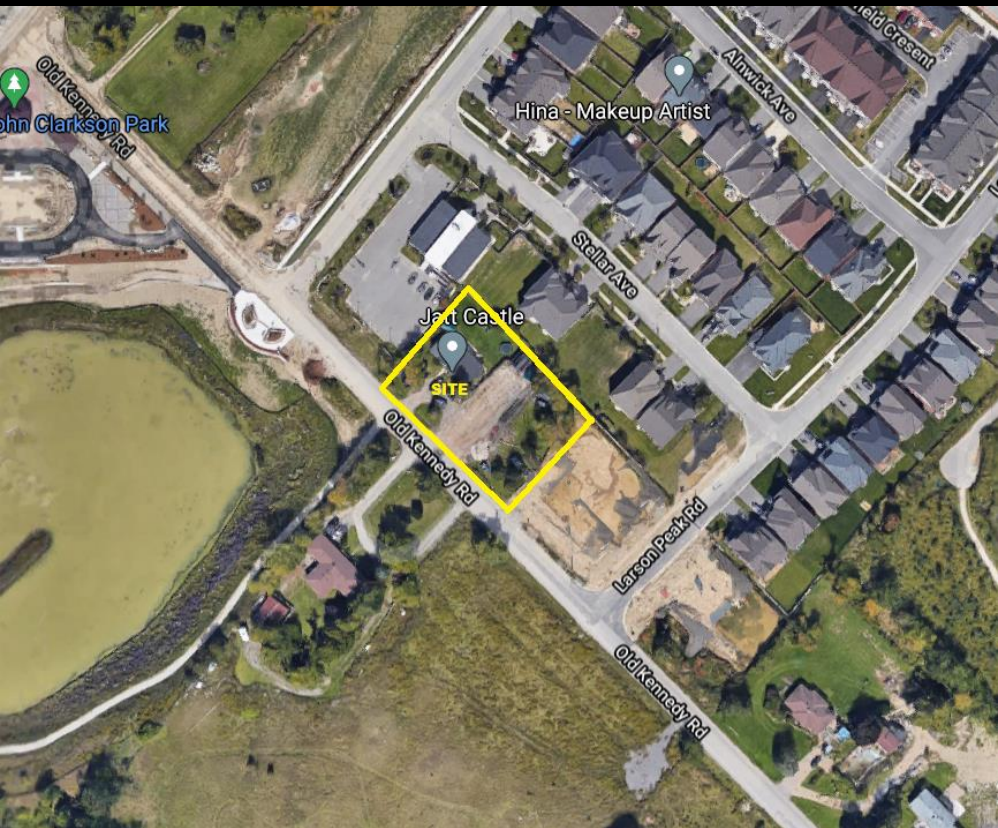


2021

# PLANNING OPINION REPORT 12507 OLD KENNEDY ROAD



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3/26/2021

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## EXECUTIVE SUMMARY

## 2 Executive Summary

G-Force Planners & Consultants have been tasked to prepare the necessary applications and supporting studies for Rezoning and Consent to Sever applications for properties municipally addressed as 12507 Old Kennedy Road, Caledon being Part of Lot 20, Concession 2 East of Hurontario Street, PIN: 114722, Block 9, on Plan 43M-1801; in the former geographic Township of Chinguacousy. For this purpose, we have prepared a Planning Opinion Report in support of the application.

This report seeks to determine the appropriateness of permitting Single Detached Residences on each of the Retained and Severed Lots on the subject property. As a result, it also seeks to justify the associated rezoning changes from Agricultural (A1) to Residential Low-Density Zoning (R1) required to bring to fruition the development proposal. The report also reviews and uses applicable policies from the existing Provincial, Regional and Town documents in support of the Official Plan and Zoning Bylaw Amendment applications and to provide an opinion on the project in terms of its suitability under the existing policies.

The report dwells on whether the planning and development of this project has been founded on best planning principles and reflects to a large extent the vision for the development of Mayfield village centre area through the various development guidelines and Town of Caledon's Official Plan.

The scale and density of this particular project is also evaluated to ascertain whether it maximizes the objectives, policies and goals of the Town of Caledon outlined for the Mayfield village centre area while also considering the Town's growth objective through moderate intensification and infill development of property. Necessary accommodations have been made in the planning of the project to use the existing municipal infrastructure and enhancing stormwater management and mitigating the environmental impacts of the proposed development of the property.



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## INTRODUCTION & BACKGROUND

### 3 Introduction & Background

G-force Urban Planners has made an application to the Town of Caledon for a Consent to Sever properties municipally addressed as 12507 Old Kennedy Road, Caledon being Part of Lot 20, Concession 2 East of Hurontario Street, PIN: 114722, Block 9, on Plan 43M-1801 into 3 separate lots, with the understanding that if Consent is given to sever the property, the decision will have been made with the acknowledgement that the Town of Caledon will support and approve the Zoning By-law Amendment application to permit Residential Low-Density Zoning (R1) on the subject property.

The proposal as submitted would accommodate three residential single-family dwellings units.

In an earlier DART meeting with the Town of Caledon a proposal was put forward to permit the creation of four residential lots through a Consent Application supported by a rezoning application to permit single detached residential use. During that Preliminary Meeting (PRE-2017-0135), the Town of Caledon required that to, permit the severance of the lot into 4 lots, the applicant process the development proposal through a Draft Plan of Subdivision and Zoning By-law Amendment application.

