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# PLANNING JUSTIFICATION REPORT

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**IN SUPPORT OF A  
PROPOSED DRAFT PLAN OF  
SUBDIVISION**

**0 Creditview Road  
TOWN OF CALEDON**

**12101 Creditview Developments Limited**

**June 2025**

**GSAI File: 265-045**

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## 1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by 12101 Creditview Developments Limited, to assist with obtaining Draft Plan of Subdivision approval for the lands located on the east side of Creditview Road and north of Mayfield Road, municipally known as 0 Creditview Road and 12205 Creditview Road, in the Town of Caledon (the "Subject Lands" or "Site"), legally described as follows:

PART LOT 18 AND 19 CONCESSION 3 WEST OF HURONTARIO STREET (CHING) PART 1, 43R37043; SAVE AND EXCEPT PARTS 2, 3, 4 AND 7, PLAN 43R40787 SUBJECT TO AN EASEMENT IN GROSS OVER PART LOT 18 CONCESSION 3, PARTS 1 AND 2, PLAN 43R38092 AS IN PR3331264 TOWN OF CALEDON

PT LT 19 CON 3 WHS CHING DES PT 4 PL 43R-28656; T/W ROW OVER PT LT 19 CON 3 WHS DES PT 1 PL 43R-28656, AS IN PR573970. TOWN OF CALEDON

The Subject Lands, 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 adopted 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 Alloo Landowners Group. The Alloo Planning Area includes an area of approximately 750 hectares (1,850 acres) and has an estimated net developable area of approximately 600 hectares (1,500 acres).

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 Alloo 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 relatively rectangular in shape and are situated on the east side of Creditview Road, and north of Mayfield Road. The Subject Lands have a combined approximate size of 60.26 hectares (148.9 acres) with a frontage of 709.06 metres (2,326.31 feet) on Creditview Road and 106.77 metres (350.3 feet) on Mayfield Drive. The surrounding land uses are as follows:

- North: Agricultural activity with associated farming structures such as a farmhouse, and barns, planned for community development as part of the Alloo Secondary Plan
- East: Agricultural activity with associated farming structures such as a farmhouse, and barns, planned for community development as part of the Alloo Secondary Plan

- South: Agricultural activity immediately to the south and a residential community consisting of single detached and street town house units across Mayfield Road in the City of Brampton.
- West: Agricultural activity with associated farming structures such as a farmhouse, and barns, planned for community development as part of the Alloo Secondary Plan

## **2.1 Transportation Network**

The proposed Draft Plan of Subdivision is appropriately 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.

To the south of the Subject Lands, Mayfield Road functions as a Regional Arterial Road, serving as a major east-west transportation corridor that connects Caledon with adjacent urban centres and regional destinations. As a key element of the Peel Region transportation framework, Mayfield Road accommodates higher traffic volumes, public transit routes, and facilitates regional connectivity—thereby supporting the intensification and urban expansion policies set out in both the Region of Peel Official Plan and the Town of Caledon's planning framework.

Creditview Road, which forms the eastern boundary of the site, is classified as a Town Arterial Road and is 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 this corridor will enhance vehicular capacity, improve safety, and facilitate multimodal transportation, including active transportation infrastructure such as sidewalks and cycling lanes, where appropriate.

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.



FIGURE

1

## AERIAL CONTEXT PLAN

TOWN OF CALEDON

### LEGEND

Subject Lands

12101 CREDITVIEW ROAD  
PARTS OF LOTS 18 & 19, CON. 3  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
JUNE 27, 2025

**GSAI**  
Glen Schmitt & Associates Inc.

### 3.0 Draft Plan of Subdivision

As illustrated in the proposed Draft Plan of Subdivision, in **Figure 2: Draft Plan of Subdivision**, 12101 Creditview Developments Limited is proposing to develop the Subject Lands for a plan of subdivision comprising a mix of ground-oriented residential uses, including single detached units, a range of townhouses, and mixed-use and medium-high density residential development blocks. The proposal also incorporates essential supporting elements, including a stormwater management pond, designated Environmental Policy Area blocks (to preserve and integrate an existing natural heritage feature), a park block to enhance recreational opportunities and community well-being, and a new public elementary school.

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 built forms and lot configurations. For each block, a minimum and maximum lot frontage, 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:

- 18 blocks of Single Detached residential units with a unit range of 210-295, covering a total area of 8.05 hectares (19.89 acres);
- 5 blocks of Detached or Townhouse units with a unit range of 60-173, covering a total area of 2.27 hectares (5.61 acres);
- 6 blocks of Townhouse units with a unit range of 150-207, covering a total area of 2.66 hectares (6.57 acres);
- 2 blocks of Dual Frontage townhouses with a unit range of 52-70, covering 0.8 hectares (1.98 acres);
- 16 blocks of Rear Lane Detached unit with a unit range of 180-259, covering 6.25 hectares (15.44 acres);
- 2 blocks of Rear Lane Detached or Townhouses with a unit range of 27-77, covering 0.98 hectares (2.42 acres);
- 11 blocks of Rear Lane Townhouses with a unit range of 314-429, covering 4.74 hectares (11.71 acres);
- 2 Mixed-use blocks totalling 1.42 hectares (3.51 acres);
- one Public Elementary School block of 3.24 hectares (8.01 acres);
- one Neighbourhood Park block of 2.36 hectares (5.83 acres);
- one Stormwater Management pond block of 2.36 hectares (6.47 acres);
- 3 Environmental Policy area blocks totalling 5.04 hectares (12.45 acres);
- 4 Walkway blocks totalling 0.06 hectares (0.15 acres);

- Residential reserve blocks total 0.25 hectares (0.62 acres);
- Road Widening blocks, Road Reserve blocks and Right of Way Blocks totalling 19.36 hectares (47.84 acres);

As illustrated on the Draft Plan of Subdivision, a potential alternative layout for a portion of the site is provided in Detail 'A'. Should this alternative configuration be pursued, it is anticipated that it would have minimal to no impact on the primary intent and structure of the Draft Plan of Subdivision. Rather, it is intended to introduce an additional layer of flexibility in the implementation of the plan.

Specifically, the alternative layout proposes a more compact built form through the inclusion of back-to-back townhouse units and dual-frontage housing products in place of the originally proposed single detached dwellings and rear lane-detached units. This shift in built form supports a more efficient use of land while maintaining the integrity of the community design and the principles guiding the subdivision's development.

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

### **Community Vision**

The proposed development is envisioned as a vibrant, compact, and pedestrian-oriented mixed-use community that integrates multi-modal transportation options while emphasizing street-oriented built form in key locations. Higher-density development is strategically positioned along key transportation routes, providing a strong urban edge (and acting as a noise barrier), while lower-density residential areas are situated within the interior of the subdivision, promoting a more intimate neighbourhood character.

The development is designed to seamlessly integrate with the broader planned urban fabric, with primary access provided through the extension of Tim Manley Avenue to Creditview Road as a planned east west collector. North south connection will be through Speersville Drive, a planned new collector connecting Tim Manley Avenue with Mayfield Road. Blackhorse Drive will ultimately provide additional north-south connections from Mayfield Road once the land to the south is developed. These key entry points will serve as gateways to both the proposed community and its future surrounding neighbourhoods, ensuring efficient vehicular, pedestrian, and cycling access.

The proposed elementary school is centrally located adjacent to the neighbourhood park to form a cohesive school-park campus. This strategic placement not only enhances accessibility for students and residents but also supports the efficient use of land, minimizing the need for extensive school bus transportation. The adjacency to the public park allows for shared recreational facilities, promoting a dynamic and flexible use of open spaces for both educational and community purposes.

### **Single Detached**

The Draft Plan of Subdivision proposes a range of 210-295 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 rear yard as private amenity space.



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

### **Detached or Townhouses**

A range of 60-173 units is being proposed, which will either be detached units or townhouse units. The lot frontage is proposed to be 4.5 metres to 12.8 metres. Each home will be developed on individual lots with direct access to a street and rear yard as private amenity space.

### **Townhouse Blocks**

The Draft Plan proposes a range of 15-207 townhouse units range with frontages of 4.5 metres and 6.1 metres. The townhouses will be developed on individual lots with direct access to the street. Each townhouse will generally have two parking spaces: one in an attached garage and another in the driveway. Private outdoor amenity space will be provided in the form of a rear yard for each lot.

### **Dual Frontage Townhouses**

A total of approximately 52 to 70 dual-frontage townhouse units are proposed, with individual lot frontages ranging between 4.5 and 6.1 metres. These units are strategically located north of Tim Manley Drive, where they provide an appropriate transitional built form between the higher-order east-west collector road and the lower-density single detached dwellings to the north. Each townhouse will be developed on a freehold lot with direct access to a public street, promoting a fine-grained and walkable streetscape. Vehicular access will be accommodated through individual single-car driveways, with rear-facing garages or carports oriented toward the adjacent local road, thereby supporting a more pedestrian-oriented public realm along the primary frontage. Each townhouse will generally have two parking spaces: one in an attached garage and another in the driveway. Private outdoor amenity areas will be provided in the form of second-storey terraces or balconies, enhancing liveability while maintaining a compact urban form.

### **Back-to-Back Townhouse Blocks**

A total of 4 back-to-back townhouse blocks are being proposed, which will consist of 48 units. The back-to-back townhouses will have a minimum lot width of 5.6 meters. These townhouses will be developed on individual lots with front-loaded access to the street. Amenity space will be provided via second-floor terraces or balconies. Each townhouse will generally have two parking spaces: one in an attached garage and another in the driveway.

### **Rear Lane Detached**

The draft plan proposes a range of 180-259 rear-lane detached which will vary on lot frontages of 9 metres to 12.8 metres. Amenity space will be provided by way of 2nd-floor terraces or balconies, or in the rear yard between the home and laneway garage. Each townhouse will generally have two parking spaces: one in an attached garage and another in the driveway.

## **Rear Lane Detached or Townhouses**

The draft plan proposes a range of 27-77 rear-lane detached or townhouses, which will vary on lot frontages of 4.5 metres to 12.8 metres. Amenity space will be provided by way of 2nd-floor terraces or balconies, or in the rear yard between the home and laneway garage.

