively to Caledon`s housing stock and provide a mixture of housing types to meet the needs of various household sizes, incomes, and life stages.

A Housing Assessment prepared by GSAI in support of the Alloa Secondary Plan identified an anticipated population of approximately 40,000 residents accommodated within 14,000 residential dwelling units, achieving an estimated density of 90 residents and jobs per hectare. Since completion of the Housing Assessment, these projections have been refined through the Secondary Plan approval process. The approved Alloa Secondary Plan is now intended to accommodate approximately 11,200 residential units and an estimated population of 33,600 residents.

5.12.1 Proposed Unit Mix

As outlined in Section 3 of this report, a block-based Draft Plan of Subdivision has been prepared instead of a fully-lotted plan in order to provide greater flexibility in the future design and implementation of the subdivision. This approach enables the plan to adapt more efficiently to evolving market conditions and housing demands over time. The proposed Draft Plan of Subdivision contemplates a potential residential yield ranging from approximately 381 to 540 dwelling units.

The table below presents a conceptual unit yield.

Proposed Unit Mix		
	# of Units	Mix %
Single Detached	208-304	54.5
Rear Lane Detached	25-36	6.56
Rear Lane Townhouses	35-48	9.18
Street Townhouses	113-152	29.6
Total	**381-540**	**100**

The development proposal prioritizes ground-oriented housing. This housing typology is well-suited for a diverse range of residents, including young professionals, growing families, and elderly people looking to down-size. This typology benefits from private entrances and outdoor spaces while still achieving the efficiencies of a more compact, well-connected neighbourhood.

5.12.2 Planning Context

Region of Peel Official Plan (2022)

The Region of Peel Official Plan guides long-term planning and growth management. The Regional Official Plan includes the following policies relating to housing:

- ***5.9.7:*** *Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.*

- ***5.9.13****: Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.*

Tabel 4 – Peel Wide New Housing Unit Targets	
Target Area	**Targets**
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

- ***5.9.27:*** *Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.*
- ***5.9.36:*** *Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.*
- ***5.9.51:*** *Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.*

The Proposed Development located in the 2051 New Urban Area represents appropriate planning for designated greenfield area by introducing new residential units, which achieve the density targets and are strategically positioned in proximity to existing and planned infrastructure. The

Subject Lands are well-suited for compact urban development, given their location close to Mayfield Road and Creditview Road.

It is recognized that the housing mix targets established in the Regional Official Plan are intended to be achieved across the Region as a whole rather than on a site-specific basis. Notwithstanding, the proposed development contributes meaningfully toward these objectives by providing approximately 40% of its residential units in forms other than single detached and semi-detached dwellings. Through the inclusion of a diverse range of housing types, the development promotes a balanced and complete community while supporting regional and local growth, housing choice, and intensification objectives.

By expanding housing options that accommodate a range of household sizes, income levels, and life stages, the Proposed Development enhances affordability and inclusivity within the community. As such, it is our opinion that the proposal conforms to the applicable policies of the Regional Official Plan and represents a well-integrated and desirable addition to the urban fabric.

Future Caledon Official Plan (2024)

A Guiding Principle of the Future Caledon Official Plan is to *Address housing affordability and foster the development of various forms of affordable housing options throughout* the Town. The following additional housing policies apply:

9.2.6 To support the diversification of the housing stock, the Town will work with the Region to:

a) achieve a target of 50 percent of all new residential units to be in a form other than detached and semi-detached housing in strategic growth areas identified in Part B and identified as major transit station areas on Schedule C1, Town- wide Transportation Network, of this Plan;

b) development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;

c) encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,

d) consider flexible, innovative housing types and tenures.

9.2.7 All proposed housing developments will be subject to review based on the Green Development Standards established in accordance with Section 5.4 of this Plan.

9.2.8 The Town will require a housing assessment in support of a development application proposing more than 50 dwelling units. The housing assessment will be

prepared by the applicant as part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:

a) *contributions made to all housing targets identified by the Town and Region;*

b) *the availability of an appropriate range and mix of housing types, densities, sizes, and tenure that contribute to the supply of affordable housing;*

c) *identification and conveyance strategy for affordable housing in consultation with the Region of Peel; and,*

d) *where the proposed development is contributing toward supportive, shared, or residential care units, demonstrate the contributions towards universal accessibility objectives.*

9.3.1 The Town will allow a diverse range of housing in all residential and mixed-use areas to support the supply of relatively affordable missing middle housing options.

The proposed development represents a positive contribution to the objectives of the Future Caledon Official Plan by supporting the planned density targets and delivering a diverse range of housing forms. In particular, the inclusion of multiple unit types, beyond traditional single detached dwellings, promotes housing choice and affordability. The provision of ground-oriented units further enhances the proposal's alignment with municipal goals, as these units have the potential to accommodate a broad demographic, including families, seniors, and multi-generational households, thereby fostering an inclusive and complete community.

9.4.1 To support the diversification of housing tenure, the Town will work with the Region to implement the target that a minimum of 25 percent of all new housing developments be purpose built rental housing.

9.4.4 The Town will encourage the provision of rental housing in appropriate mixed-use developments in strategic growth areas, transitional areas, and employment land where conversion/redevelopment is supported.

9.4.5 The Town will encourage the provision of live-work opportunities including business or personal services, office uses and home occupations in new multi-unit residential developments, in accordance with the policies of this Plan.

9.8.1 The Town will work toward achieving the Regional goal of 30 percent of all new housing units meeting the threshold of affordable housing. Further, affordable housing thresholds for low- and moderate-income households will be updated in accordance with Provincial policy.

9.8.1 The Town will work toward achieving the Regional goal of 30 percent of all new housing units meeting the threshold of affordable housing. Further, affordable

housing thresholds for low- and moderate-income households will be updated in accordance with Provincial policy.

9.8.4 A balanced geographical distribution of affordable housing, including non-profit or assisted supportive housing, will be encouraged with an emphasis on placement near transit-supportive locations.

The unit mix proposed in the draft plan of subdivision supports the objectives of Future Caledon Official Plan by contributing to housing diversity and supporting the Town's vision for complete communities. While all units will be market-based, the mix of single-detached and townhouse units offers a range of housing options to meet the needs of different household types. Townhouses, in particular, provide a relatively more attainable housing option, enhancing overall affordability and expanding choices for future residents.

By increasing the availability of diverse housing types in an area identified for growth and development, the development contributes to the Town's objective of achieving a balanced, sustainable, and inclusive community.

The approved Alloa Secondary Plan future provides guidance on housing and affordability. The Alloa Secondary Plan contains a policy framework supporting housing diversity and affordable housing. Section 36.2.3 establishes housing mix targets across the broader Plan Area, including 30% detached and semi-detached dwellings, 35% townhouses and multiplexes, and 35% stacked townhouses and apartments. These policies are intended to promote a balanced and diverse housing supply. The current draft plan of subdivision proposes a mix of single detached and townhouse units, which positively contributes to this housing mix target.

Section 36.2.4 further provides direction regarding affordable housing. The Secondary Plan requires development to contribute toward the housing targets established in Chapter 9 of the Future Caledon Official Plan and encourages the integration of affordable and rental housing within neighbourhoods. The policies support a mix of housing unit types, sizes, and tenure arrangements, including affordable housing, purpose-built rental housing, additional residential units, multiplexes, and non-market housing.

Analysis

The Proposed Development represents a well-integrated and policy-aligned approach to residential growth within the Secondary Plan Area. By incorporating a diverse mix of housing types, the Development supports key Provincial, Regional, and Municipal policy objectives aimed at promoting compact urban growth, and housing diversity. The Development Proposal contributes positively to the Region-wide and Town-wide targets.

The Proposed Development is located near key transportation corridors, ensuring improved accessibility and connectivity for future residents. Through the integration and range of unit sizes and forms, particularly ground-oriented, and family-friendly housing, the Proposed Development responds to the evolving needs of Caledon`s diverse and growing population, accommodating various income levels, household structures, and life stages.

The Proposed Development effectively contributes to Caledon`s housing supply while supporting compact, efficient, and transit-supportive growth. By prioritizing diverse housing options and the proposal represents a strong step toward achieving the Town`s and Region's long-term vision for a complete, sustainable, and inclusive community.

6.0 Policy Context

This section of the report will address how the proposed development is consistent with the Provincial Planning Statement 2024 (PPS), conforms to the Region of Peel Official Plan (ROP). Policies for the Town of Caledon Official Plan, the Alloa Secondary Plan, and the Town of Caledon Zoning By-law are also included.

6.1 Planning Act, R.S.O 1990 c.P. 13

Section 2 of the Planning Act sets out matters of provincial interest as it pertains to land use and requires that municipal councils have regard to these in all decision making. Section 2 sets out the following matters of Provincial interest to be addressed:

> *(2) The Minister, the council of a municipality… in carrying out its responsibilities under this Act, shall have regard to… matters of provincial interest such as:*
>
> *(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
> *(h) the orderly development of safe and healthy communities;*
> *(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
> *(j) the adequate provision of a full range of housing, including affordable housing;*
> *(p) the appropriate location of growth and development;*
> *(r) the promotion of built form that,*
> *(i) is well-designed,*
> *(ii) encourages a sense of place, and*
> *(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

A review of Section 2 of the Planning Act confirms that the proposed development aligns with matters of Provincial interest. The residential subdivision promotes the efficient delivery of municipal services, including water, wastewater, stormwater management, waste collection, and transportation, while remaining within municipal capacity and sustainability objectives, which is confirmed through the applicable technical engineering reports. It contributes to a diverse housing supply and prioritizes high-quality urban design, advancing a strong sense of place through attractive, vibrant, and accessible public spaces, which include a park and pedestrian paths and trails.