However, to avoid going through the Draft Plan of Subdivision process, we were informed that the Town would agree to an application being made to the Committee of Adjustment for a Consent to Sever if the owner agreed to reduce the number of Lots from four to three. This was agreed to by the owner and Plans were revised to show three lots.

G-force Urban Planners were subsequently hired to submit applications for Consent and Zoning By-law Amendment with the Town of Caledon. Due to COVID-19, Planning applications could not be made within 6 months from the DART meeting and therefore we submitted a request for an extension of the DART meeting validity. Given the ongoing circumstances and delays caused by COVID-19. Staff, agreed and extended the validity of the DART meeting to October 31, 2020 for PRE-18-65.

The purpose of this report is to describe the proposal, the applicable physical and policy context and assess the merits of the proposal to the applicable land use policies, regulations and regulatory documents and demonstrate that the proposal is in the public interest and represents good planning.

We are hopeful that the Town will find the proposal for the development an exciting one.



## EXISTING SITE & DISCRIPTION

### 4 Existing Site & Description

#### 4.1 Subject Property

The subject property is located on the East of Old Kennedy Road, south of Waterville way and north of Larson Peak Road in West Caledon in the Mayfield Village Area of Community of Caledon.

#### 4.2 Site Description

The site is municipally addressed as 12507 Old Kennedy Road legally described as Part Lot 20, Concession 2, EHS, PIN: 114722, Block 9, on Plan 43M---1801. The entire subject property as per survey measures an area of 0.19 hectares (.49 acres) with a frontage of approximately 53.34 meters (174.95 ft) onto

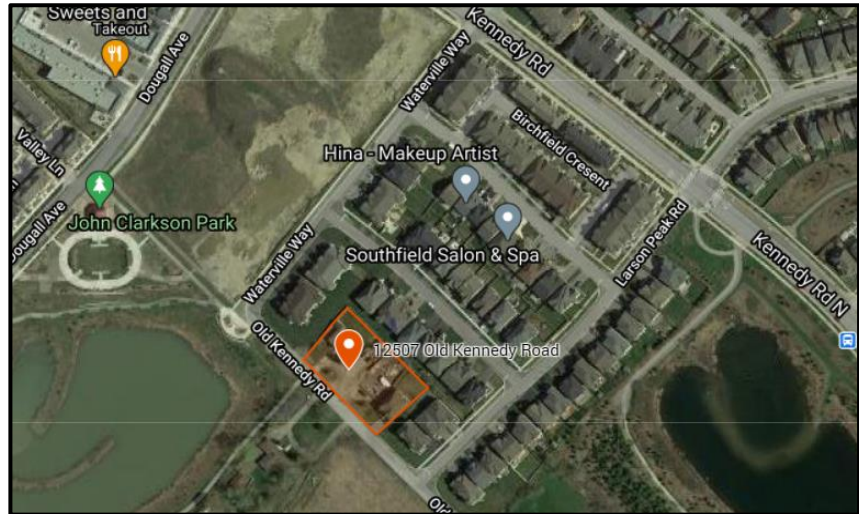


Figure 1: Site Location on Google Maps. Satellite image dated Sept 2019, captured on Oct 26, 2020.



Figure 2: Existing Site as on Google Maps. Satellite image dated Sept 2019, captured on Oct 26, 2020.

Old Kennedy Road and a rear side of approximately 53.34 meters (174.95 ft). The depth of the property is approximately 38.28 m (north property line). After division

## EXISTING SITE & DISCRPTION

through Consent the three individual lots will be 17.78m x 38.3m with 17.78m being the frontage. Currently, an existing residential single-family dwelling with a frame shed and frame garage lawfully exists on the site. The topography of the site is generally flat with little to no natural slope and no significant vegetation present on the property. The