## **Rear Lane Townhouses**

A range of approximately 314 to 429 rear-lane townhouse units is proposed, with lot frontages varying between 4.5 metres and 6.1 metres. These units are generally situated along the planned collector road network, where they serve as an effective transitional built form between the higher-order street edges and the lower-density interior residential areas. The rear-lane configuration facilitates a continuous and active streetscape by locating garages at the rear of the units, thereby minimizing visual disruption along the primary front façades and enhancing pedestrian orientation. Each townhouse will generally have two parking spaces: one in an attached garage and another in the driveway. Private outdoor amenity space will be provided through second-storey terraces or balconies, or within the rear yard area located between the dwelling and the laneway-accessed garage, offering flexible options for outdoor living while supporting a compact and efficient land use pattern.

## **Residential Reserve**

The development proposal includes several residential reserve lots along the periphery of the development. These lots are intended to be merged with future adjacent part lots through an arrangement with the adjacent developer, facilitating a coordinated and efficient land use pattern. This approach will optimize lot configuration, enhance community design, and ensure seamless integration with the neighbouring development.

## **Mixed Use Blocks**

The Draft Plan of Subdivision identifies two Mixed Use Blocks that are intended to serve as gateways into the new community. These blocks are located at the northeast corner of Tim Manley Avenue and Creditview Road, and at the northwest corner of Speersville Drive and Mayfield Road. Positioned along key arterial intersections at the periphery of the plan area, these sites are anticipated to function as entry points that establish a strong sense of arrival and define the character of the neighbourhood.

The designation of these blocks for Mixed Use purposes supports the integration of a range of land uses, including residential, commercial, and potentially institutional or community-serving components. This approach aims to foster a vibrant, accessible, and complete community.

These Mixed Use Blocks are envisioned to accommodate higher-density built forms and support a mix of uses with the potential for ground-related non-residential elements, such as retail, service commercial, or community-oriented facilities, that contribute to an active, pedestrian-friendly streetscape. The precise configuration, built form, and land use composition of these blocks will be further refined and determined through future Site Plan Approval processes, ensuring alignment with urban design objectives and evolving community needs.

### **School and Park Block**

The development proposal incorporates a School-Park campus designed to serve as a focal point for the surrounding residential community. This school-park campus includes a Public Elementary School block of 3.24 hectares, alongside a Neighbourhood Park covering 2.36 hectares.

The central location of this School-Park campus ensures accessibility for residents and promotes walkability for families and children, reducing reliance on vehicular transportation. The proximity of these complementary land uses will foster a sense of community by providing educational and recreational opportunities within a shared space.

### **Stormwater Management Pond Block**

A Stormwater Management (SWM) Pond Block is proposed in the northeast corner within the draft plan of subdivision, strategically positioned based on comprehensive engineering and environmental studies to ensure optimal functionality and efficiency. The SWM pond is designed to manage stormwater runoff, providing effective drainage and water quality control for the northern portion of the Subject Lands. This facility will play a critical role in mitigating flood risks, enhancing groundwater recharge, and supporting the overall sustainability of the development.

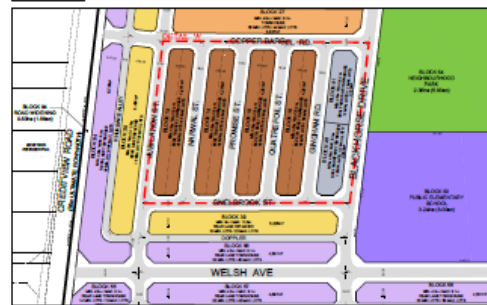
### **Environmental Policy Area**

The Alloa Drain defines the northern boundary of the Subject Lands. To ensure the long-term protection of this drainage feature, it will be designated as an Environmental Policy Area block. In addition, a staked woodlot located along the eastern boundary of the site will also be protected through its inclusion within an Environmental Policy Area block. In accordance with applicable environmental and regulatory requirements, a 10-metre buffer will be provided around the woodlot to further safeguard its ecological function and mitigate impacts from adjacent development.

### **Walkway Blocks**

The Draft Plan of Subdivision incorporates strategically located walkway blocks to enhance connectivity, accessibility, and the overall public realm. The walkway blocks will contribute to a well-integrated pedestrian network, promoting walkability and active transportation throughout the development.

# DETAIL 'A'



## LAND USE SCHEDULE - DETAIL 'A'

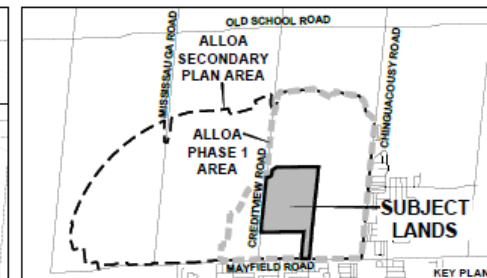
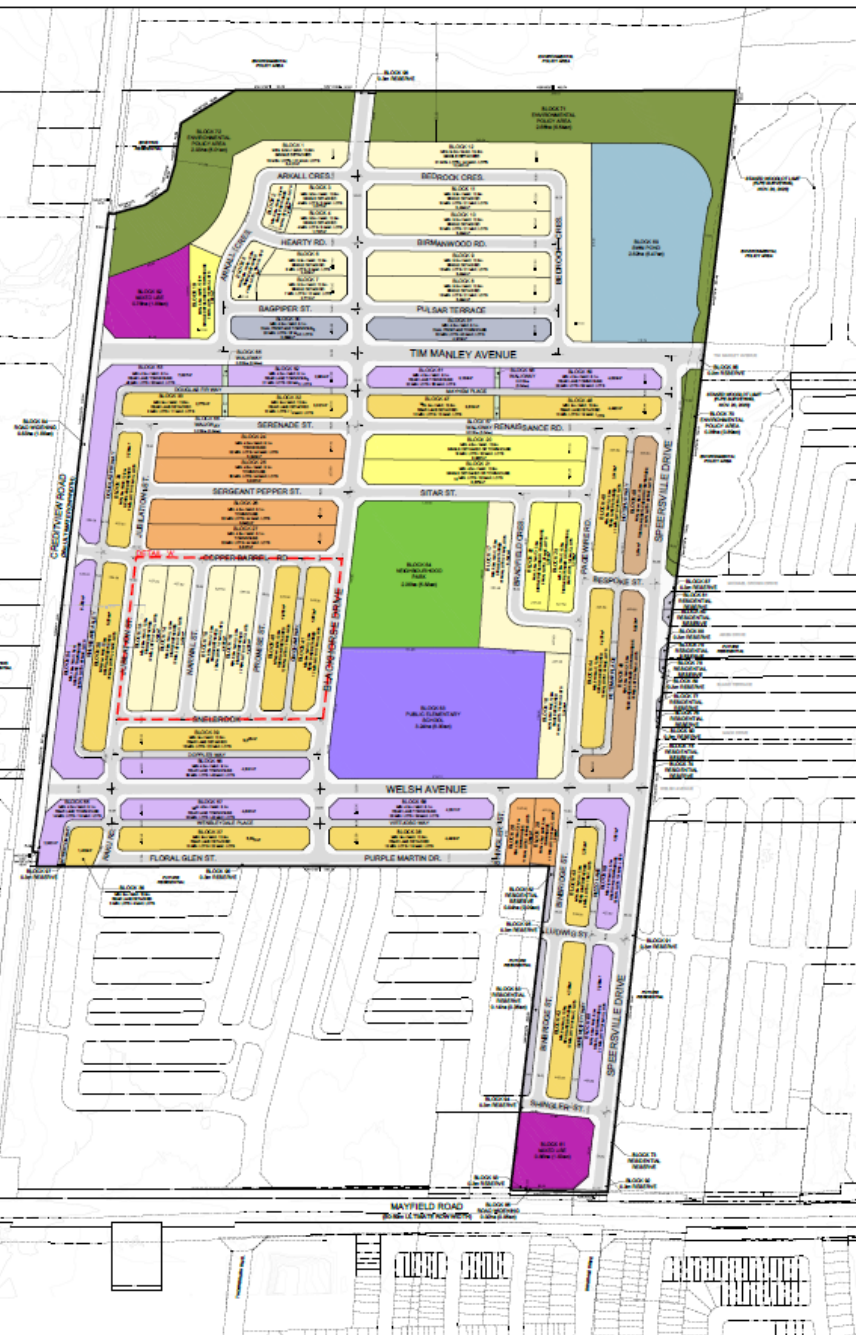
LAND USE	LOTS / BLOCKS	AREA (m <sup>2</sup> )	AREA (ac)	UNITS	DENSITY (UPTA)
SINGLE DETACHED	1-12, 17, 18	0.29	0.68	180-227	25-35
DETACHED OR TOWNHOUSE	19-23	2.27	5.61	80-173	25-75
TOWNHOUSE	24-36, 40, 41	2.69	6.67	150-207	55-75
DUAL FRONTAGE TOWNHOUSE	30, 31	1.32	3.31	70-104	40-48
REAR LANE DETACHED	32-38, 42-47	5.45	13.47	150-225	25-41
REAR LANE DETACHED OR TOWNHOUSE	48-49	0.86	2.12	27-77	25-75
BACK TO BACK TOWNHOUSE	13-16	1.86	4.61	150-272	115-151
REAR LANE TOWNHOUSE	50-53	4.74	11.71	314-426	55-60
MIXED USE	51, 52	1.42	3.51		
PUBLIC ELEMENTARY SCHOOL	53	3.24	8.01		
NEIGHBOURHOOD PARK	54	2.36	5.83		
WALKWAY BLOCK	55-56	0.06	0.15		
BWM POND	58	2.62	6.47		
ENVIRONMENTAL POLICY AREA	70-72	5.04	12.45		
RESIDENTIAL RESERVE	73-83	0.25	0.62		
ROAD WIDENING	84, 85	0.85	2.11		
0.3m RESERVE	86-90	0.00	0.00		
0.6m LANDWAY R.O.W. (LENGTH 2.47m)		1.90	4.70		
18.0m LOCAL R.O.W. (LENGTH 5.48m)		10.54	26.01		
22.0m COLLECTOR R.O.W. (LENGTH 3.48m)		5.27	13.02		
28.0m COLLECTOR R.O.W. (LENGTH 6.63m)		1.95	4.82		
<b>TOTAL</b>	<b>98</b>	<b>80.10</b>	<b>198.51</b>	<b>1,107-1,714</b>	<b>45-67</b>

## NOTES

- TIM MANLEY AVE. & WELSH AVE. & CREDITVIEW ROAD DAYLIGHT TRIANGLE - 15.0m x 15.0m
- SPEERSVILLE DRIVE & MAYFIELD ROAD DAYLIGHT TRIANGLE - 15.0m x 15.0m
- COLLECTOR TO COLLECTOR DAYLIGHT TRIANGLE - 10.0m x 10.0m
- 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 RADI - 5.0m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