Other matters of provincial interest identified in Section 2 of the Planning Act are not relevant to these applications. Adherence to this proposal regarding these matters outlined above is spoken

throughout this Report. On this basis, it is our opinion that the proposed Amendments have regard for matters of provincial interest under the Planning Act.

6.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on October 20, 2024. It replaces the replacing the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS establishes minimum development standards for the province and must be interpreted comprehensively in conjunction with other provincial plans. In cases of conflict, the PPS does not take precedence over other provincial plans. While the PPS sets broad policy direction, municipalities may supplement its policies with locally generated policies that address municipal interests. Municipal official plans serve as the primary mechanism for implementing the PPS and facilitating long-term, comprehensive planning.

Section 2 of the PPS provides policy direction for building strong communities through efficient development and land use patterns. It emphasizes the province's commitment to providing a range of housing options that respond to evolving market needs and demands. Additionally, it encourages municipalities to adopt zoning and development permit by-laws that support a diverse and inclusive housing supply for all Ontarians.

As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Draft Plan of Subdivision will be consistent with the PPS.

2.1 Planning for People and Homes

Section 2.1 of the PPS provides policy direction to municipalities on planning for growth and developing complete communities. Planning authorities are required to base their forecasts on the Ontario Population Projections provided by the Ministry of Finance, while also allowing for adjustments. Municipalities are permitted to continue using previous forecasts for land-use planning purposes.

> *4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
>
> *a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
>
> *6. Planning authorities should support the achievement of complete communities by:*
>
> *a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access,*

employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed subdivision will offer a mix of ground-related homes to accommodate the evolving needs of both current and future residents in Caledon. By providing a variety of unit types, the development will contribute to a market-based mix of residential options, supporting the long-term sustainability of a healthy, livable, and safe community.

The proposed subdivision will provide a mix of residential typologies which will be well-integrated with existing and planned transportation networks, parks, open spaces, public services, and other local amenities, ensuring convenient access for individuals of all ages and abilities. Furthermore, the development will enhance the provision of essential public services, reinforcing the vision of a complete, well-connected, and inclusive community. The proposed development is therefore consistent with the overarching policies of Policy 2.1 of the PPS.

2.2 Housing

Section 2.2 of the PPS outlines policies relating to housing goals within municipalities. Planning authorities are tasked with ensuring a diverse range of housing options and densities to meet both current and future needs.

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3.

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation

The proposed development provides a mix of ground-oriented housing forms, with a particular emphasis on providing larger family-oriented dwellings that respond to the evolving demographic needs of the Town of Caledon. The residential subdivision is designed to optimize the use of existing and planned infrastructure, supporting a cost-effective and efficient development pattern that aligns with provincial direction for compact and complete communities.

In terms of density, under a low-yield scenario, the development is expected to provide 233 detached (single detached and rear land detached) dwelling units and 148 townhouse units of varying forms. A density of approximately (381/11.65ha) 33 units per hectare is achieved and 115 people per hectare.

	Units	Population Estimate
Low Density: Single Detached and Rear Lane Detached	233	233 x 3.64 = 848
Medium Density: Townhouses	148	148 x 3.3 = 488
Total	381	1,336

Table 1: Low Yield Scenario

Further, under a high-yield scenario (340 detached dwelling units and 200 townhouse units), the estimated density is approximately 46 units per hectare and 163 people per hectare. These figures demonstrate the proposal's ability to support a compact urban form that is consistent with the objectives of the Provincial Planning Statement, the Region of Peel Official Plan, and the Town of Caledon's vision for complete, connected, and resilient communities.

	Units	Population Estimate
Low Density: Single Detached and Rear Lane Detached	340	340 x 3.64 = 1237
Medium Density: Townhouses	200	200 x 3.3 = 660
Total	540	1,897

Table 2: High Yield Scenario

As a result, the development aligns with Policy 2.2 of the PPS by delivering housing that is well-supported by existing public services and leveraging available transit infrastructure.

2.3 Settlement Areas

Section 2.3 provides policy guidance on the growth and development of Ontario's settlement areas to encourage growth that varies in size, density, population diversity, and intensity of land use. In the interest of utilizing land efficiently, the following policies are relevant to the proposed development:

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
    a) *efficiently use land and resources;*
    b) *optimize existing and planned infrastructure and public service facilities;*
    c) *support active transportation;*

3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The Subject Lands are located within a Settlement Area, where the proposed development will facilitate residential growth by efficiently developing designated greenfield lands and leveraging existing and planned municipal services exceeding the minimum density target per hectare.

A key component of a complete community is the provision of diverse housing, access to employment, public services, parks, and transportation choices that enhance residents' quality of life. This development supports these principles by delivering a range of housing options, a new public elementary school, a park, and active transportation infrastructure.

3. Infrastructure and Facilities

Chapter 3 provides policy direction on infrastructure and facilities to support growing communities.

Section 3.2 of the PPS outlines the need for safe, energy-efficient transportation systems that meet projected needs and support transit and active transportation. The proposed development is strategically near Mayfield Road and Creditview Road, with Mayfield being identified as an Urban

Corridor. A Transportation Study prepared by Crozier for the Secondary Plan and Tertiary Plan and a supplementary letter of conformance, provides an analysis of the impact the proposed development will have on the transportation infrastructure.

Section 3.6 of the PPS highlights the importance of efficient planning for sewage, water, and stormwater services to accommodate growth while safeguarding public health and the environment. The proposed development will utilize existing municipal services and will also lead to the installation of new services, as detailed in the Functional Servicing and Stormwater Management Report submitted by Urbantech for the Alloa Tertiary Plan Phase 1.

Section 3.9 outlines guidelines for the planning and development of new public spaces, recreational areas, parks, trails, and open spaces. Designing public streets, spaces, and facilities should ensure safety and accessibility for people of all ages and abilities, including pedestrians.

The development proposal will provide sidewalks and an MUP along Street A and B. In doing this, the development proposal will contribute to encouraging active transportation and a healthy, sustainable community.

6.3 Region of Peel Official Plan (2022)

As of July 1, 2024, the Region's status as an upper-tier municipality with planning responsibilities under the Planning Act has been removed. This means that lower-tier municipalities will assume planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until Caledon amends Peel's Official Plan and approval is provided by the Province.

The Subject Lands are located within the Region of Peel's "Urban System" and the "2051 New Urban Area", as identified in **Figure 3: Region of Peel Official Plan Schedule E1 (Regional Structure).** Additionally, as illustrated in **Figure 4: Schedule E3 (Growth Plan Policy Areas),** the Subject Lands fall within a "Designated Greenfield Area", reinforcing its role in accommodating planned urban growth and development.

According to Section 5.3 of the Region of Peel Official Plan, the Urban System includes a diverse range of communities that provide opportunities for living, working, and cultural engagement. The Region has established key objectives for lands within this designation, including:

"5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and

public finances while taking into account the characteristics of existing communities and services.

5.6.4 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

5.6.5 *To promote crime prevention and improvement in the quality of life.*

5.6.6 *To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.*

5.6.7 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*

5.6.9 *To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System"*

The proposed development aligns with the Region of Peel Official Plan, as it supports sustainable urban development, efficient land use, and community building. The residential subdivision will feature an energy-efficient design and will utilize local materials.

The design of the residential units and the subdivision will follow Crime Prevention Through Environmental Design (CPTED) guidelines, which will offer visibility to municipal roads. Furthermore, residential units will be designed to have windows and balconies facing streets, enhancing resident safety with "eyes on the street".

Section 5.6.20 of the ROP establishes a policy framework for Designated Greenfield Areas. These areas are identified as key locations for accommodating new residential communities until 2051, with plans to support significant growth during this period. These areas include the 2051 New Urban Area and specific regions such as Northwest Brampton, Ninth Line Lands, Mayfield West Phase 2, and Bolton Residential Expansion. Guided by the Growth Plan, these areas will be developed as complete communities that support active transportation and viable transit options.