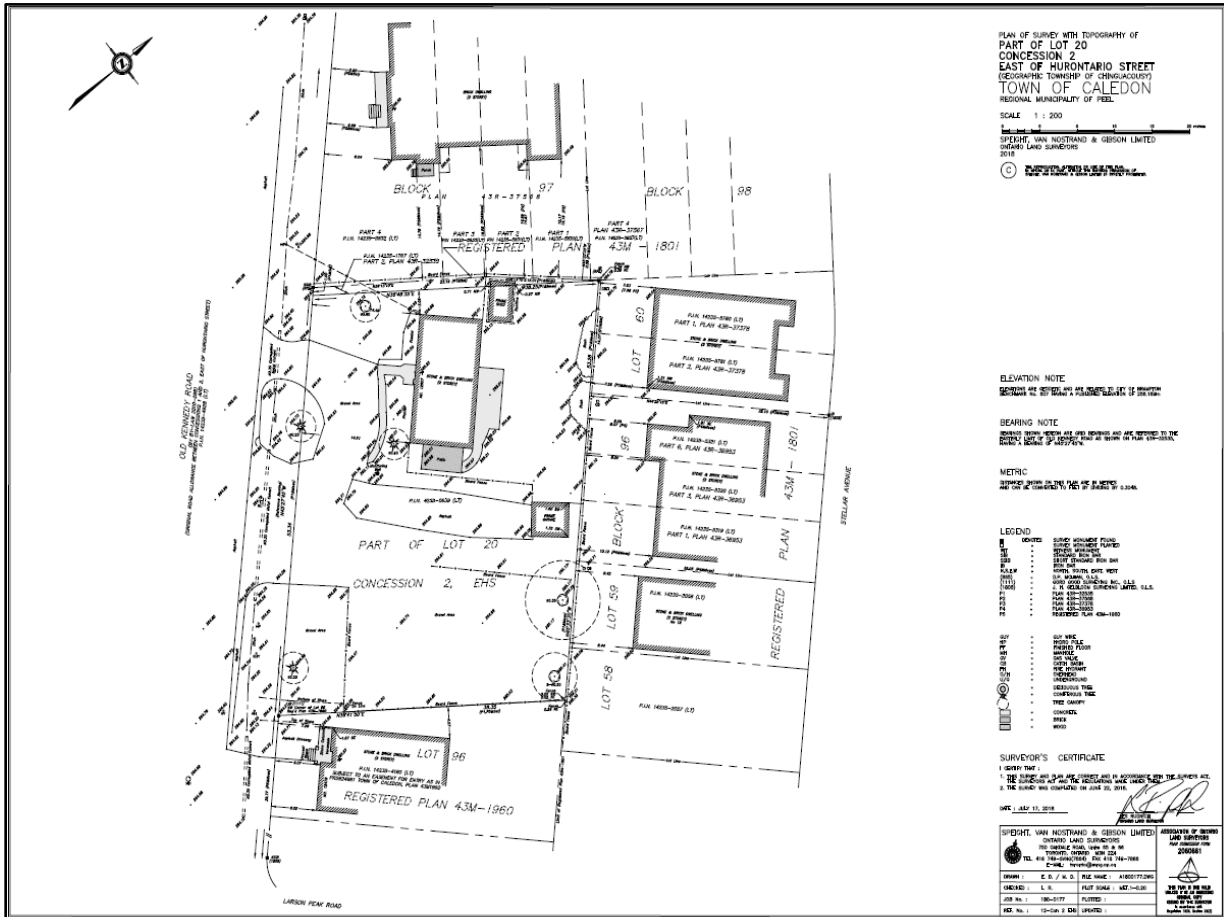


Figure 3: Survey Plan of property

subject property is currently zoned as A1 (Agricultural) under the Town's Zoning By-law 2006-50 and is one of the last remaining agricultural A1 designated lands within the newly designated Mixed High/Medium Density Residential and Village Commercial Area in Schedule B of the Town's Official Plan. The subject property is part of the Mayfield West Study Area and located in the Mayfield Village Centre Area. Map shows the subject property on Schedule B Mayfield West Land use Plan. Due to the growth policies as envisioned in the Growth Plan for the Greater Golden Horseshoe and reciprocated in the policies for Village Centre Area intensification in the Official plan of the City of Caledon, the surrounding area has transformed into a residential subdivision.

## EXISTING SITE & DISCRIPTION

### 4.3 Description of the Surrounding Area

Surrounding land uses to the north, east and west of the subject property are designated for medium and low-density residential uses, mixed-use employment and commercial uses and currently have newly developed two-storey residential dwelling units. These developments are in the form of single detached dwelling along Old Kennedy Road, through Larson Peak Road and Stellar Avenue and semi-detached dwellings located at the bend where Old Kennedy Road becomes Waterville Way to the north of the subject property. The land on the south of the property and Old Kennedy road is also designated as medium density residential use in the form of two-story street residential houses. John Clarkson Park is located on the west limit intersection of Old Kennedy road and Waterville way and is a designated open space.

Landuse to the south of Old Kennedy Road is designated Environmental Policy area with the Etobicoke creek running through those lands. The John Clarkson Park is at the intersection of Old Kennedy Road and Waterville way. A stormwater pond exists to the east of Larson Peak Road, services the stormwater needs of the surrounding area and is connected with a series of minor trails towards John Clarkson Park and the Mayfield West Area core to the northeast. The subject property is not directly adjacent to the