FIGURE

2



## DRAFT PLAN OF SUBDIVISION 12101 CREDITVIEW DEVELOPMENTS LIMITED FILE #21T- C

12101 CREDITVIEW ROAD  
PART OF LOTS 18 & 19, CONCESSION 3,  
WEST OF HURONTARIO STREET  
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

## OWNERS 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 \_\_\_\_\_  
JACK EISENBERGER,  
12101 CREDITVIEW DEVELOPMENTS LIMITED

## SURVEYORS 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 MAY 15, 2025  
A.J. SOMARAYAYAKE, O.L.S.  
R.P.E. SURVEYING LTD.  
943 CHURCHILL ROAD, SUITE 7  
WOODBRIDGE ON L4L 5A3  
PHONE: (416) 635-505

## ADDITIONAL INFORMATION

(UNDER SECTION 5(1)(7) 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 (m <sup>2</sup> )	AREA (ac)	UNITS	DENSITY (UPTA)
SINGLE DETACHED	1-13	0.09	0.22	210-256	25-35
DETACHED OR TOWNHOUSE	14-23	2.27	5.61	80-173	25-75
TOWNHOUSE	24-29	2.69	6.67	150-207	55-75
DUAL FRONTAGE TOWNHOUSE	30, 31	0.80	1.96	52-70	40-48
REAR LANE DETACHED	32-37	5.45	13.47	150-225	25-41
REAR LANE DETACHED OR TOWNHOUSE	48-49	0.86	2.12	27-77	25-75
REAR LANE TOWNHOUSE	50-53	4.74	11.71	314-426	55-60
MIXED USE	51, 52	1.42	3.51		
PUBLIC ELEMENTARY SCHOOL	53	3.24	8.01		
NEIGHBOURHOOD PARK	54	2.36	5.83		
WALKWAY BLOCK	55-56	0.06	0.15		
BWM POND	58	2.62	6.47		
ENVIRONMENTAL POLICY AREA	70-72	5.04	12.45		
RESIDENTIAL RESERVE	73-83	0.25	0.62		
ROAD WIDENING	84, 85	0.85	2.11		
0.3m RESERVE	86-90	0.00	0.00		
0.6m LANDWAY R.O.W. (LENGTH 2.47m)		1.90	4.70		
18.0m LOCAL R.O.W. (LENGTH 5.48m)		10.54	26.01		
22.0m COLLECTOR R.O.W. (LENGTH 3.48m)		5.27	13.02		
28.0m COLLECTOR R.O.W. (LENGTH 6.63m)		1.95	4.82		
<b>TOTAL</b>	<b>98</b>	<b>80.10</b>	<b>198.51</b>	<b>1,107-1,710</b>	<b>45-60</b>



SCALE: 1:2500  
(24 x 36)  
MAY 13, 2025

**GSAI**  
Glen Schnarr & Associates Inc.

## 5.0 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 development 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.

## 5.1 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. Follow-up correspondence is anticipated, including circulation of requested material. All engagements will be documented and shared with the Town of Caledon through the processing of the related Secondary Plan.

## **6.0 Supportive Studies and Reports**

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

### **6.1 Arborist Report and Tree Preservation Plan**

Crozier was retained to prepare an Arborist Report and Tree Preservation Plan. In total, eighty-three (83) individual trees and three (3) tree groupings were inventoried and assessed on and within 6.0m of the Subject Lands. The report provides recommendations for retention and removal of trees on the current draft plan drawings and the health and condition of the trees, while assuming best practices during construction.

A total of fifty-eight (58) individual trees will need to be removed on the site that were determined to conflict with the proposed development or in poor/dead condition. The neighbouring trees to be removed are under a separate development application by the adjacent landowners. The remaining twenty-six (26) trees have been identified to be retained and protected by tree protection barrier the locations of which are shown on the Tree Preservation Plan.

The report made the following recommendations to minimize impacts on those trees to be retained:

- Tree protection barrier shall be installed and maintained in good condition for the duration of construction and shall not be removed until all construction activities have been completed.
- 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.

Please refer to the Arborist Report and Tree Preservation Plan submitted as part of the submission package.

### **6.2 Archaeological Assessment**

Archaeological Consultants Canada (ACC) was retained to complete Stage 1, 2, and 3 Archaeological Assessments in support of a proposed Draft Plan of Subdivision. Background research conducted as part of the Stage 1 assessment identified that the Subject Lands had been previously assessed (PHC, 2024). Despite the absence of a property inspection during that prior assessment, the entire area was recommended for Stage 2 investigation.

ACC subsequently conducted a Stage 1 on-site inspection, which confirmed that, with the exception of a watercourse feature, the property retained general archaeological potential. This determination was based on the proximity of known archaeological sites, the presence of nearby

water sources, areas of elevated topography, and early historical transportation corridors and structures.

The Stage 2 pedestrian survey led to the identification of a diffuse Euro-Canadian artifact scatter, comprising 65 artifacts distributed across a 53 by 43 metre area. The site was registered with the Ontario Archaeological Sites Database (OASD) under the designation AkGx-745.

A Stage 3 assessment was subsequently undertaken at AkGx-745, which included the excavation of 37 one-metre square units over a 61 by 51 metre area. A total of 527 artifacts were recovered, including architectural materials, ceramics, glass, faunal bone, personal items, and a small quantity of indeterminate metals and modern plastic. The artifact assemblage indicated that AkGx-745 represents a domestic Euro-Canadian occupation.

Following the Stage 3 investigation, it was determined that AkGx-745 retains no further cultural heritage value or interest (CHVI) and does not require additional archaeological fieldwork. The site has been fully excavated and documented in accordance with the Standards and Guidelines for Consultant Archaeologists (Ontario Ministry of Culture, 2011).

The Stage 1, 2 & 3 Report, including an acceptance letter from Ministry of Citizenship and Multiculturalism, forms part of the submission package.

### **6.3 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.

### **6.4 Environmental Site Assessment**

DS Consultants Ltd. (DS) was retained to conduct a Phase I and Phase II Environmental Site Assessment (ESA) for 12101 Creditview Road of the Subject Lands. The ESA was performed to assess potential environmental concerns related to the acquisition and redevelopment of the site

for residential purposes. The assessment included a review of historical and regulatory records, site reconnaissance, interviews, and evaluation of findings.

Based on the information obtained as part of this investigation, it was concluded that 11 potentially contaminating activities (PCAs) were identified within the Phase One Study Area which are considered to be contributing to four (4) Area of Potential Environmental Concern (APECs) on which justified the need for a Phase II assessment.

The Phase Two ESA involved that advancement of 13 boreholes, the installation of five (5) monitoring wells on the Phase Two Property, and the collection of soil samples for analysis of the potential contaminants of concern. The Phase II investigation made the recommendation that no further subsurface investigation is recommended at this time regarding the environmental quality of the soil and groundwater.

A Phase I ESA was also completed for 12205 Creditview Road of the Subject Lands by DS. One (1) APEC was identified with respect to seasonal application of de-icing salts along Creditview Road. However, investigation of APEC-1 is not required per Section 49.1 (1) of O.Reg. 153/04 and a Phase II ESA was not required.

The Phase I & II ESA for 12101 Creditview Road and the Phase I ESA for 12205 Creditview Road form part of the submission package.

## **6.5 Functional Services Report and Stormwater Management Report**

Urbantech was retained to conduct a Functional Services Report (FSR) and Stormwater Management Report. The FSR and Stormwater Management Report were submitted as part of the Phase 1 Tertiary Plan submission. As part of this submission, Urbantech prepared a letter of compliance for the proposed Draft Plan of Subdivision and Zoning By-law Amendment. This letter confirms that the development proposal will comply with the recommendations and servicing concepts described in the Alloo Tertiary Plan – Phase 1 Functional Servicing Report (September 2024).

The letter demonstrated that wastewater servicing for the Subject Lands is accommodated by the existing 750 mm sanitary trunk sewer on Brisdale Drive. Wastewater generated within the draft plan area will generally flow north to south, collected by either a 375 mm sewer on Tim Manley Avenue or a 375 mm sewer on Welsh Avenue. These local sewers run west to east and connect to the planned regional trunk system on Speersville Drive (Project 29-2199), which discharges to the existing 750 mm stub connection at Brisdale Drive, just north of Mayfield Road.

Municipal water will be supplied to the Subject Lands through Peel Region's lake-based system (Pressure Zone 7W). Water services will extend north from the existing 600 mm watermain on Mayfield Road. The Region's capital program includes two new 400 mm watermains—on Creditview Road (Project 26-1188) and Tim Manley Boulevard (Project 26-1187)—to service the Alloo Phase 1 area, including the subject development. A network of local 300 mm watermains on Speersville Drive, Blackhorse Drive, and Welsh Avenue will provide looping and security of supply, connecting to both existing and proposed Regional infrastructure.



The draft plan spans two watersheds: Fletcher's Creek (south) and Etobicoke Creek (north). Post-development drainage patterns have been designed to closely match pre-development conditions. Accordingly, stormwater associated with the draft plan is managed through three distinct drainage areas:

- Northern area (Etobicoke Creek watershed): Stormwater flows west to east to SWM Pond 4, which outlets to the re-aligned Alloa Drain (Etobicoke Creek).
- Southwest area (Fletcher's Creek watershed): Stormwater is directed south to SWM Pond 2, which will discharge to a CWS and downstream NHS via a 900 mm storm sewer across Mayfield Road. The CWS will either be constructed by the Region as part of the Mayfield Road widening or front-end financed and constructed by the owners (depending on timing).
- Southeast area (Fletcher's Creek watershed): Stormwater is conveyed east to SWM Pond 1, which will discharge through a 3.66 m x 1.5 m open bottom culvert across Mayfield Road. The culvert will either be constructed by the Region as part of Mayfield Road widening or front-end financed by the owners.

All ponds are designed to meet applicable requirements for quantity, erosion, and quality control (Enhanced Level 1 – 80% TSS removal).

It is noted that a small area adjacent to Creditview Road and south of the Alloa Drain, previously identified in the FSR for on-site control, has since been re-graded and re-routed to SWM Pond 4. Only the mixed use block (Block 62) will continue to be serviced via on-site private stormwater control.

## **6.6 Community Design Guidelines & Healthy Development Assessment**

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 12101 Creditview Road will deliver a range of land uses, including a school, park, mixed-use areas, NHS lands, and a stormwater management facility, aligned with the policies and structure set out in the Alloa Secondary Plan.