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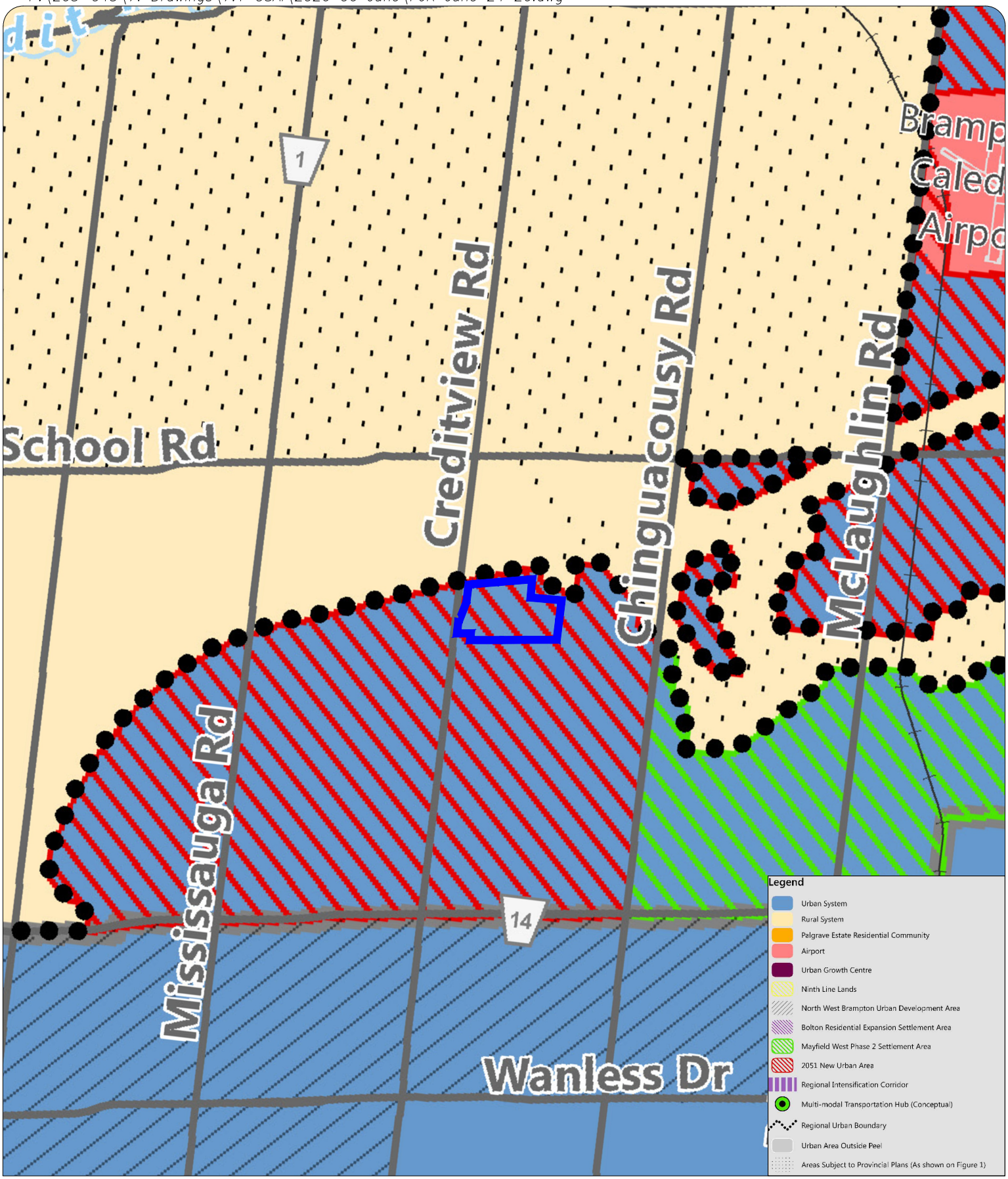

FIGURE **3**

REGION OF PEEL OFFICIAL PLAN

SCHEDULE E-1: REGIONAL STRUCTURE

LEGEND

Subject Lands

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

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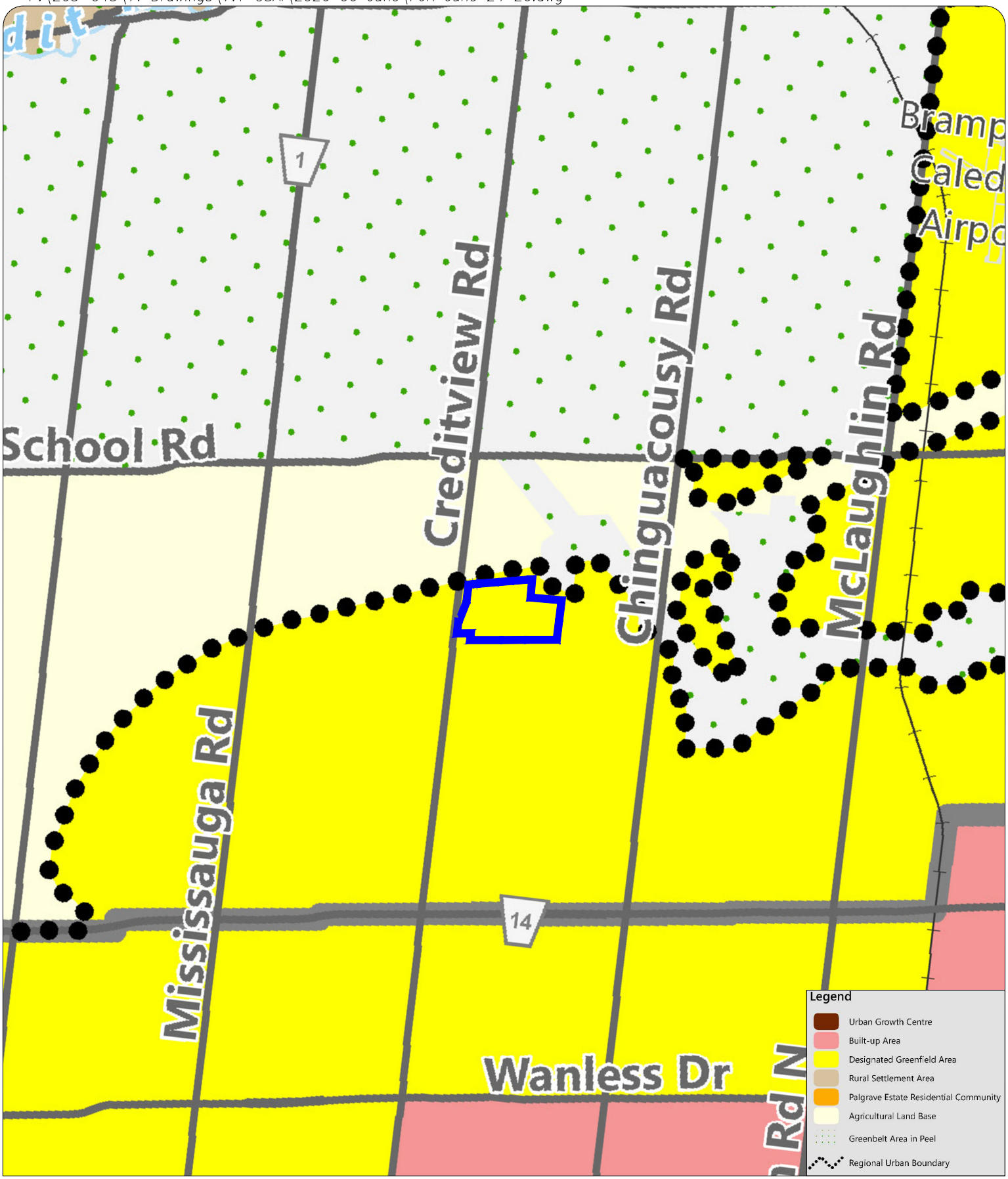

FIGURE **4**

REGION OF PEEL OFFICIAL PLAN

SCHEDULE E-3: GROWTH PLAN POLICY AREAS

LEGEND

Subject Lands

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

5.6.20 Designated Greenfield Area

5.6.20.2 *To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, connected, healthy, high quality and sustainable communities with strong neighbourhood centres.*

5.6.20.3 *To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility.*

5.6.20.4 *To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.*

5.6.20.5 *To ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions.*

5.6.20.6 *To ensure that development of the Designated Greenfield Area is supported by a well connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.*

5.6.20.7 *To ensure development in the Designated Greenfield Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households*.

The Proposed Development will promote a compact built form consisting of a diverse mix of housing options in an area identified for future growth. By introducing compact housing forms, the proposed development will align with the minimum density targets and achieve a density that supports transit.

Furthermore, the ROP emphasizes developing residential uses that reinforce and strengthen the Regional Transportation System, including major roads, local roads, public transit stations, bikeways, and other transportation services. The Subject Lands are near Mayfield Drive, identified as a Major Road in the ROP (Schedule F2 – Major Road Network). Developing lands with connectivity to major roads will further support the Region's goal for connected communities.

Section 5.6.20.14 of the ROP provides objectives and establishes a policy framework for the 2051 New Urban Area.

The objectives and policies for the 2051 New Urban Area aim to establish a comprehensive and coordinated approach to community building that ensures the creation of complete, sustainable, and healthy neighbourhoods. Planning at the community and neighbourhood scale is to be grounded in principles of high-quality urban design, environmental stewardship, and social inclusivity. Key priorities include the protection of natural heritage and water resources,

conservation of cultural and agricultural assets, and the integration of climate change mitigation and adaptation strategies. Development is to be staged and sequenced logically to support the efficient delivery of infrastructure and services while maintaining the financial sustainability of the Region and its local municipalities. Complete communities will be supported by a Caledon-wide, multi-modal transportation system that prioritizes transit and active transportation, and offers a range of housing types and densities, including affordable and additional dwelling units.

To implement these objectives, local municipalities are required to delineate the 2051 New Urban Area in their official plans and adopt a policy framework that establishes an overall community structure, identifies Employment Areas, and sets land area, population, and employment targets in conformity with provincial and regional plans. Secondary plans must include detailed staging and sequencing strategies aligned with the feasibility of public infrastructure, and promote compact, mixed-use, and transit-supportive development. Planning must also account for the provision of transportation, transit, and servicing networks, as well as adequate school sites and public service facilities. Detailing how the Alloa Phase One will be staged and developed, a Growth Management and Stage Plan was developed and submitted to the Town.

6.4 Future Caledon Official Plan (2024)

The new Official Plan, Future Caledon, was adopted by Council on March 26, 2024, and approved on October 22, 2025, by the Minister of Municipal Affairs and Housing. The new Official Plan will shape the future of development and growth in the Town for the next 30 years.

As illustrated in **Figure 5: Schedule B1: Town Structure**, the Subject Lands are designated as part of the Urban Area in terms of the council adopted Official Plan. On **Schedule B2: Growth Management** as illustrated in **Figure 6**, the subject lands are designated as part of the Designated Greenfield Area. These areas include lands within the settlement area, earmarked for accommodating anticipated growth within the 2051 horizon year of the Official Plan.

Growth Management

This chapter outlines the growth management policy to accommodate the Town's expected growth to 2051. Relevant policy includes:

4.1.4 Population and employment growth will be:

a) Focused in:

i) the Urban System;

ii) delineated built-up areas as shown on Schedule B2, Growth Management;

iii) strategic growth areas, including major transit station areas and locations with existing or planned transit, with a priority on higher order transit; and,

iv) areas with existing or planned public service facilities.