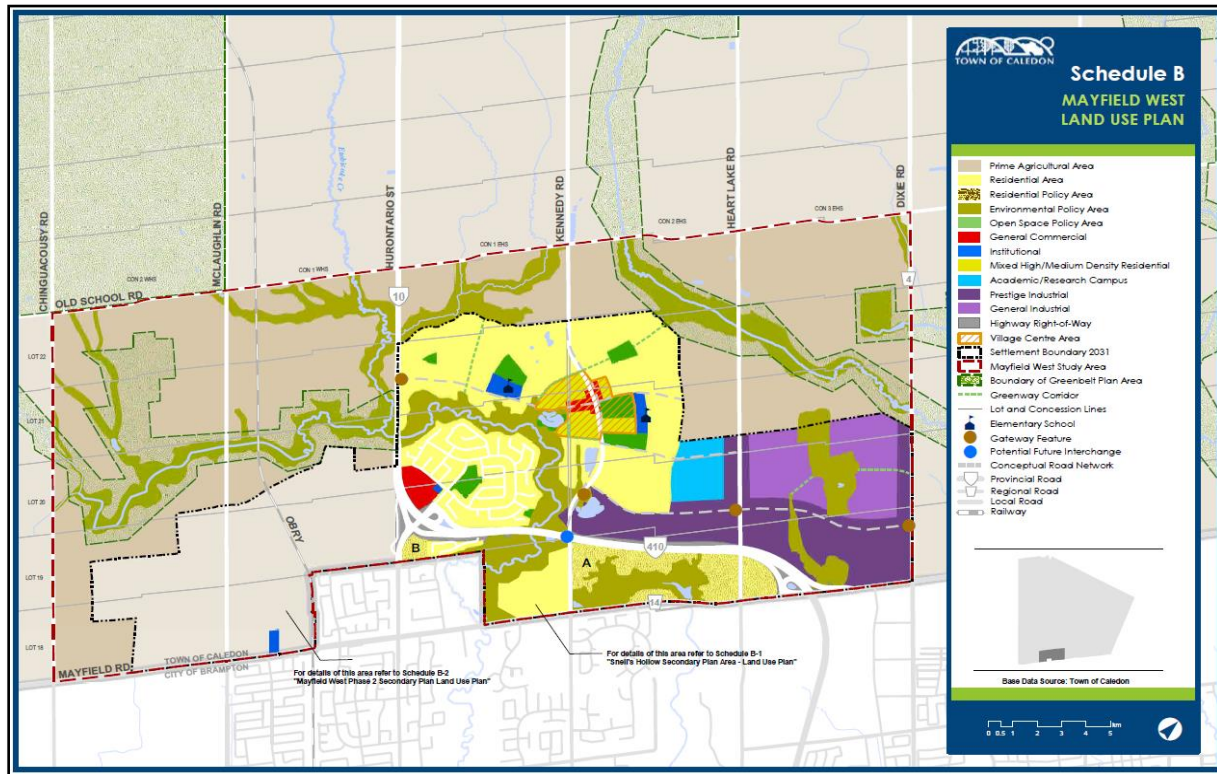


Figure 4: Location of Subject Property on Schedule B Mayfield West Landuse Plan



## EXISTING SITE & DISCRIPTION

stormwater pond and the proposed development will not contribute to the stormwater load of the pond.

As a part of the Mayfield West community plan to be discussed in this report, access to mixed-use commercial spaces in the village centre is roughly at 260 metres, achievable within 4 minutes. The village centre has a variety of neighbourhood shops including medical services, restaurants, grocers, daycare, tutoring services and other uses. There are four schools located within the Mayfield West Area, (i) South Fields Village Public School, (ii) Tony Pontes Public School, (iii) Saint-Jean-Bosco Catholic Elementary School, and (iv) St. Evans Catholic Elementary School.

A number of pedestrian greenways have been designated throughout the Mayfield West Area to increase pedestrian connectivity with the public realm and open space uses. Furthermore, access to the Etobicoke Recreational Trail is to the south dead-end of Old Kennedy Road and continues to the main trail through the City of Brampton. Metrolinx has proposed to create a Regional Cycling Network by 2041 to supplement existing active transportation plans and to create more pedestrian friendly linkages (Metrolinx, 2018)



Figure 5: Surrounding Land uses

High-order public transit is proposed to become an anchor point for the Mayfield West Phase 2 developments through to secondary and primary rapid transit lines and regional transit systems. The proposed Hurontario North Rapid Transit line in the 2041 Regional Transportation Plan will connect the Mayfield West area to Brampton Go station as the primary destination. This connection alone will create access to multimodal transit such as Queen Street BRT Corridor, the Hurontario LRT, GO-train line connections, intra- and inter-regional transportation systems. (Metrolinx, 2018)

The subject property can be accessed by road through intersection of Old Kennedy road and Waterville Way and intersection of Old Kennedy Road and Larson Road. The subject property is serviced through Brampton Go public transit Route 81 on Kennedy Road North s/ of Dougall Ave. The three residential development proposed on the subject property after necessary rezoning and severance will therefore be compatible



## EXISTING SITE & DISCRIPTION

with the neighbouring community with no additional social and physical infrastructure inputs required from the City

May 19, 2021

APPLICATION HISTORY

5 Application History

In an earlier DART meeting a proposal was put forward to permit the creation of four residential lots through a Consent and Rezoning application process. The first Preliminary Meeting PRE-2017-0135 and the pre-consultation (DART) meeting PRE-18-65 (dated 2019-05-09) concluded that the development take place through a Draft Plan of Subdivision and Zoning By-law Amendment application as the approval for the proposed number of lots could not adequately be reviewed through a Consent application. However, to avoid going through the Draft Plan of Subdivision the Town agreed to an application being made to the Committee of Adjustment for a Consent to Sever provided the owner agreed to reduce the number of Lots from four to three. This was agreed to by the owner and Plans were revised to show three lots. G-force Urban Planners were subsequently hired to submit applications for Consent and a Zoning By-law Amendment with the Town of Caledon. Due to COVID-19, Planning applications could not be made within 6 months from the DART meeting and therefore we submitted

a request for an extension of the DART meeting validity. Given the ongoing circumstances and delays caused by COVID-19. Staff agreed and extended the validity of the DART meeting to October 31st, 2020 for PRE-18-65. G-force Urban Planners, in discussions with staff have submitted an application for Consent to Sever, whereby, if