## **6.7 Hydrogeological Study**

A Hydrogeology Study was prepared and submitted as part of the Alloa Secondary Plan submission. The study assessed the movement, distribution, and quality of groundwater for the Secondary Plan Area. The study evaluated the potential impacts of proposed developments on groundwater levels and quality and addressed concerns relating to contamination risks, water table fluctuations, and interaction with surface water systems.

Crozier has prepared a letter of conformance which forms part of the submission package

## **6.8 Environmental Noise Feasibility Study**

Valcoustics Canada Ltd. (VCL) was commissioned to conduct an Environmental Noise Feasibility Study to support the proposed Draft Plan of Subdivision application. The study identified possible noise sources such as road traffic and stationary noise sources.

Road traffic noise is anticipated to affect the Subject Lands, with primary sources including Mayfield Road, Creditview Road, and the planned internal collector road network. In addition to roadway noise, several potential stationary noise sources may impact the Subject Lands. These include a proposed commercial block located at the northwest corner of the Creditview Road and Mayfield Road intersection, as well as future mixed-use blocks along Mayfield Road, including those situated at the southern extent of the Subject Lands. A planned school block also represents a potential stationary noise source that may contribute to the overall acoustic environment.

The report provides recommended indoor and outdoor mitigation measures and warning clauses to be included in agreements of Offers of Purchase and Sale and lease/rental agreements to make future occupants aware of the potential noise situation.

Please refer to the noise report submitted in support of the application for the recommended mitigation measures and proposed warning clauses,

## **6.9 Transportation Impact Study**

A Transportation Impact Study (TIS) (Crozier, December 2024) 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 16, 2025) 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. However, it is recommended that the Tertiary Plan TIS should be updated to confirm the recommendations required to support the subject Draft Plan.

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

## **6.10 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.

## **6.11 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 646 on-street parking spaces. As per the draft Secondary Plan on-street parking along Tim Manley can be supported where it can be integrated without compromising pedestrian space or road function and where active ground-floor uses are present.

## **6.12 Green Development Standards**

In this instance, a Green Development Standards (GDS) Checklist has not been submitted as part of the planning application, as the proposed development is not subject to any enforceable municipal green development standards that exceed the requirements of the Ontario Building Code (OBC). 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 as a condition of planning approval. The proposal therefore 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.

## 6.13 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 has been prepared in support of the Alloo Secondary Plan by GSAI. The Housing Assessment states that the Alloo Secondary Plan will have an expected population of approximately 40,000 people, within 14,000 residential dwelling units, and an estimated density of 90 residents and jobs per hectare. These figures have since reduced as the Secondary Plan process advanced.

### 6.13.1 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 993 to 1,714 dwelling units.

The Draft Plan of Subdivision illustrates a potential alternative lotting configuration, as shown in Detail 'A', for the area located west of the proposed school and park blocks. This alternative layout is intended to provide additional flexibility within the overall subdivision design. The table below presents a conceptual unit yield comparison between the primary and alternative scenarios.

Proposed Unit Mix		
	# of Units	Mix %
Single Detached	210-295	19.54
Townhouses	783-1,215	80.46
<b>Total</b>	<b>993-1,510</b>	<b>100</b>
<b>Detail A</b>		
Single Detached	162-227	13.24
Townhouses	975-1,487	86.76
<b>Total</b>	<b>1,137-1,714</b>	<b>100</b>

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.

### 6.13.2 Planning Context

#### Region of Peel Official Plan (2022)

The Region of Peel Official Plan guides long-term planning and growth management. The

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.

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.*
- **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 unit targets established in the Regional Official Plan (ROP) apply at a Peel-wide scale rather than on a site-specific basis. Nevertheless, the Proposed Development makes a meaningful contribution to these targets by delivering an appropriate diverse mix of unit types, particularly in the context of the surrounding neighbourhood. By offering a variety of housing forms, the development supports a balanced residential composition that aligns with both regional and local growth objectives.

Furthermore, the development directly advances the Region's goal of achieving a more compact urban form, where at least 50% of all new residential units are in housing forms other than detached or semi-detached dwellings. Notably, more than 50% of the proposed units are expected to be townhouses, exceeding the regional target and supporting a more sustainable and efficient land-use pattern.

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.

### **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 is exceeding the Region-wide and Town-wide target of ensuring that at least 50% of all new housing units are in forms other than single-detached and semi-detached houses. This reinforces the project's contribution to achieving a more sustainable and efficient land use pattern.

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 exceeding the 50% target for new housing forms (other than single-detached and semi-detached dwellings), the proposal represents a strong step toward achieving the Town's and Region's long-term vision for a complete, sustainable, and inclusive community.



## 7.0 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 proposed Alloo Secondary Plan, and the Town of Caledon Zoning By-law are also included.

### 7.1 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. 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.

### 7.2 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.

In addition to residential uses, the proposal includes a new public elementary school and park to serve the long-term needs of the future community. The subdivision will be well-integrated with existing 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 prioritizes 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.

The development concept emphasizes strong internal and external connectivity, incorporating direct linkages to a planned municipal park, multi-use trail systems, and various recreational amenities. This supports enhanced walkability, encourages active transportation, and contributes to the creation of a vibrant, accessible neighbourhood.

In terms of density, the development is expected to meet or exceed the minimum target of 67.5 people per hectare for lands within the Designated Greenfield Area. The subject lands include approximately 55.06 hectares of Designated Greenfield Area. Under a low-yield scenario, which includes 477 single detached dwellings and 516 townhouse units, a density of approximately 62.5 people per hectare is achieved. While this figure is slightly below the minimum target, it excludes the potential population yield from the proposed Mixed Use blocks. Once these lands are factored into the calculation, the overall density is expected to surpass the minimum threshold.

Further, under a medium-yield scenario (465 single detached units and 889 townhouse units), the estimated density increases to approximately 84 people per hectare, and under a high-yield scenario (452 single detached units and 1,262 townhouse units), the development would achieve a density of approximately 105.52 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, 2023, the Region of Peel Official Plan, and the Town of Caledon's vision for complete, connected, and resilient communities.

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 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 easy access to existing NHS areas and the planned park. In doing this, the development proposal will contribute to encouraging active transportation and a healthy sustainable community.

### 7.3 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.*

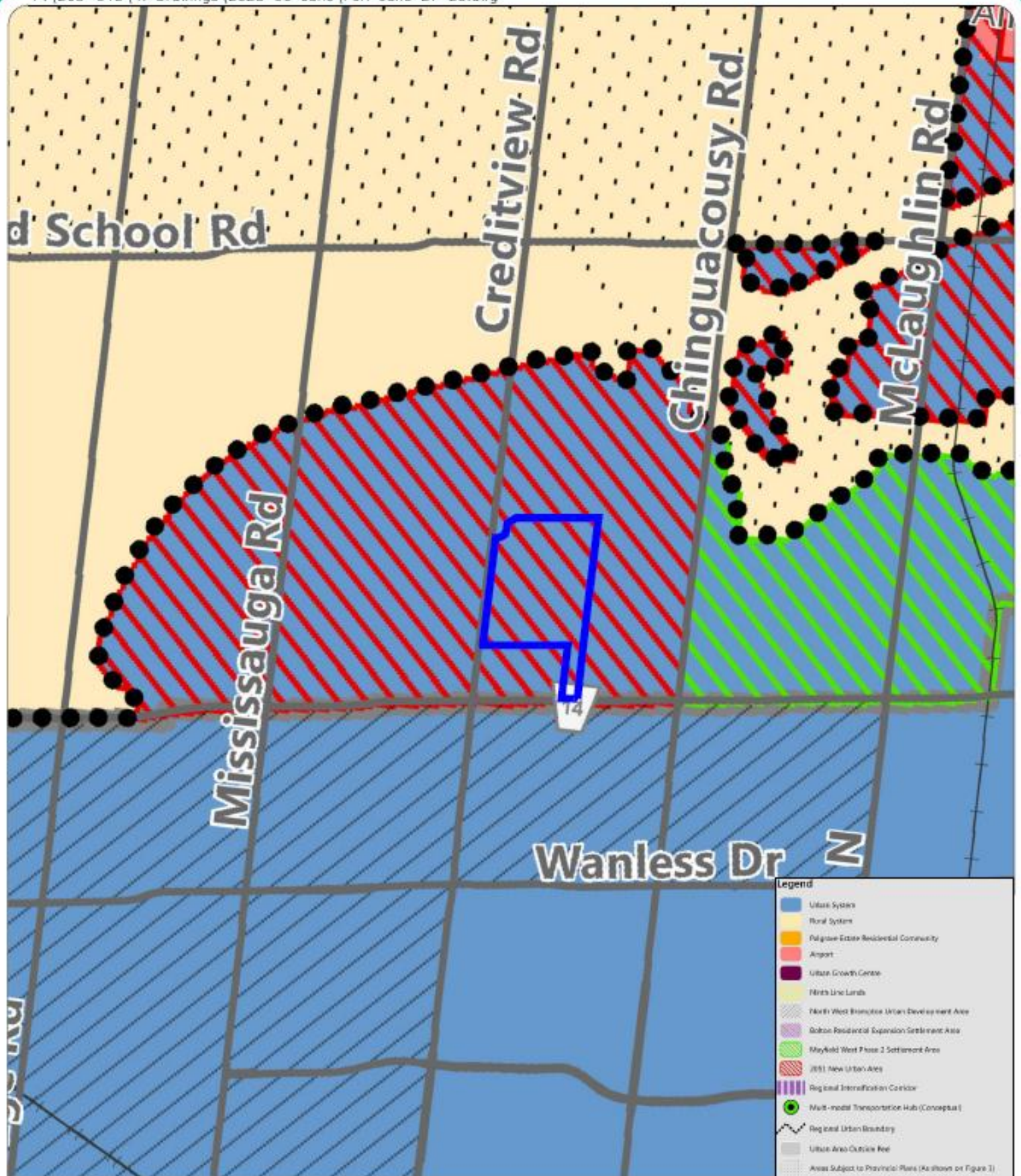
5.6.9 *To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System”*

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 development will contribute to complete communities by providing accessible residential units near public transit (existing and planned), recreation, and other amenities. Additionally, it will incorporate green space, pedestrian pathways, and a park, creating an interconnected network of natural heritage and public spaces.

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 and open spaces. Furthermore, residential units will be designed to have windows and balconies facing streets and pathways, enhancing resident safety with "eyes on the street". Marked entrances and pathways will further direct traffic flow. In our opinion, the proposal meets all relevant policies.

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.