The Subject Lands are identified within the Urban System and are considered a logical area for population growth in the town, adjacent to existing or planned neighbourhoods. Within the Official Plan, strategic growth areas are identified as major transit station areas, urban centres, and neighbourhood centres. Concentrating growth in strategic growth areas fosters vibrant, well-connected communities, enhances transit accessibility, and ensures that essential services are available to both new and existing residents, ultimately contributing to more sustainable, livable urban environments.

General Policies

Section 5 of the Official Plan outlines policy regarding climate change adaptation and mitigation. Section 5.2 details policy on low carbon communities, including:

5.2.1 To support built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:

- *a) support the creation of compact, transit-supportive, and complete communities;*
- *b) plan for a mix of land uses to provide convenient access, and reduced travel times, between housing, employment and shopping areas, and community amenities and services;*
- *c) plan to meet or exceed the minimum intensification and density targets set by the Province, the Region of Peel Official Plan and this Plan; and,*
- *d) plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.*

The Proposed Draft Plan provides for a mix of residential density and unit types close to planned and existing non-residential land uses. The Draft Plan will meet and exceed the Designated Greenfield Area density targets set by the Province, Region, and Town. The proposed transportation network discussed within the supporting Traffic Impact Study (Crozier 2024) describes the proposed road layout as a multimodal network that intends to reduce the reliance on vehicles, utilize a complete streets approach for safety in all modes, and provide greater accessibility to the future residents of the new neighbourhood created by the Subdivision.

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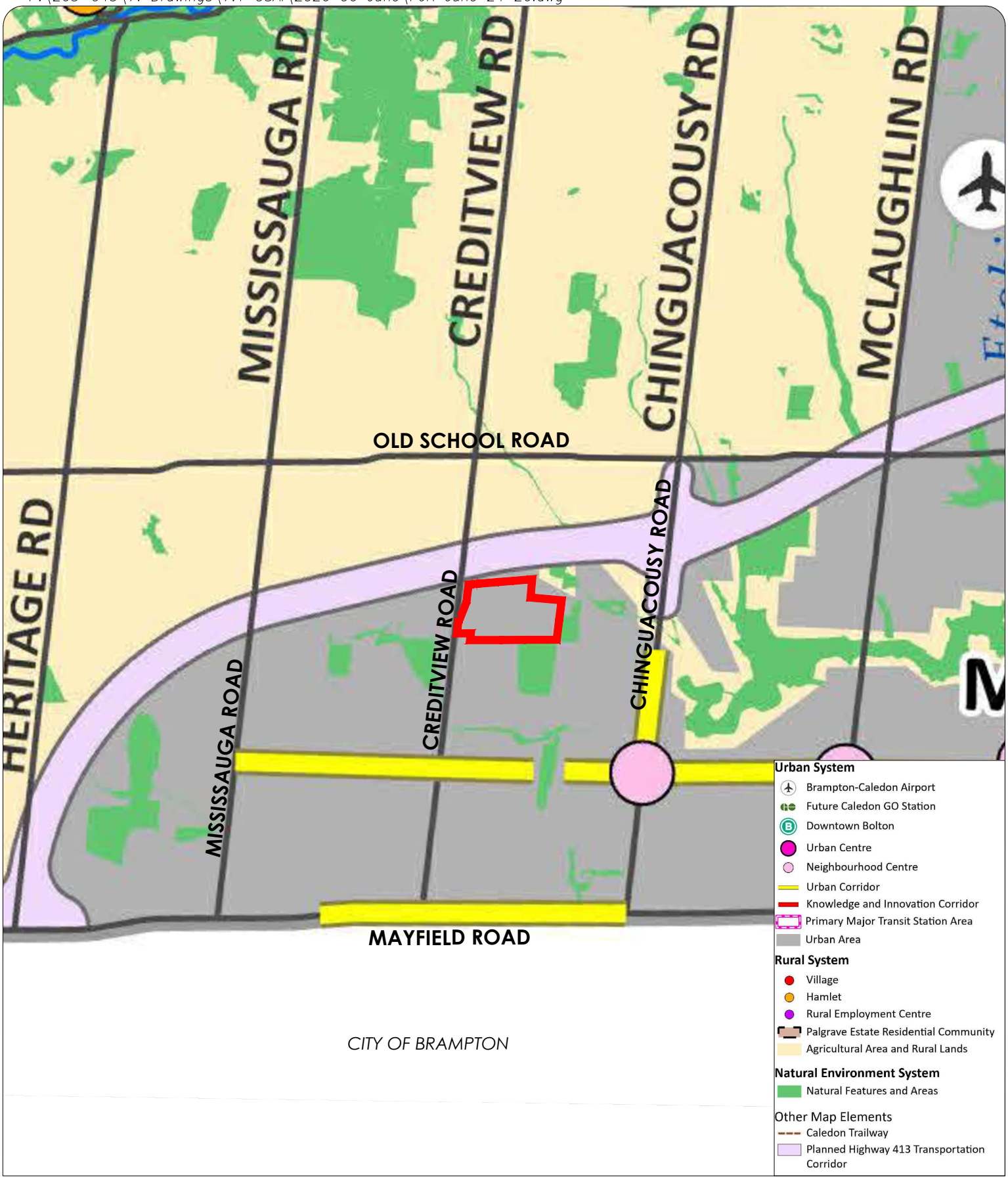

FIGURE **5**

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE B1: TOWN STRUCTURE

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands

SCALE NTS
JUNE 24, 2026

GSAI
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P:\265-043\7. Drawings\7.1 GSAI\2026 06 June\PJR June 24 26.dwg