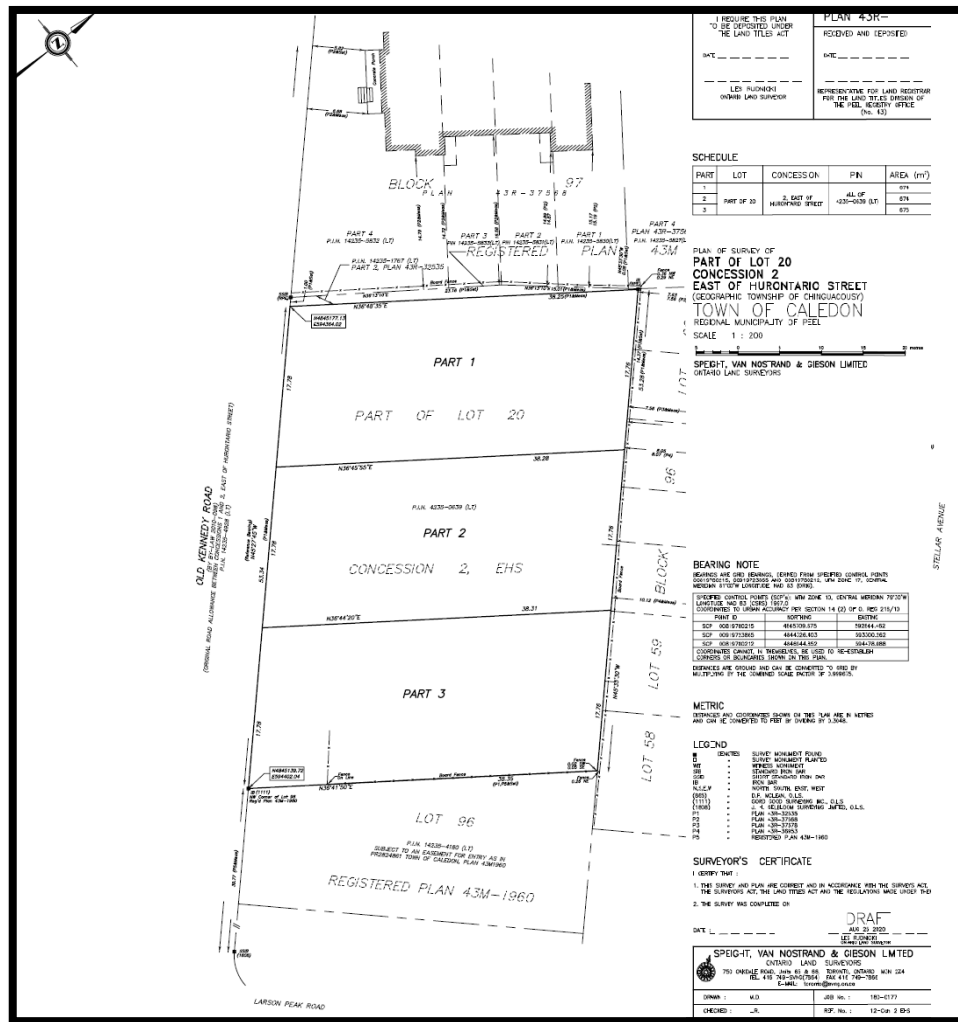


Figure 6: Consent to Sever into 3 lots

## APPLICATION HISTORY

approved will permit us to retain one lot and sever two lots. It is understood that the Consent applications may be disposed of prior to the Zoning By-law Amendment process. Furthermore, it is understood that if Consent to sever is granted, the decision will have been made with the understanding that the Town of Caledon will support and approve the Zoning By-law Amendment. The approval will permit Residential Low-Density Zoning (R1) to further construct three single-family dwellings on the retained and severed lots. In view of this, G-force Urban Planners expectations are that the Public be made aware of the interlink between the two planning applications so that the outcome of the Consent to Sever at the Committee of Adjustment and the Zoning By-law Amendment will be similar to ensure approval is appropriately granted consistent with both processes.

## THE DEVELOPMENT PROPOSAL

### The Development Proposal

As stated above in Section 5.1, prior to the Zoning Bylaw Amendment, the subject property will be divided into three lots by retaining one lot and severing two lots. It is proposed to develop a single-family residential dwelling in each of the three lots. The residential dwelling units will each have an area of 421.68 square metres and heights of 9.65 metres. The setbacks and lot dimensions are listed as follows:

Table

Subject Property	Lot 1	Lot 2	Lot 3
Max Floor Area	421.68 m <sup>2</sup>	421.68 m <sup>2</sup>	421.68 m <sup>2</sup>
Lot Area	674 m <sup>2</sup>	674 m <sup>2</sup>	675 m <sup>2</sup>
Front yard	7.5m	7.5m	7.5m
Rear Yard	8.5m	8.5m	8.5m
Side yard (E. Elevation)	1.50m	1.50m	1.50m
Side yard (W. Elevation)	1.50m	1.50m	1.50m
Lot Coverage	37.43%	37.43%	37.28%