**FIGURE 3** **REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE E-1: REGIONAL STRUCTURE**

**LEGEND**

Subject Lands

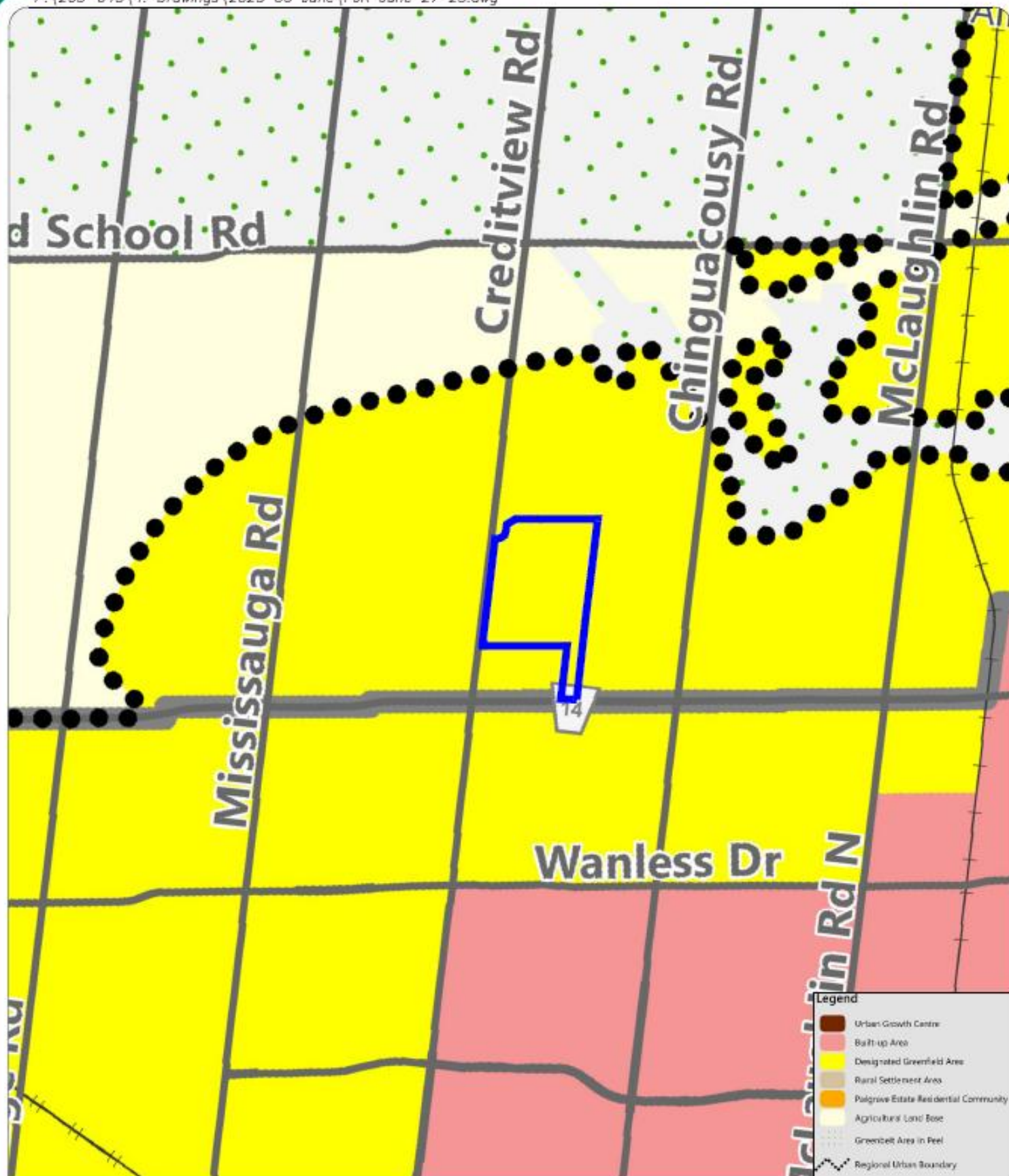
12101 CREDITVIEW ROAD  
 PARTS OF LOTS 18 & 19, CON. 3  
 TOWN OF CALEDON,  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 JUNE 27, 2025

**GSAI**  
 Glen Schnorr & Associates Inc.





FIGURE

4

# REGION OF PEEL OFFICIAL PLAN

SCHEDULE E-3: GROWTH PLAN POLICY AREAS

## LEGEND

  Subject Lands

12101 CREDITVIEW ROAD  
PARTS OF LOTS 18 & 19, CON. 3  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



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JUNE 27, 2025

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## **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 strategically positioned 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. Together, these policies are intended to guide the orderly, equitable, and sustainable growth of the 2051 New Urban Area.

## **7.4 Future Caledon Official Plan (2024)**

The new Official Plan, Future Caledon, was adopted by Council on March 26, 2024, which will shape the future of development and growth in the Town for the next 30 years. As the Regional Municipality is not the approving authority, as a result of Bill 185 the new Official Plan will be approved by the Ministry of Municipal Affairs and Housing. The new Official Plan is not in effect yet, but approval is imminent from the Ministry of Municipal Affairs and Housing to also reflect the Provincial modifications to the Peel 2051 Official Plan through Bill 162. The Council-adopted Official Plan will thus be used to review the development application.

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.

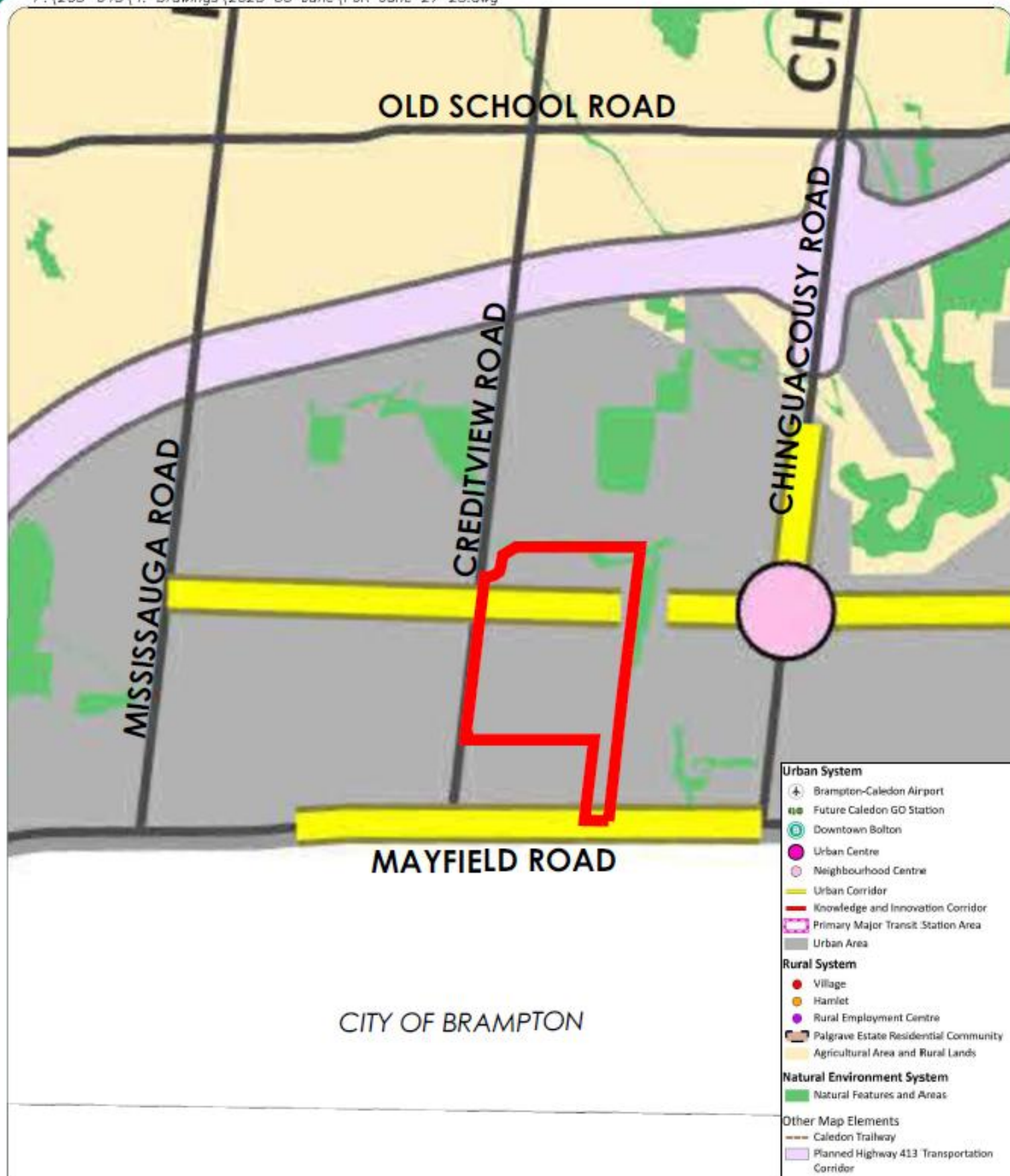
### ***General Policies***

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.