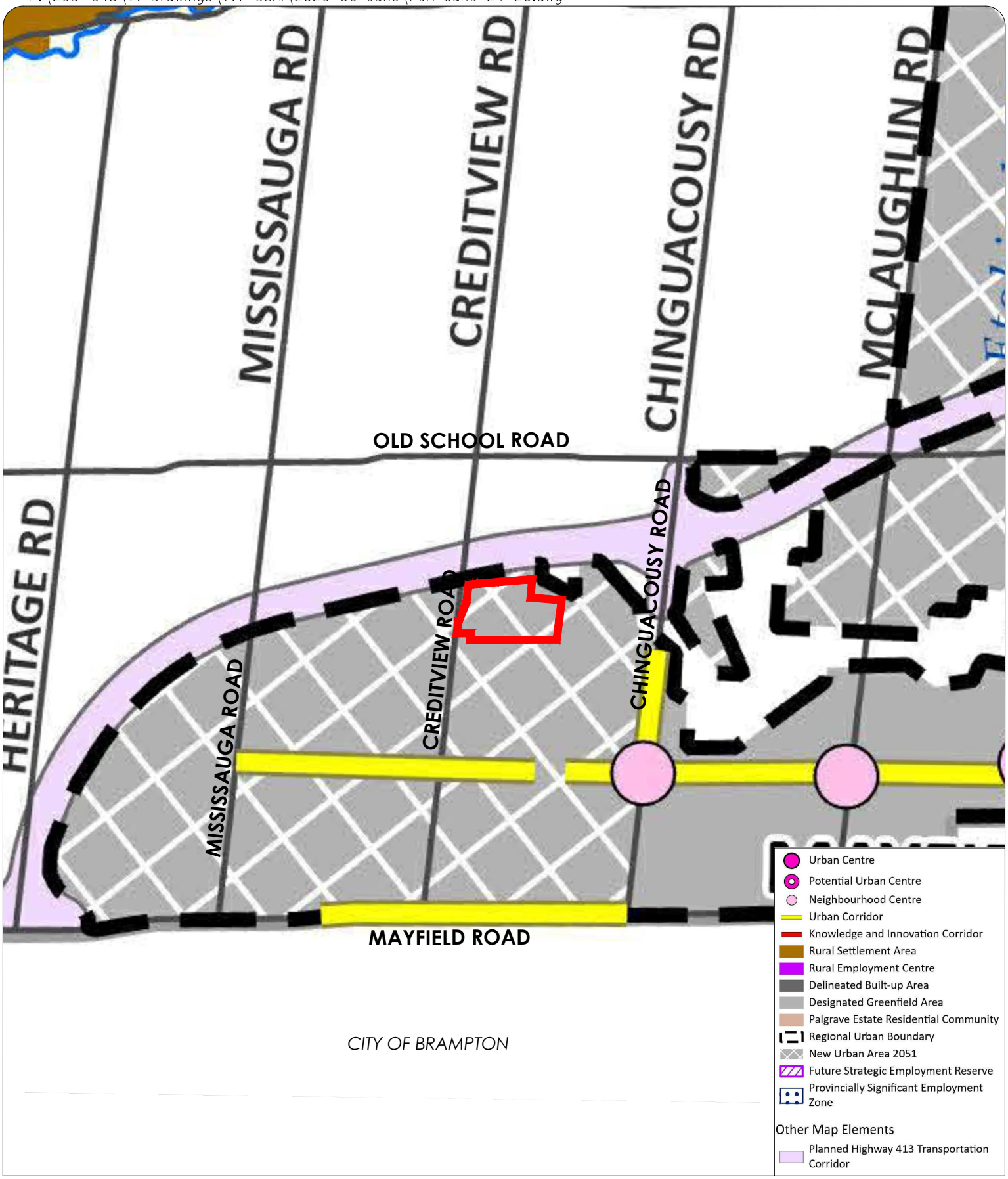

FIGURE **6**

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE B2: GROWTH MANAGEMENT

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

P:\265-043\7. Drawings\7.1 GSAI\2026 06 June\PJR June 24 26.dwg

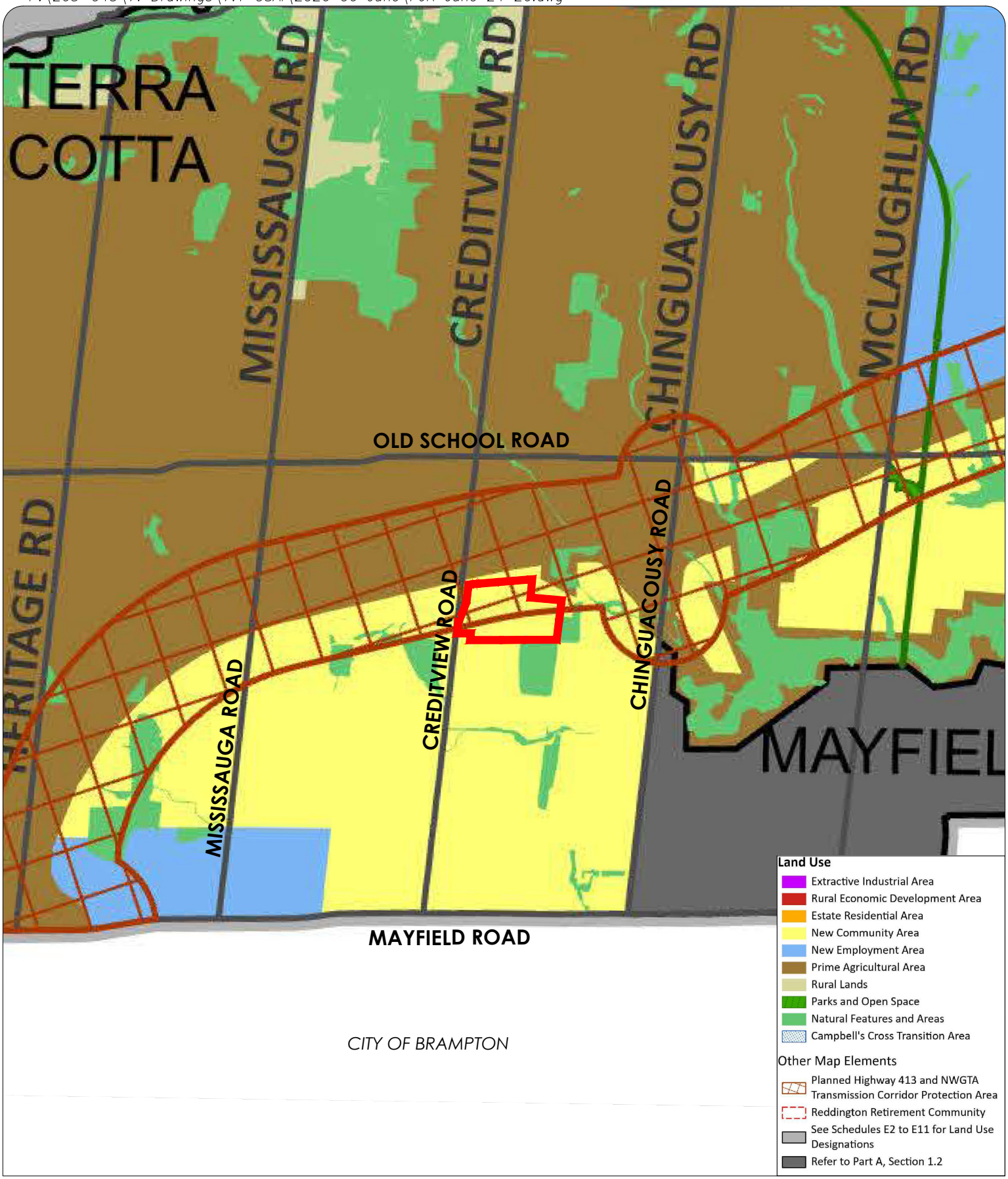

FIGURE **7**

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE B4: LAND USE DESIGNATIONS

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

LEGEND

Subject Lands

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

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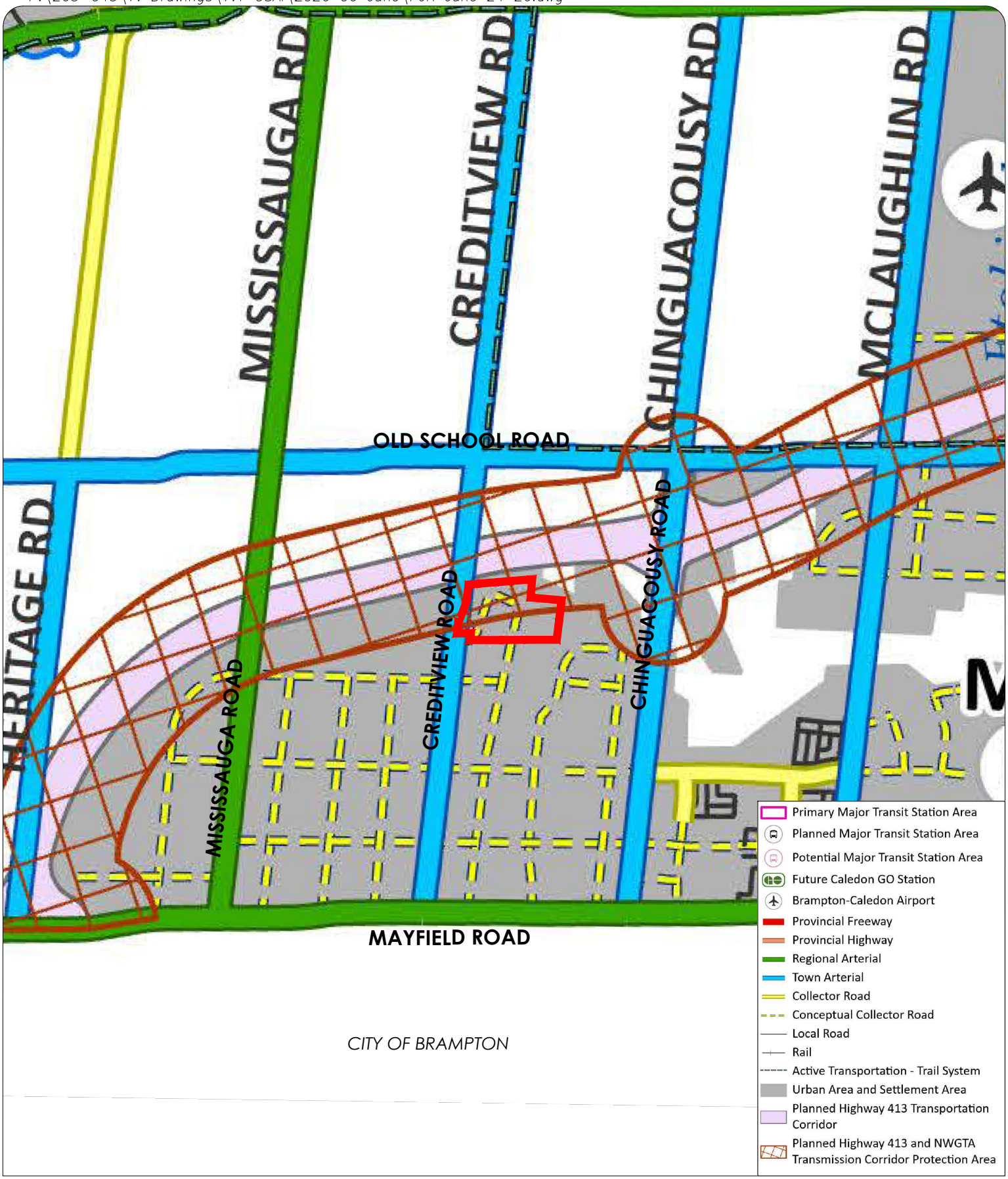

FIGURE **8**

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE C1: TOWN-WIDE TRANSPORTATION

LEGEND

Subject Lands

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

Section 5.3 outlines policy regarding a transition to climate resilient development, including:

5.3.1 To enhance the adaptive capacity of infrastructure, the Town will:

a) apply the Town's Risk and Vulnerability Assessment to inform decision-making;

b) ensure that subwatershed planning informs the protection of water resource systems in the Town's new urban areas through secondary planning and subsequent development approvals;

c) undertake stormwater management planning that, among other things, assesses the impacts of extreme weather events and provides direction for green infrastructure and low impact development;

d) promote development patterns that conserve, integrate and enhance natural heritage system and water resource system features, areas, and functions;

e) align with the climate adaptation requirements of Infrastructure Canada's Investing in the Canada Infrastructure Program, as amended; and,

f) integrate green infrastructure and low impact development such as green roofs, and permeable surfaces into the design of infrastructure, where possible.

In support of conformity with the above policy, an EIR (Crozier, March 2025) and Functional Services Report (Urbantech, March 2026) have been prepared in support of the Alloa Phase 1 Tertiary Plan. The EIR defined the existing flood hazard mapping informed the extent of the natural heritage system and informed the delineation of the Natural Environment System Area and protected for during the proposed draft plan of subdivision. The stormwater management pond and the Environmental Policy Area Blocks are intended to protect and enhance the natural heritage system. Green infrastructure and Low Impact Development measures will be considered and implemented where possible through development. Climate adaptation measures are considered in the Study, including potential impact on flood hazards, erosion, stormwater management, storm sewers, irrigation, roadways, site water balance, and environmental features.

5.3.3 To reduce the urban heat island effect, the Town will:

a) implement measures to protect, maintain or enhance the urban forest as set out in Section 5.5, Urban Forest; and,

b) promote green roofs and white roofs on residential, commercial, industrial, office and institutional rooftops.