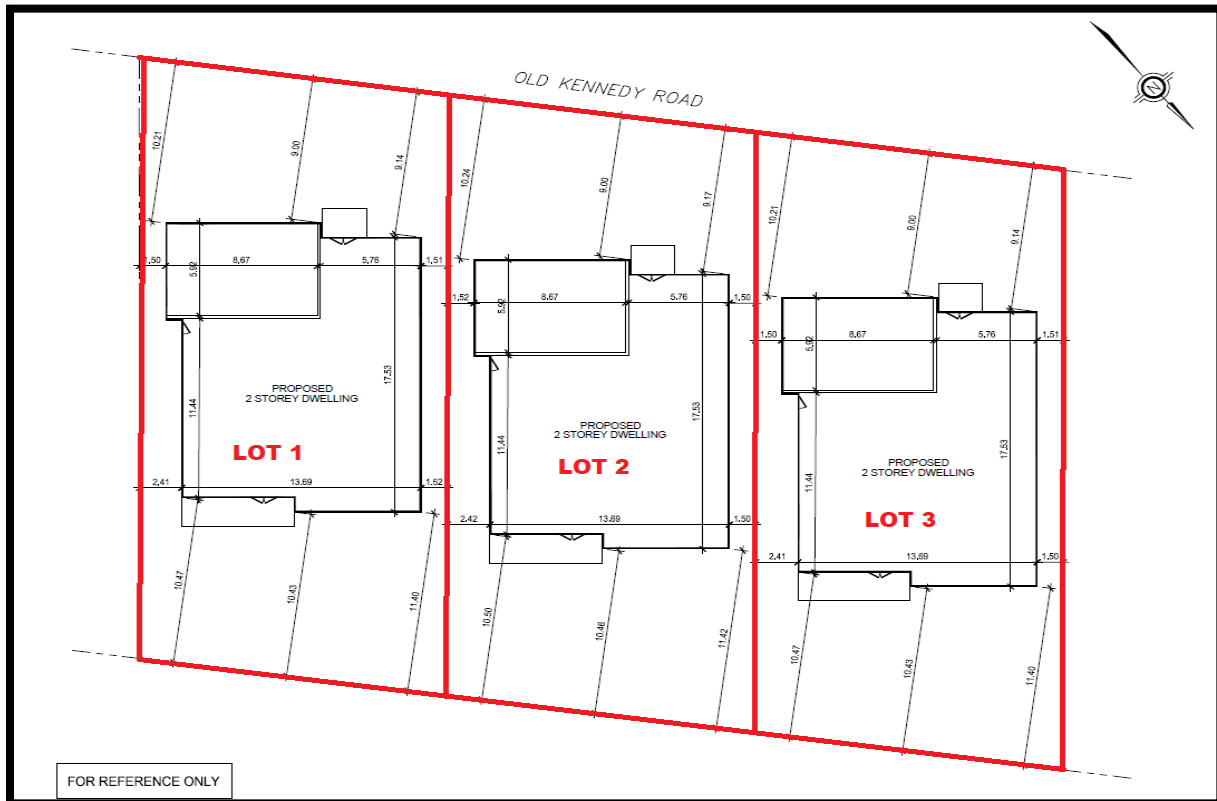


Figure 7 Site Plan



THE DEVELOPMENT PROPOSAL

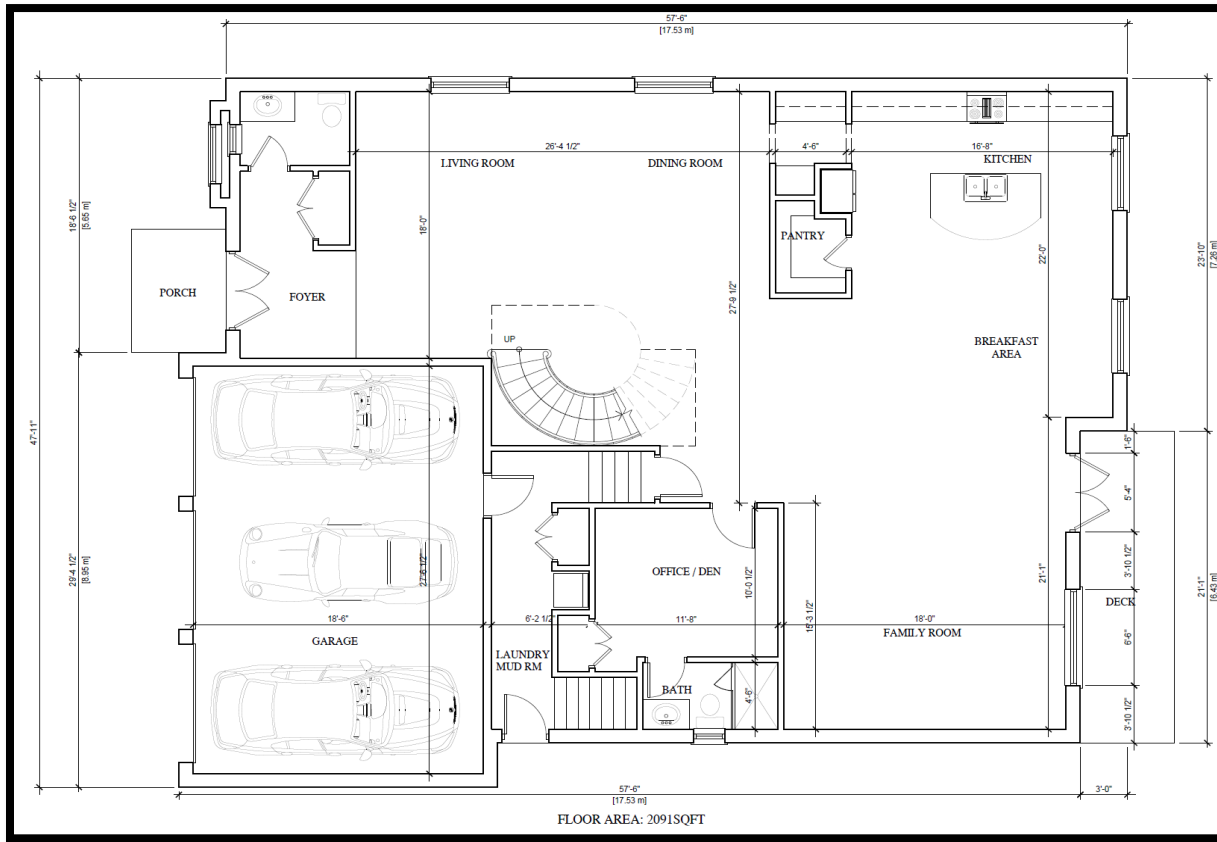


Figure 8: Typical Floor Plan

Frontage of each detached residential units is 17.78m. The three detached residential developments will have access from the old Kennedy Road. Vehicular access to the newly created three residential properties will be via driveway entrances to a three-car garage. A draft site plan for the three residential lots and the proposed individual floor plans for the three detached residential dwelling units are also attached to this report.