FIGURE

**5**

# **FUTURE CALEDON OFFICIAL PLAN**

SCHEDULE B1: TOWN STRUCTURE

## **LEGEND**

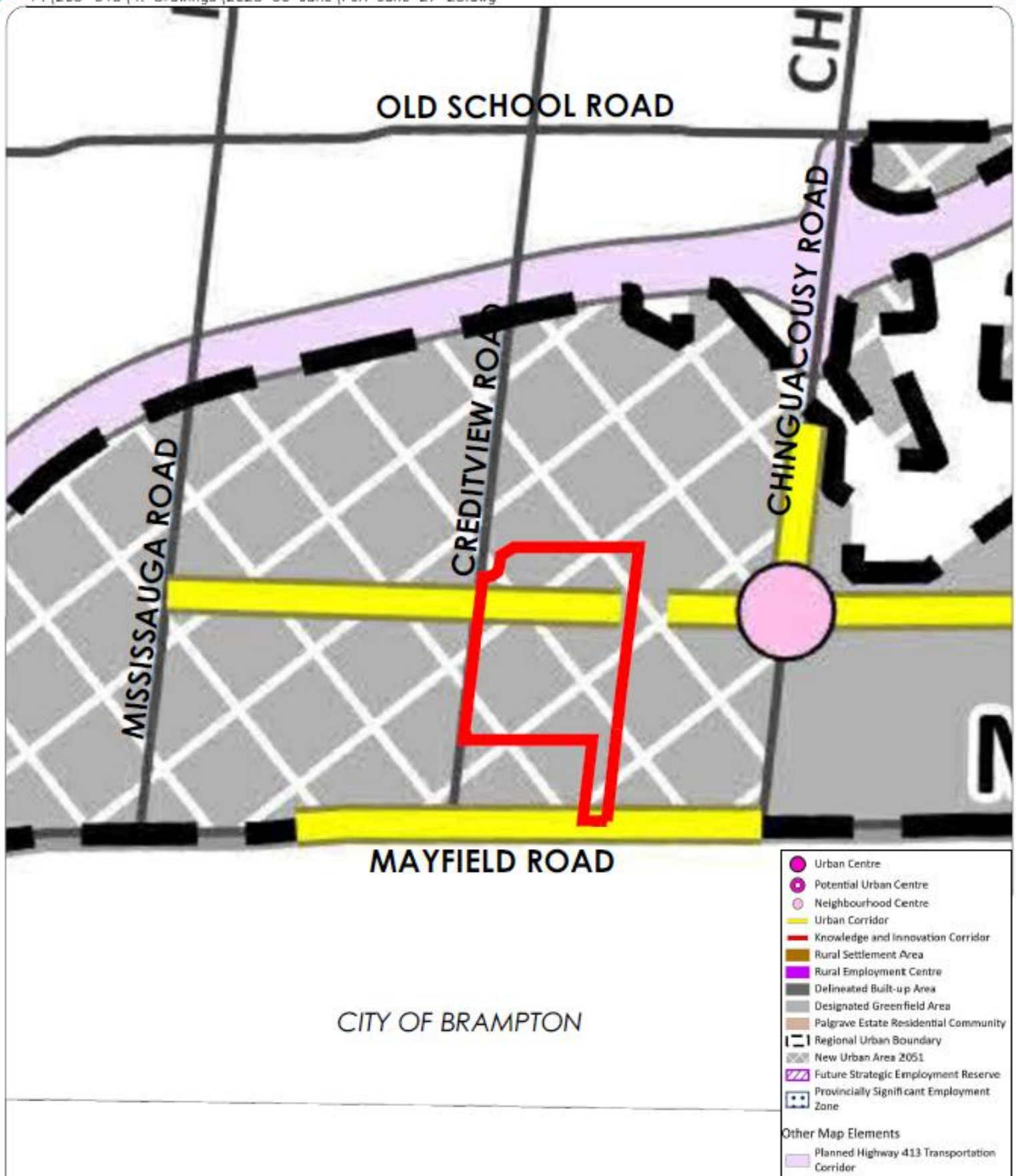
Subject Lands

12101 CREDITVIEW ROAD  
PARTS OF LOTS 18 & 19, CON. 3  
TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
JUNE 27, 2025

**GSAI**  
Glen Schmitt & Associates Inc.



**FIGURE 6** **FUTURE CALEDON OFFICIAL PLAN**  
**SCHEDULE B2: GROWTH MANAGEMENT**

**LEGEND**

Subject Lands

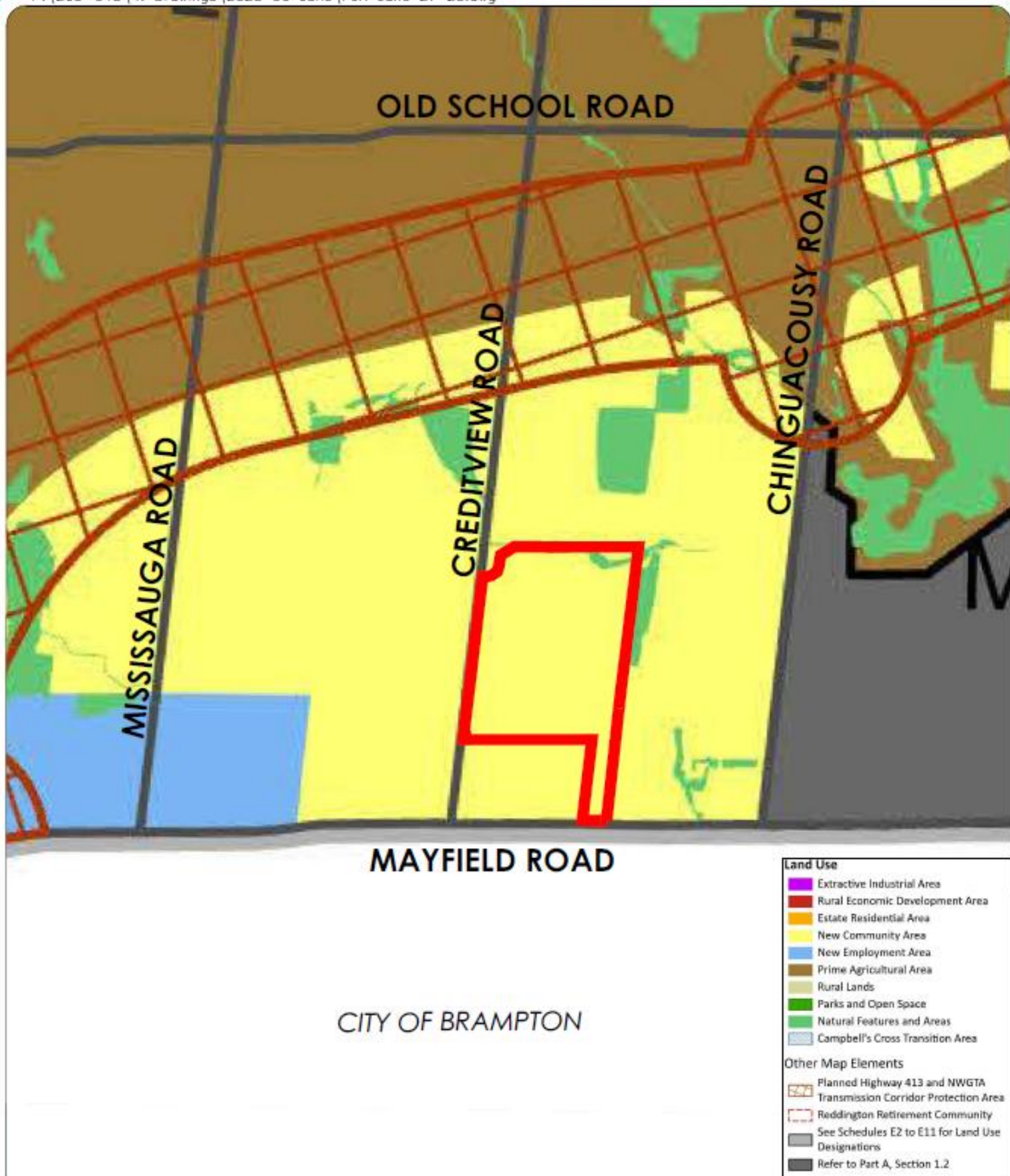
12101 CREDITVIEW ROAD  
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 TOWN OF CALEDON,  
 REGIONAL MUNICIPALITY OF PEE



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 JUNE 27, 2025

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**FIGURE 7**  
**FUTURE CALEDON OFFICIAL PLAN**  
**SCHEDULE B4: LAND USE DESIGNATIONS**

**LEGEND**

Subject Lands

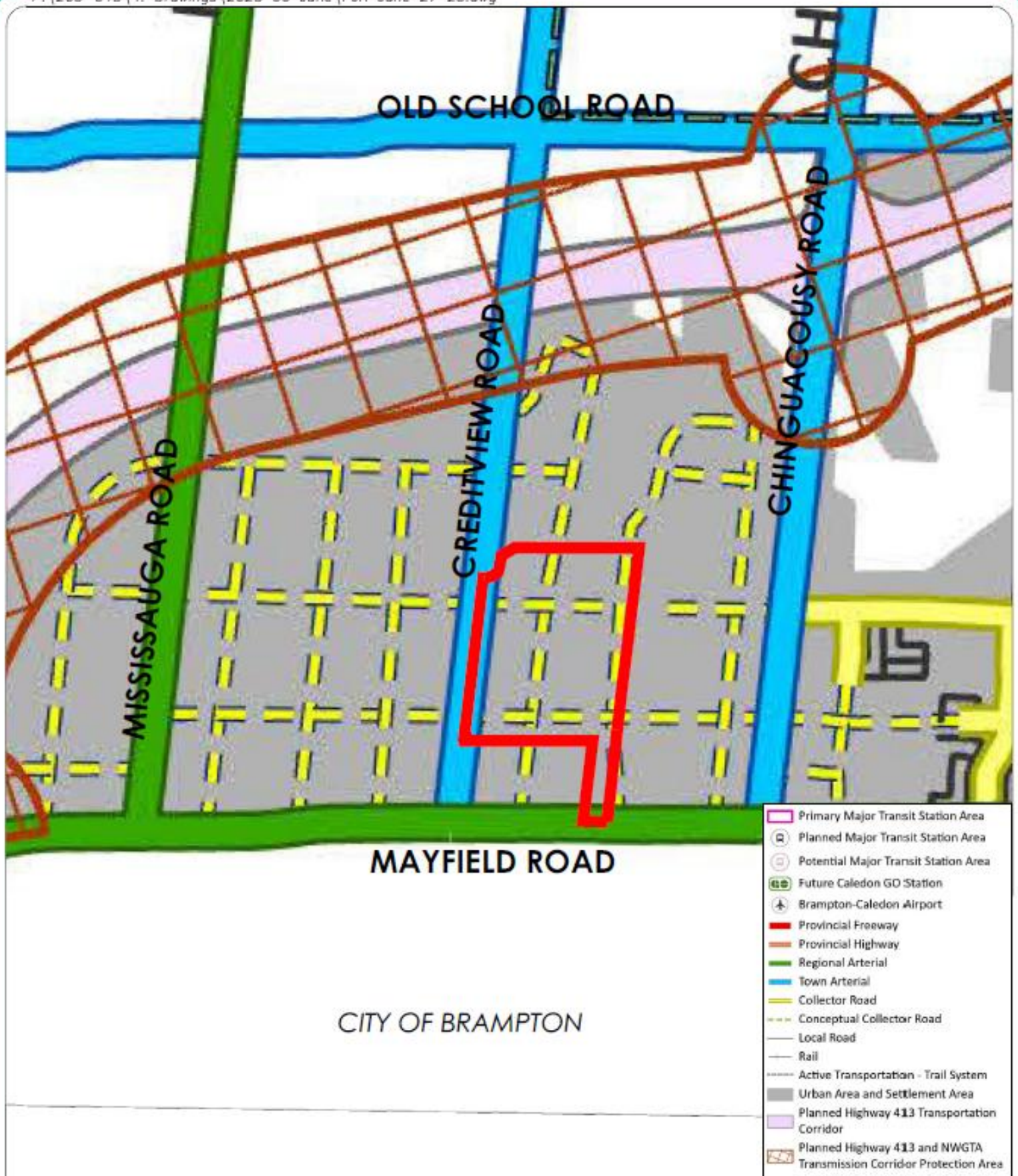
12101 CREDITVIEW ROAD  
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TOWN OF CALEDON,  
REGIONAL MUNICIPALITY OF PEEL



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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 the conformity with the above policy, an EIR (Crozier 2024) and Functional Services Report (Urbantech, September 2024) 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 Plan has been prepared in support of the Secondary Plan by NAK to demonstrate conformity, dated July 2024. 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. This road network has been designed and analyzed through the supporting Transportation Study, prepared by Crozier (December 2024) in support of

the Alloa Phase 1 Tertiary. Community design within this framework has been detailed through the Community Design Plan, prepared by NAK Design Strategies (July 2024).