5.3.4 The Town will encourage the use of large roof areas for clean energy generation, stormwater retention, heat reduction, and habitat creation.

As proposed in the Secondary Plan, a majority of the available roof area of new development is encouraged to use high albedo roof materials and/or green roofs. Section 5.5 of the Official Plan

outlines policy regarding the Town's urban forest. Urban forestry is recognized as green infrastructure and will be enhanced where possible.

Per Section 6.4.3, an archaeological assessment may also be required in support of development applications. A Stage 1-2 and 3 Archaeological Assessment was completed for the Subject Lands by Archaeological Consultants Canada. The Stage 3 report concluded that the artifacts discovered during the Stage 2 report had no Cultural Heritage Value or Interest.

Section 7 of the Official Plan outlines policy regarding design in development, including:

7.2.3 All development in the Urban System will:

a) achieve a high quality public realm, architectural design, prioritize sustainability and contribute to a high quality of life; and,

b) adhere to the design policies in Part F, Urban System.

A Community Design Guidelines has been prepared in support of the Alloa Community by NAK to demonstrate conformity, dated April 2026. The proposed draft plan of subdivision will implement the design features as proposed. Part F, Urban System, of the Official Plan is discussed in further detail below.

7.2.4 New communities will:

a) be designed as complete communities through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes;

b) demonstrate development of an integrated, connected and pedestrian focused public realm, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;

c) align new streets in a grid pattern wherever possible to create pedestrian-scaled development blocks to ensure connectivity and better provide for active transportation;

d) be designed with community amenities such as institutional and community facilities, museums, historic sites, cultural centres, theatres, retail and/or commercial amenities within walking distance.

The proposed draft plan of subdivision will be designed to create a vibrant, sustainable, and connected community. The layout incorporates a compact design with a mix of uses and densities, ensuring a walkable environment where residents have easy access to amenities. The street network is designed in a grid pattern, enhancing connectivity and supporting active transportation options such as walking and cycling.

The proposed street network is responsive to the existing transportation network of the surrounding area, as well as Regional and Town roadways. It generally follows the conceptual network illustrated in Schedule C1 (*Town Wide Transportation Network*) and C4 (*2051 Town Wide Transit Network*) of the Future Caledon Official Plan. This road network has been designed and analyzed through the supporting Transportation Study, prepared by Crozier (March 2026) in support of the

Alloa Phase 1 Tertiary. Community design within this framework has been detailed through the Community Design Guidelines, prepared by NAK Design Strategies (April 2026).

In conformity with the above, and with Section 7.7.7 of the Official Plan, all lighting, as far as possible in the proposed draft plan of subdivision, will be designed to support safety and engagement in the streetscape, while minimizing impact on adjacent areas and the natural environment. The development proposal will provide sufficient land to accommodate streetscape elements, including street trees, seating, and electric vehicle charging infrastructure.

7.6.8 To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:

- *a) provide diversity of land uses in the neighbourhood;*
- *b) meet daily needs of residents and workers;*
- *c) create space for healthy, diverse, and engaging neighbourhoods to thrive;*
- *d) signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;*
- *e) activate public streets and open spaces through coordination of adjacent land uses and design of built form;*
- *f) respect and enhance the public realm through building setbacks and boulevard design;*
- *g) include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;*
- *h) apply urban design best practices and a human-scale to commercial and industrial development; and,*
- *i) integrate safety and crime prevention principles.*

A guiding principle of the Community Design Guidelines, prepared by NAK (April 2026), is the creation of pedestrian friendly streetscapes and placemaking. The Plan provides design direction for the development of the Subject Land. A Pedestrian Circulation Plan has been prepared by GSAI and forms part of the submission package.

Section 7.9 of the Official Plan outlines policy regarding built form, including:

7.9.1 A low-rise building is generally no taller than four storeys in height.

The proposed built form in the proposed Draft Plan will consist predominantly of low-rise built forms. Low-rise residential build forms in the proposed draft plan of subdivision comprise single-detached, and a range of townhouse-built forms. These forms will generally not exceed three storeys in height.

Chapter 9 of the Official Plan outlines policy regarding housing in the Town of Caledon. The relevant policy includes:

9.2.6 To support the diversification of the housing stock, the Town will work with the Region to:

b) development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;

c) encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,

d) consider flexible, innovative housing types and tenures.

The development proposal meets the policy requirements outlined above. The proposed mix of units will promote family-oriented living, with the majority expected to be two- and three-bedroom units that accommodate a variety of household needs. A diverse range of housing, in terms of unit type and size, will enhance the availability of housing options.

Chapter 11 of the Official Plan outlines policy regarding transportation, with the objective of ensuring high quality mobility options for existing and future residents and employees in Caledon.

11.2.4 The Town will prioritize transit and active transportation in all transportation system updates and expansions, and will consider reduced minimum parking requirements in appropriate areas to encourage transit and active transportation use

11.2.5 The Town will plan and develop a well-connected active transportation network that prioritizes high level of protection for pedestrian and cycling infrastructure, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the transportation systems of neighbouring municipalities.

11.2.6 The Town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit infrastructure in accordance with the policies of this Plan, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods.

The transportation network proposed within the Draft Plan has been designed to align with the Town's existing grid system and is detailed in the Traffic Impact Study prepared by Crozier (March 2026) for the Alloa Phase 1 Tertiary Plan. The network supports the implementation of the Town's complete streets design principles, with an emphasis on accommodating active transportation and public transit. Street B will ultimately connect to Mayfield Road through the abutting planned commercial development to the south. A logical and predominantly grid-based local road network is also proposed to ensure connectivity and support efficient circulation throughout the neighbourhood.

Section 12 of the Official Plan outlines policy regarding infrastructure, including:

12.3.3 Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

12.3.4 The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.

12.3.5 Sewer and water systems will be planned and commissioned in a manner that: a) can be sustained by the water resources upon which such services rely;
b) prepares for the impacts of a changing climate;
c) is feasible, and financially viable over the lifecycle; and,
d) protects human health and safety and the natural environment.

An FSR (March 2026) has been prepared by Urbantech in support of the Alloa Phase 1 Tertiary. A letter of compliance has been submitted for the draft plan, confirming that services can be made available as per the study done for the secondary plan. The Subject Lands can be serviced by extensions of existing or planned municipal infrastructure and will supply demand under all operating scenarios. Phase 1 of the Secondary Plan (where the Subject Lands are located) is sufficiently serviced by water and sanitary services to support development. Climate change adaptation and Low Impact Development measures are considered in the Study.

Urban System

Part F of the Official Plan outlines policy for development within the Town of Caledon's Urban System, where the majority of growth is planned to occur within the Town. Per Sections 21.1.1 and 21.3.1 of the Official Plan, all new community areas will undergo a secondary planning process before development can proceed, including within the Subject Lands.

Section 21.1.7 of the Official plan states that *"Applications for development within the designated greenfield area should only be submitted where a secondary plan is in effect, or the Town's Chief Planner deems an ongoing secondary planning process to be sufficiently advanced. A complete application will be required to include written confirmation to this effect."*. In our professional opinion, the Secondary Plan has been sufficiently advanced, as it has been deemed complete and is underpinned by detailed technical studies. This degree of advancement reflects the thorough and diligent process undertaken to ensure that all aspects of the plan conform to the necessary municipal and regional standards. The technical studies, which include environmental assessments, transportation analyses, and servicing studies, provide robust support to the Secondary Plan, confirming the feasibility and sustainability of future development.

The approval of the Secondary Plan, alongside the comprehensive technical studies that support it, establishes the readiness of the subdivision application. It demonstrates that key infrastructure, environmental, and community planning considerations have been thoroughly addressed, thereby minimizing potential risks or delays.

Thus, the submission of the draft plan of subdivision is both timely and appropriate. The existing planning framework, which already aligns with the Town of Caledon's strategic development objectives, ensures that the draft plan will integrate seamlessly into the broader planning process.

This approach not only promotes a streamlined development process but also upholds transparency and accountability, ensuring the project's alignment with municipal growth objectives.

6.4.1 Alloa Secondary Plan

The Alloa Secondary Plan was approved by Town Council on October 29, 2025 and is intended to guide development within the Alloa Planning Area. The Secondary Plan Area is bounded generally by Mayfield Road to the south, Chinguacousy Road to the east, and the Highway 413 Transportation Corridor to the north and west. The Secondary Plan is further intended to be advanced in two Phases (Phase 1 and Phase 2). The subject lands are located in the Phase 1 Tertiary Plan Area.

Through the Secondary Plan, specific land use policies and objectives are provided on growth management, community design, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051. This will ensure that complete, healthy, and sustainable communities develop.

The Alloa Secondary Plan (see **Figure 9**) designates the subject lands as Neighbourhood Area and also indicates the general location of a stormwater management facility on the Subject Lands.