Figure 9: Typical Elevation Plan

ZONING BYLAW AMENDMENT

## 6 Zoning By-Law Amendment

The subject property is currently designated an A1 (Agricultural) under the Town's Zoning By-law 2006-50 and designated as Mixed High/Medium Density Residential and Village Commercial Area, Schedule B of the Town's Official Plan.

The current proposal seeks to amend the Zoning Bylaw to Low Density Residential (R1). Section 5.1.1.11 in the Town of Caledon's Official Plan consolidated in 2018 for Existing Vacant Undersized Agricultural lot recognises that undersized agricultural lots with smaller than established zoning standards can be permitted for suitable use and could be zoned in an appropriate category in the Zoning bylaw. Considering the neighbourhood characteristics as described in Section 2.2 of this report, agricultural uses would be incompatible with the current land forms. Instead, we propose that the property be brought into conformity to the intent of the Regions, and Town's OP and Mayfield West Secondary Plan. The Consent process will divide the existing parcel into three lots and create further inconsistencies within the A1 zone. Therefore, a Zoning Bylaw Amendment is required to permit the proposed single detached dwellings.

Standard	R1	Proposed R1-XXX		
		Lot 1	Lot 2	Lot 3
Dwelling, Detached	Permitted	Permitted		
Lot Areas (minimum):	650m <sup>2</sup>	674m <sup>2</sup>	674m <sup>2</sup>	675m <sup>2</sup>
Lot Frontage (minimum):	15m	17.78	17.78	17.78
Building Area (Maximum):	25%	37.37%	37.37%	37.37%
Backyard Amenity Area (Minima):	56m <sup>2</sup>	181.46m <sup>2</sup>	181.46m <sup>2</sup>	181.46m <sup>2</sup>
Front Yard (Minimum):	9m	7.5m	7.5m	7.5m
Rear Yard (Minimum):	7.5m	8.5m	8.5m	8.5m
Interior Side Yards (Minimum): *Main building with attached private garage or attached carport.	1.5m	1.50m	1.50m	1.50m
Building Height (Maximum):	10.5m	9.65m	9.65m	9.65m
Landscape Area (Minimum):	30%	47.68%	47.68%	47.68%
Driveway Setbacks (Minimum):	0.5m	1.50m	1.50m	1.50m

# ZONING BYLAW AMENDMENT

To allow for the development for the proposed three residential single detached dwellings, it is proposed that the subject property be rezoned from A1 to Residential One (R1) through a site-specific amendment. A Zoning Bylaw Amendment is therefore required.

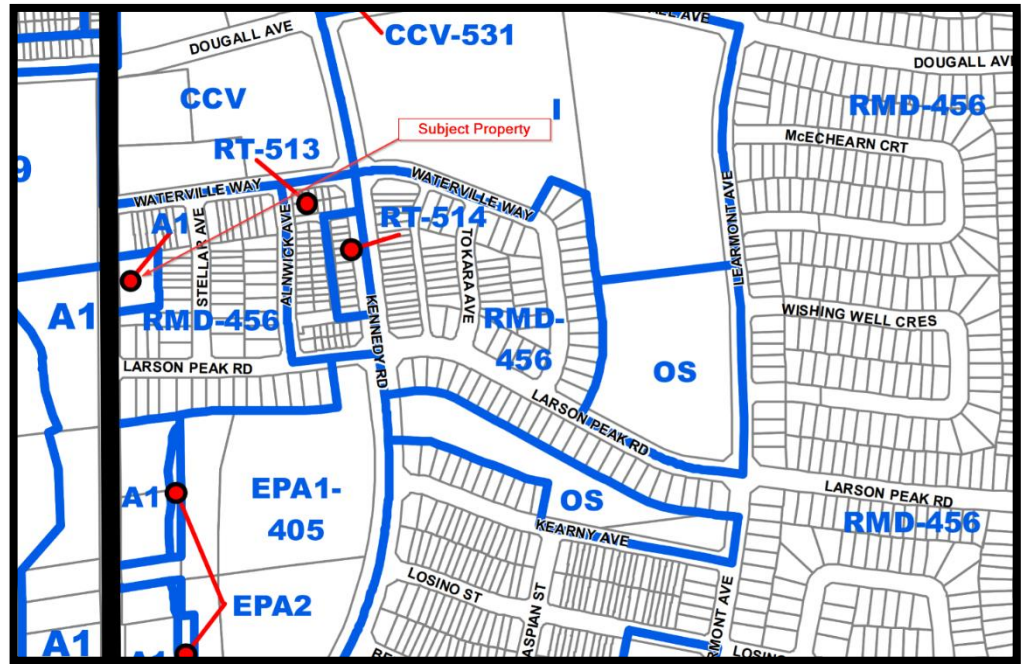


Figure 10: Surrounding Uses

## THE POLICY FRAMEWORK AND ANALYSIS

## 7 The Policy Framework and Analysis

The proposed lands are subject to a policy framework which includes Provincial, Regional and Local policies as well as a number of other relevant documents that related directly to the type, nature and context of the development. The following section sets out the provincial, regional and local planning policies and regulations that are relevant in evaluating and justifying the proposed development.