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 Plan, prepared by NAK (July 2024), 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 built 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 (December 2024) for the Alloo 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. The Draft Plan includes the extension of Tim Manley Avenue as an east-west collector road, providing a continuous connection between Chinguacousy Road and Creditview Road. Additionally, two north-south collector roads are proposed: Blackhorse Drive, which is planned to ultimately connect to Mayfield Road, and Speersville Drive, which will link Tim Manley Avenue to Mayfield Road. 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 (September 2024) 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 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 progression 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.

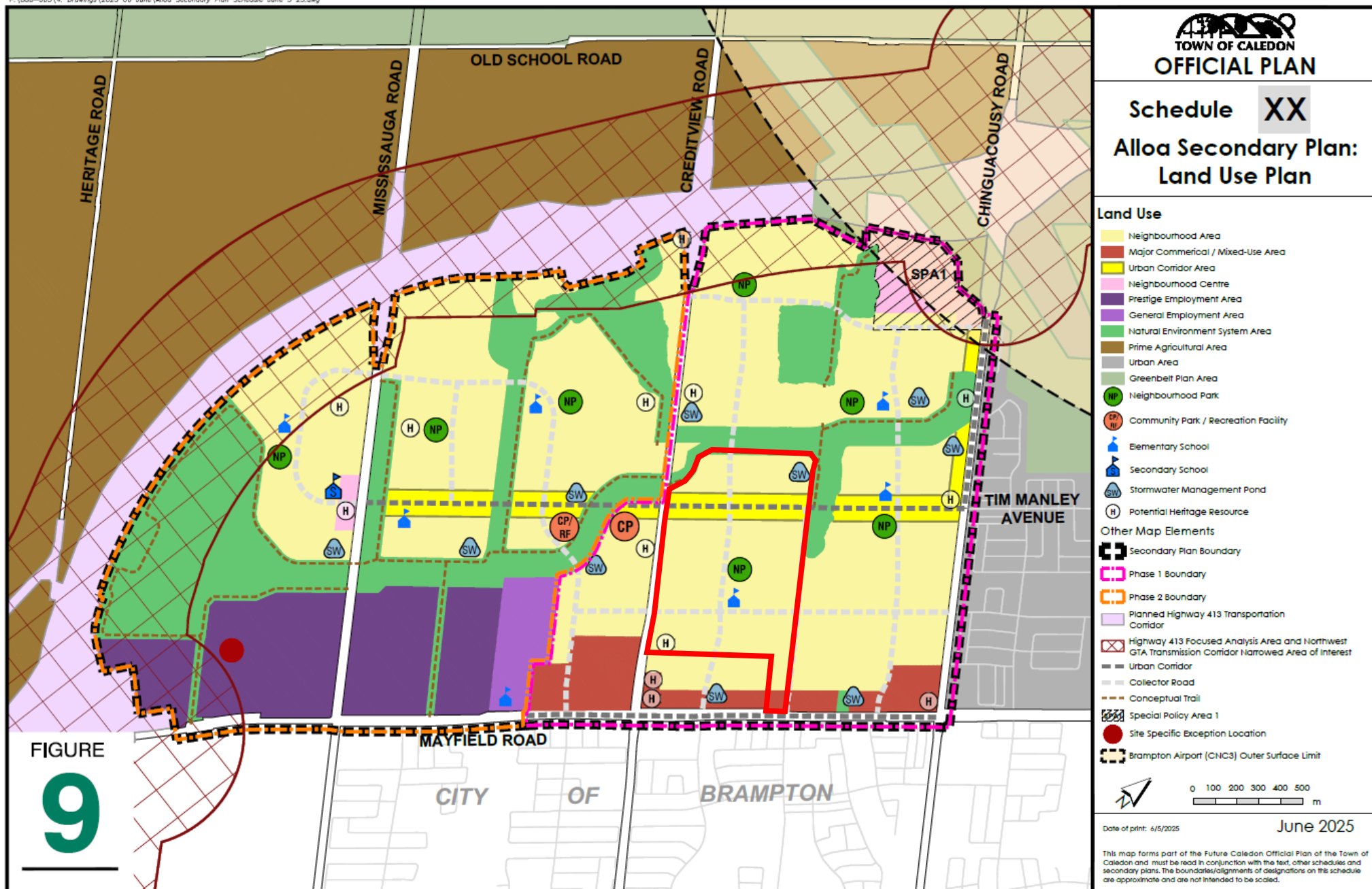
Thus, the submission of the draft plan of subdivision is both timely and appropriate. The existing planning framework, which already aligns with the Town of Caledon's strategic development objectives, ensures that the draft plan will integrate seamlessly into the broader planning process. This approach not only promotes a streamlined development process but also upholds transparency and accountability, ensuring the project's alignment with municipal growth objectives.

#### **7.4.1 Alloo Secondary Plan**

The Alloo Landowners Group has initiated a privately-initiated Official Plan Amendment to establish the Alloo Secondary Plan for the area in which the Subject Lands are located. 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 Phase 1. The Official Plan Amendment was submitted on July 5, 2024 under Town file number POPA 2024-0004.

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 proposed Alloo Secondary Plan (see **Figure 9**) designates the subject lands as Neighbourhood Area, Urban Corridor, Major Commercial/Mixed Use, and Natural Environment System and also indicates the general location of the stormwater management facility, neighbourhood park, and school to be accommodated on the Subject Lands.





## LEGEND

POTENTIAL AFFORDABLE HOUSING  
BLOCK LOCATIONS

### 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

### OTHER

SECONDARY PLAN BOUNDARY  
PHASE 1 TERTIARY PLAN BOUNDARY  
HIGHWAY 413 FOCUSED ANALYSIS AREA  
MUNICIPAL INFRASTRUCTURE  
FUTURE EMPLOYMENT  
FUTURE RESIDENTIAL  
SPECIAL POLICY AREA 1

## PHASE 2 AREA

FIGURE

10

## ALLOA SECONDARY PLAN TERTIARY PLAN - PHASE 1

PART OF LOTS 15-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY  
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEELE

DRAFT - FOR DISCUSSION PURPOSES ONLY

SCALE 1:600  
JUNE 24, 2025



**GSAI**  
Geospatial & Surveying Inc.



## **Land Use Designations**

Section 34.6 of the draft 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 majority of the Draft Plan of Subdivision falls within the Neighbourhood Area designation, as identified in the draft 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 draft 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.

### Urban Corridors

Tim Manley Avenue is designated as an Urban Corridor within the draft Secondary Plan and will be developed generally in accordance with Section 22.5 of the Official Plan. This corridor is envisioned as a vibrant, mixed-use area that accommodates a variety of land uses, including a diverse range of residential housing forms, retail and commercial uses (such as live-work units and mixed-use buildings), public parks, schools, and components of the natural heritage system.

The draft Secondary Plan provides detailed guidance on how development along this corridor should evolve to support a complete, connected, and pedestrian-oriented community. Permitted residential built forms include low-rise housing throughout the corridor, as well as dual-frontage

and rear-lane two- and three-storey townhouses and multiplex dwellings, provided that functional pedestrian connections to the public sidewalk are established. In addition, detached, semi-detached, townhouse, and multiplex dwellings may be accommodated at the rear of the corridor, allowing for a transition in scale and form while reinforcing the corridor's mixed-use character. The Draft Plan of Subdivision proposes the development of dual-frontage townhouses along the north side and rear-lane townhouses along the south side of Tim Manley Avenue. This built form configuration is consistent with the permitted residential land uses and urban design objectives outlined in the draft Secondary Plan, supporting the vision for a pedestrian-oriented, well-integrated urban corridor.

### Major Commercial / Mixed-Use Area

The north side of Mayfield Road is designated as a Major Commercial / Mixed-Use Area and is primarily intended to accommodate apartment dwellings within mixed-use buildings, consistent with the vision for a compact, transit-supportive urban corridor, and will be developed generally in accordance with Section 22.8 of the Official Plan. Within the Draft Plan of Subdivision, only a small portion of land located at the northwest corner of Mayfield Road and Speersville Drive falls within this designation.

The draft Secondary Plan provides flexibility in the built form by permitting 2- to 4-storey townhouse dwellings at the rear of mixed-use buildings, provided such development occurs in conjunction with a mixed-use building fronting Mayfield Road. This approach ensures that the corridor maintains an active and urban frontage while allowing for a compatible transition in building scale toward the interior of the block.

Additionally, while the Official Plan typically requires a minimum building height of two storeys for non-residential uses, the draft Secondary Plan allows for a minimum height of one storey where a strong architectural presence is achieved. This may include features such as enhanced massing, the use of high-quality materials, and prominent corner treatments, all subject to the satisfaction of the Town. These provisions promote a high standard of urban design while enabling flexibility in building typologies.

The Draft Plan of Subdivision currently proposes a mixed-use block at this location, which is consistent with the draft Secondary Plan. The precise configuration, built form, and land use composition of this block will be further refined and determined through future Site Plan Approval processes, ensuring alignment with urban design objectives and evolving community needs.

### Community Amenities and Infrastructure

The draft Secondary Plan identifies conceptual locations for key community amenities and infrastructure, including schools, public parks, and stormwater management facilities, to support the development of a complete and well-serviced community. These elements are intended to be integrated with the broader land use framework to ensure accessibility, functionality, and alignment with long-term growth objectives.

The Draft Plan of Subdivision responds to this direction by incorporating provisions to accommodate the identified community amenities and infrastructure needs. Through the allocation of land for institutional, recreational, and servicing purposes, the plan demonstrates conformity with the intent of the Secondary Plan and supports the delivery of essential services and facilities required to sustain a livable and balanced neighbourhood.