P:\888-003\4. Drawings\2025 06 June\Alloa Secondary Plan Schedule June 5 25.dwg

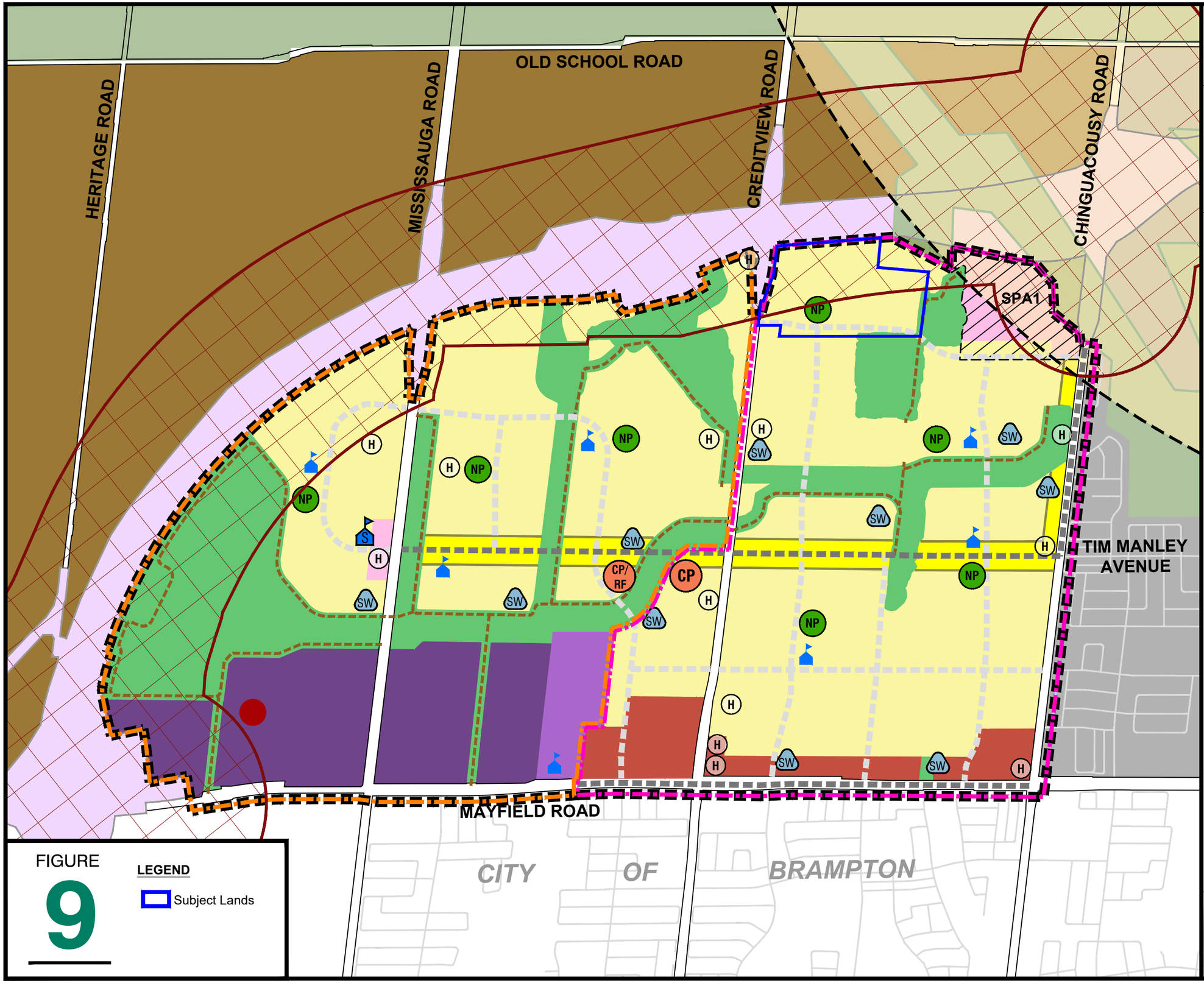

FIGURE 9

LEGEND

Subject Lands

TOWN OF CALEDON

OFFICIAL PLAN

Schedule XX

Alloa Secondary Plan: Land Use Plan

Land Use

- Neighbourhood Area
- Major Commerical / Mixed-Use Area
- Urban Corridor Area
- Neighbourhood Centre
- Prestige Employment Area
- General Employment Area
- Natural Environment System Area
- Prime Agricultural Area
- Urban Area
- Greenbelt Plan Area
- Neighbourhood Park
- Community Park / Recreation Facility
- Elementary School
- Secondary School
- Stormwater Management Pond
- Potential Heritage Resource

Other Map Elements

- Secondary Plan Boundary
- Phase 1 Boundary
- Phase 2 Boundary
- Planned Highway 413 Transportation Corridor
- Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest
- Urban Corridor
- Collector Road
- Conceptual Trail
- Special Policy Area 1
- Site Specific Exception Location
- Brampton Airport (CNC3) Outer Surface Limit

0 100 200 300 400 500 m

Date of print: 6/5/2025

June 2025

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

P:\888-003\4. Drawings\2026 01 January\Alloa Phase 1 Tertiary Plan Jan 30 26.dwg

LEGEND

RESIDENTIAL
- DETACHED
- TOWNHOUSE
- MEDIUM / HIGH DENSITY
- MIXED-USE
- NEIGHBOURHOOD CENTRE

COMMERCIAL
- COMMERCIAL BLOCK

INSTITUTIONAL
- ELEMENTARY SCHOOLS

OPEN SPACE
- NEIGHBOURHOOD PARK
- OPEN SPACE
- NATURAL HERITAGE SYSTEM (WOODLOT)
- NATURAL HERITAGE SYSTEM
- SWM PONDS
- GREENBELT PLAN AREA
- STAKED WETLANDS

OTHER
- SECONDARY PLAN BOUNDARY
- PHASE 1 TERTIARY PLAN BOUNDARY
- MUNICIPAL INFRASTRUCTURE
- FUTURE EMPLOYMENT
- FUTURE RESIDENTIAL
- SPECIAL POLICY AREAS

UNIT ESTIMATES

- LOW DENSITY (30 upnha):
  67.92ha x 30 upnha = 2,038 UNITS
- MEDIUM DENSITY (60 upnha):
  40.49ha x 60 upnha = 2,429 UNITS
- MEDIUM - HIGH DENSITY (100 upnha):
  10.45ha x 100 upnha = 1,045 UNITS
- MIXED USE* (200 upnha):
  5.63ha x 200 upnha = 1,126 UNITS
- NEIGHBOURHOOD CENTRE (100 upnha):
  11.92ha x 100 upnha = 1,192 UNITS

TOTAL: 7,830 UNITS

HIGHWAY 413
HIGHWAY 413 TRANSITWAY
HIGHWAY 413 TRANSITWAY
HIGHWAY 413 SWM POND
NHS (WOODLOT & WETLAND) 3.70ha (9.14ac)
SP1
NEIGHBOURHOOD CENTRE LAYOUT TO BE DETERMINED
NEIGHOURHOOD PARK 2.14ha (5.29ac)
STREET 'C'
STREET 'C'
NHS (WOODLOT & WETLAND) 7.34ha (18.14ac)
NHS (BUFFER) 1.05ha (2.59ac)
STREET 'D'
BIRKHEAD DRIVE
CREDITVIEW ROAD
STREET 'F' (BLACK HORSE DRIVE)
SWM POND 3.97ha (9.81ac)
NEIGH. PARK 2.13ha (5.26ac)
CATHOLIC ELEMENTARY SCHOOL 2.43ha (6.00ac)
SWM POND 3.51ha (8.67ac)
NHS (CHANNEL) 5.98ha (14.78ac)
NHS (CHANNEL) 3.95ha (9.76ac)
NHS (CHANNEL & BUFFER) 10.14ha (25.06ac)
STREET 'D' (ALEXANDER GILLESPIE AVE.)
LINDSAY AVENUE
SWM POND 1.79ha (4.42ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 0.82ha (2.03ac)
SWM POND 3.09ha (7.64ac)
NHS (WOODLOT) 2.47ha (6.10ac)
PUBLIC ELEMENTARY SCHOOL 3.24ha (8.00ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 1.64ha (4.05ac)
MIXED-USE 0.71ha (1.75ac)
STREET 'B' (TIM MANLEY AVENUE)
STREET 'B' (TIM MANLEY AVENUE)
CHINGUACOUSY ROAD
TIM MANLEY AVENUE
NHS (WOODLOT & WETLAND) 1.50ha (3.71ac)
NHS (BUFFER) 0.51ha (1.26ac)
NEIGHBOURHOOD PARK 2.07ha (5.12ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 1.70ha (4.21ac)
COMMUNITY PARK 5.97ha (14.75ac)
NEIGH. PARK 2.20ha (5.44ac)
STREET 'F' (BLACK HORSE DRIVE)
STREET 'E'
SWM POND 2.48ha (6.13ac)
MEDIUM / HIGH DENSITY RESIDENTIAL 1.88ha (4.65ac)
PUBLIC ELEMENTARY SCHOOL 3.24ha (8.00ac)
STREET 'A' (WELSH AVENUE)
STREET 'A' (WELSH AVENUE)
STREET 'A' (WELSH AVENUE)
TWEEDHILL AVENUE
STREET 'G'
ALLOA RESERVOIR, PUMPING STATION & FEEDMAIN
SP2
COMMERCIAL 2.78ha (6.87ac)
COMMERCIAL 9.72ha (24.02ac)
STREET 'F' (BLACK HORSE DRIVE)
STREET 'E' (SPEERSVILLE AVENUE)
STREET 'D'
MEDIUM / HIGH DENSITY RESIDENTIAL 4.41ha (10.90ac)
JAMES MAYNARD ROAD
SWM POND 3.98ha (9.83ac)
NHS (COMPENSATION) 0.39ha (0.96ac)
MIXED-USE 4.95ha (12.23ac)
CALEDON WORKS YARD
SWM POND 2.90ha (7.17ac)
MIXED-USE 2.83ha (6.99ac)
MIXED-USE 1.35ha (3.34ac)
MIXED-USE 1.42ha (3.51ac)
MAYFIELD ROAD
EXISTING HYDRO TRANSFORMER
ROBERT PARKINSON DRIVE
THORNBRUSH BOULEVARD
BRISDALE DRIVE
CLOCKWORK DRIVE
PHASE 2 AREA

FIGURE 10

ALLOA SECONDARY PLAN TERTIARY PLAN - PHASE 1

PART OF LOTS 18-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

0 50 100 150 200 250 300

SCALE 1:4000
JANUARY 30, 2026

GSAI
Glen Schnarr & Associates Inc.