## **Schools**

The draft Secondary Plan establishes site area and locational requirements for new schools within the Plan Area. Public elementary schools are to be approximately 3.2 ha, Catholic elementary schools 2.4 ha, and public secondary schools 6.5 ha. Elementary schools must front a Collector Road with a minimum 22-metre right-of-way or 10-metre paved width, while secondary schools are required to have frontage on at least two Collector or Arterial Roads meeting the same standards. Final school site configurations will be determined at the Tertiary Plan or Draft Plan of Subdivision stage, in consultation with the relevant school board.

To support flexibility and integration with the surrounding neighbourhood, school sites are encouraged to be co-located with adjacent parks to allow for joint use and shared parking. All designated school sites shall be dual-zoned to permit both institutional and residential uses. As part of development applications, alternative residential development concepts must be submitted to demonstrate how the school block could be repurposed if it is not required by the school board. In such cases, unused school sites or portions thereof may be developed for compatible residential uses in accordance with the applicable land use policies.

The Draft Plan of Subdivision demonstrates conformity with the policy direction of the draft Secondary Plan with respect to the planning and siting of new school facilities. Specifically, the proposed public elementary school is planned to have a site area of approximately 3.24 hectares, which meets and slightly exceeds the minimum area requirement of 3.2 hectares outlined in the Plan.

In alignment with locational criteria, the school block is proposed to have two road frontages, each with a planned right-of-way width of 22 metres, satisfying access and visibility requirements. Furthermore, the site is strategically located adjacent to a neighbourhood park, facilitating the creation of a school-park campus that supports opportunities for joint use, shared facilities, and integrated community programming, as envisioned by the draft Secondary Plan.

## **Parks**

Neighbourhood Parks are intended to serve the recreational needs of residents within a 400-metre radius, offering a mix of active and passive amenities, such as playgrounds, shaded seating areas, and small to medium-scale sports facilities. These parks are designed to enhance local livability by providing accessible green space for day-to-day recreational use.

Key development policies for Neighbourhood Parks include a minimum park size of 2.0 hectares, with at least 50% of the park's perimeter abutting public roads, schools, or open space uses to

promote visibility and accessibility. Additionally, park entry points are to be strategically located and designed with a civic design theme to reinforce their role as prominent community features.

The Draft Plan of Subdivision proposes a centrally located Neighbourhood Park with an area of approximately 2.36 hectares. The park is designed with public frontage along two sides, enhancing visibility, accessibility, and integration with the surrounding community.

Its strategic central location ensures that the majority of future residents will be situated within a 400-metre walking distance, consistent with the intended service radius for Neighbourhood Parks. This placement supports the creation of a walkable, amenity-rich neighbourhood, providing convenient access to passive and active recreational opportunities for all ages.

### **Stormwater Management Pond**

The Draft Plan of Subdivision includes the provision of a Stormwater Management (SWM) Pond, with its location strategically determined based on engineering and grading considerations to ensure optimal functionality and integration with the overall drainage system.

In addition to its primary infrastructure role, the SWM Pond block is envisioned to serve as a possible multi-functional amenity space, with the potential to incorporate a public trail along its perimeter, thereby enhancing community connectivity and recreational opportunities. The draft Secondary Plan includes a series of guiding policies that promote sustainable stormwater management practices, encouraging the design of SWM facilities that not only address technical performance requirements but also contribute to the public realm and environmental stewardship objectives of the community.

### **Natural Environment System**

The Natural Environment System (NES) comprises the broader natural heritage system, which includes a combination of natural features and hazard lands such as wetlands, woodlands, watercourses, stream corridors, and their associated environmental buffers. This system is integral to supporting ecological integrity, biodiversity, and long-term environmental sustainability.

The Draft Plan of Subdivision has been carefully designed to accommodate and protect key environmental features located on and adjacent to the Subject Lands. Notably, the Alloa Drain, which defines the northern boundary of the site, has been preserved in its entirety, recognizing its hydrological and ecological significance. Additionally, a staked woodland situated along the eastern boundary has been retained and buffered, in accordance with best practices for environmental protection and the policies of the draft Secondary Plan. These measures ensure the integration of the natural environment with the proposed community, reinforcing the Plan's commitment to responsible and sustainable land use planning.

### **Analysis**

Draft Plan of Subdivision demonstrates conformity with the policy framework established by the draft Secondary Plan across a range of land use designations and community components. The

majority 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. Along Tim Manley Avenue, designated as an Urban Corridor, the plan supports a pedestrian-oriented, mixed-use environment featuring dual-frontage and rear-lane townhouses, consistent with the vision for a vibrant, connected community. The inclusion of the Mixed-Use block on Mayfield Road further supports the plan's commitment to creating a compact, transit-supportive urban node that balances residential and commercial uses while allowing for flexible and high-quality built forms.

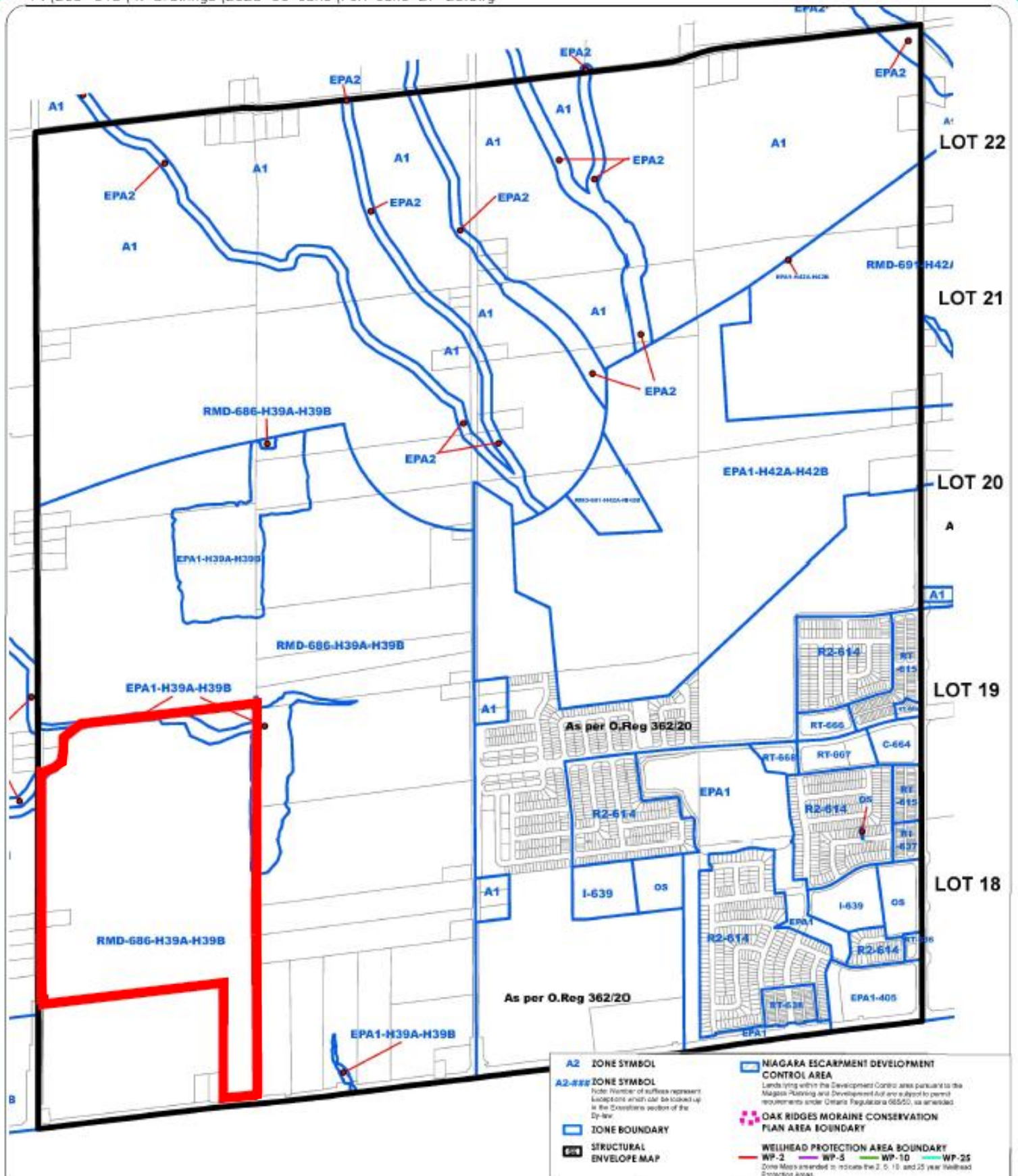
The Draft Plan of Subdivision also effectively addresses key community amenities and infrastructure requirements identified in the draft Secondary Plan. It provides an appropriately sized and deliberately located school site integrated with an adjacent park to facilitate joint community use, alongside a centrally positioned Neighbourhood Park designed to serve residents within a convenient walking radius. The inclusion of the Stormwater Management Pond with potential public trail connections highlights the plan's emphasis on sustainable infrastructure that also contributes to recreational opportunities. Environmental stewardship is reflected through the preservation and buffering of significant natural features such as the Alloa Drain and adjacent woodlands, ensuring the natural environment is harmoniously integrated with the proposed development. 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.

## **7.5 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.



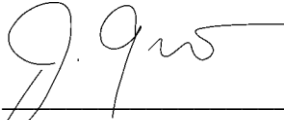
## 8.0 Conclusion

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, providing for natural heritage protection and achieving 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 range of housing options.
4. The proposed Draft Plan of Subdivision conforms to the Alloo Phase 1 Tertiary Plan, Alloo 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 Natural Environment System within the Subject Lands has been characterized and will be protected and enhanced by creating dedicated Blocks, which will ultimately be conveyed to public ownership.
6. The draft plan achieves the minimum residential growth targets at all policy levels.
7. The proposed draft plan of subdivision accommodates a broad range of housing types to provide housing options for future residents.
8. Planned community services and facilities will be available to serve future residents as outlined in the Secondary Plan.
9. The draft plan will utilize extensions of existing transportation and servicing infrastructure from surrounding areas and continue an efficient pattern of development.
10. 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.**

A handwritten signature in black ink, appearing to read 'J. Afonso', written above a horizontal line.

**Jason Afonso, MCIP, RPP  
Partner**

A handwritten signature in black ink, appearing to read 'H. Wessels', written above a horizontal line.

**Herman Wessels, B & TRP (UP)  
Planner**