NOTES:
*NET AREA REPRESENTS 50% OF MAJOR COMMERCIAL/MIXED USE DESIGNATION TO ACCOUNT FOR LANDS ANTICIPATED FOR SOLE COMMERCIAL PURPOSES AND EXCLUDES MAJOR COMMERCIAL LANDS WEST OF CREDITVIEW ROAD.

Land Use Designations

Section 36.12 of the Secondary Plan outlines the various land use designations within the plan area and specifies the range of permitted uses associated with each designation.

Neighbourhood Area

The Neighbourhood Area designation constitutes a significant area of the Secondary Plan and is intended for a wide range of community land uses and will be developed generally in accordance with Section 22.7 of the Official Plan.

The Neighbourhood Area designation primarily supports ground-oriented residential uses, including detached, semi-detached, and various forms of townhouse dwellings, generally up to three storeys in height. This built form promotes a low- to mid-density residential character consistent with traditional neighbourhood patterns while accommodating a range of housing options.

In addition to low-rise forms, the designation permits stacked townhouses and multiplex dwellings up to four storeys, as well as apartment and mixed-use buildings up to six storeys. Further increases in building height may be considered without requiring an amendment to the Plan, provided that issues of compatibility with adjacent land uses are appropriately addressed at the Rezoning and/or Site Plan Approval stage, allowing for design flexibility while ensuring sensitive integration with surrounding development.

The entirety of the Draft Plan of Subdivision falls within the Neighbourhood Area designation, as identified in the Secondary Plan. This designation is intended to support a diverse range of ground-oriented residential housing forms, accommodating a mix of densities and built forms that contribute to a complete and inclusive community structure.

The proposed residential mix, comprising single detached dwellings alongside a variety of townhouse typologies, is therefore considered appropriate and consistent with the intent and policy direction of the Secondary Plan. It reflects the planned vision for the Neighbourhood Area by offering a compatible range of low- to mid-density housing that supports both community diversity and urban design objectives.

Analysis

The Draft Plan of Subdivision demonstrates conformity with the policy framework established by the Secondary Plan across a range of land use designations and community components. The entirety of the development proposal area falls within the Neighbourhood Area designation, where the proposed mix of single detached dwellings and various townhouse forms aligns with the intent to promote a diverse, low- to mid-density residential neighbourhood.

The proposed development pattern is largely identical to the Tertiary Plan and implements its key structural elements, including the planned collector road network, the overall configuration of residential land uses, and the location and integration of the stormwater management pond. As

such, the proposed Draft Plan of Subdivision represents the implementation of the broader community structure and development framework established through the Tertiary Plan process.

Collectively, the Draft Plan of Subdivision supports the Secondary Plan's overarching goals of creating a complete, sustainable, and well-designed community that responds to evolving needs while protecting natural and cultural resources.

6.5 Town of Caledon Zoning By-law 2024-050

In accordance with the Town-initiated Draft Zoning By-law Amendment, the Subject Lands are zoned "Mixed Density Residential – Exception 686 (RMD-686)". This zoning designation is accompanied by two Holding Provisions: H39A and H39B.

Holding Provision H39A may not be lifted until such time as a Secondary Plan has been approved for the applicable lands, among other requirements. Holding Provision H39B shall remain in place until an Environmental Impact Study (EIS) has been prepared and accepted to the satisfaction of the Town, confirming the limits and characteristics of the Natural Environment System.

The RMD zoning category permits a broad mix of residential built forms, including single detached dwellings, and a range of townhouse forms. No changes to the zoning by-law are proposed or needed to accommodate the development proposal.

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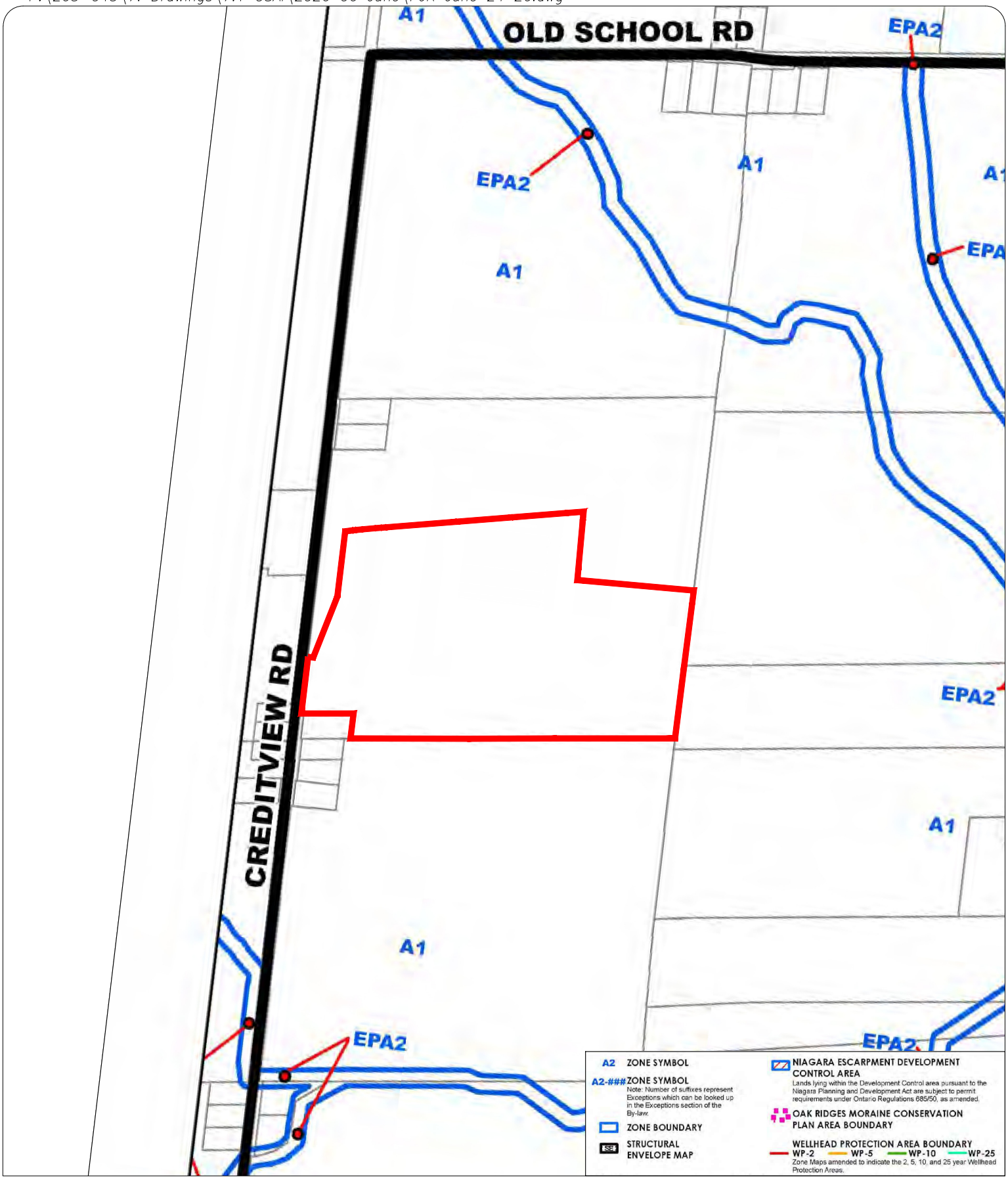


FIGURE
11

CALEDON ZONING BY-LAW

ZONING BY-LAW 2006-50 - MAP B

LEGEND

Subject Lands

12697 CREDITVIEW ROAD
PART OF LOT 21, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
JUNE 24, 2026

GSAI
Glen Schnarr & Associates Inc.

7.0 Conclusion

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical studies and reports, it is our opinion that the proposed Draft Plan of Subdivision is justified and represents good planning for the following reasons:

1. The proposed development is consistent with the Provincial Planning Statement, 2024 as the proposal promotes efficient land use, and environmental protection while supporting growth and economic development. The proposed development protects natural heritage features and manages environmental impacts through sustainable practices.

2. The proposed development conforms to and promotes the policies of the Region of Peel Official Plan and achieves the designated greenfield area objectives as the proposal adds a diverse mix of residential housing stock, which is compact and supports sustainable growth.

3. The proposed development conforms to the Town of Caledon Official Plan as it contributes to the creation of a complete community by providing a mix of land uses and a range of housing options.

4. The proposed Draft Plan of Subdivision conforms to the Alloa Phase 1 Tertiary Plan, Alloa Secondary Plan, and Future Caledon Official Plan by implementing the Neighbourhood Land Use designation, which encourages a balanced mix of residential uses. In a broader community context, the proposed draft plan achieves the goals for sustainable, livable, and well-connected neighbourhoods. Additionally, the thoughtfully designed street network ensures efficient connectivity and supports active transportation, aligning with both the Secondary Plan and Official Plan's vision for a complete, accessible, and vibrant community.

5. The draft plan contributes positively to residential growth targets at all policy levels.

6. The proposed draft plan of subdivision accommodates a broad range of housing types to provide housing options for future residents.

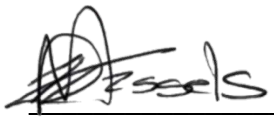
7. Planned community services and facilities will be available to serve future residents as the overall community develops, as accommodated in the Secondary Plan.

8. The proposed development will utilize extensions of existing transportation and servicing infrastructure from surrounding areas and continue an efficient pattern of development.

9. The compact design is transit supportive and can be serviced by the proposed new transit routes as well as the extension of existing transit routes.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



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