### 7.1 Provincial Policy Statement and Planning Act

The Provincial Policy Statement (PPS) is a statement of the provincial government's policy direction on matters of provincial interest related to land-use planning and development. The PPS is issued under Section 3 of the Planning Act. The current PPS, 2020 applicable to this project came into effect on May 1<sup>st</sup>, 2020 to replace the previous Provincial Policy Statement, 2014. *Section 3* of the *Planning Act* requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS, 2020 emphasises on the current Provincial mandate to support more homes through the More Homes, More Choice: Ontario's Housing Supply Action Plan related to increasing housing, supporting jobs and reducing barriers to development. The PPS, 2020 further provides for appropriate development while protecting resources of provincial interest, public health, safety, and the quality of the natural and built environment. Through the guidance of the PPS, provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning.

Therefore, it is necessary to review this development proposal through the lens of both the PPS, 2020 and the Growth Plan. Our proposal is consistent with the following policies under section 1 Building Strong Healthy Communities:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*



## THE POLICY FRAMEWORK AND ANALYSIS

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development conforms to the PPS vision to promote intensification and residential infilling especially considering the that the subject property is within an identified settlement boundary. Under section 1.1.1, the proposed development supports subsections of the PPS, namely; 1.1.1.a, 1.1.1.b and 1.1.1.c by contributing to the mix of housing types through three Single Family Dwellings in a mixed housing area; and efficient development by using the existing servicing and features within this settlement area without causing a burden or constraints. The proposed development is consistent with 1.1.1.d and 1.1.1.e as the proposed does not prevent the expansion of the settlement area and is compatible to further integration of intensification and growth strategies applied to the area.

The following policies from section 1.1.3-Settlement Areas- are consistent to the proposed development:

- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) efficiently use land and resources;*
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - e) support active transportation;*
  - f) are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant*

## THE POLICY FRAMEWORK AND ANALYSIS

*supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
  - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
  - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.**
- 1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:
  - a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*
  - b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;*
  - c) in prime agricultural areas:
    - 1. the lands do not comprise specialty crop areas;*
    - 2. alternative locations have been evaluated, and*
      - i. there are no reasonable alternatives which avoid prime agricultural areas; and*
      - ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;**
  - d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and**

## THE POLICY FRAMEWORK AND ANALYSIS

- e) *impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.*

The proposed development conforms to the PPS provision regarding Settlement Areas. The PPS stipulates that the vitality and regeneration of settlement areas as critical to the long-term economic prosperity within the varying size, density, population, economic activity and intensity of land use in settlement areas. Section 1.1.3.1 and the provisions of 1.1.3.2 support the proposed development by adding density and residential intensification to the Mayfield West Secondary Plan. Furthermore, the provisions of section 1.1.3.2.e and 1.1.3.2.f are achieved by the expansion of a priority bus route labelled “Huronario North” under the Metrolinx 2041 Regional Transportation Plan. A 2041 Regional Cycling Network will encompass Mayfield West Secondary Plan Area and provide active transportation connectivity through secondary routes to primary and province wide cycling networks (2041 Regional Transportation Plan, Metrolinx, 2018). The subject property is one of the last remaining agricultural parcels within an area that has been redeveloped for growth and residential intensification.

The proposed development efficiently uses this remaining land by redeveloping for residential uses adjacent to the existing built-up area and surrounding new residential infill.

Section 1.4 of the PPS provides the following policies related to housing:

- 1.4.1 *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 residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
  - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns*

## THE POLICY FRAMEWORK AND ANALYSIS

*with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*

*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 special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

*e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

*f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety*

The proposed development is consistent with the provision of 1.4 Housing by contributing single detached housing units which is permitted within an area designated Low to medium/high density. 1.4.1 requires municipalities to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional area markets. Furthered by 1.4.3.b.2, the PPS mandates that all types of residential intensification, including additional residential units, and redevelopment in according with policy 1.1.3.3; which stipulates that planning shall accommodate for a significant supply and range of housing options through intensification and redevelopment. 1.4.3.f states that establishing development standards for residential intensification and new residential development which minimizes cost of housing and facilitates compact form. To reiterate, the proposed development efficiently places three single family dwellings onto the remaining Agricultural (A1) zoned lands which needed to be rezoned under the direction of the Mayfield West Secondary Plan.



## THE POLICY FRAMEWORK AND ANALYSIS

Section 1.6.6 Sewage, Water and Stormwater provides the following policies:

1.6.6.1 Planning for sewage and water services shall:

a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

1. *municipal sewage services and municipal water services;*

b) *ensure that these systems are provided in a manner that:*

d) *integrate servicing and land use considerations at all stages of the planning process;*

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

1.6.6.5, *planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.*

1.6.6.7 Planning for stormwater management shall:

a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

The proposed development is consistent with the provision of 1.6.6 as the new sewer and water lines have been placed to meet with the demands of the Village Centre Core Area. A planning justification report prepared by the Town of Caledon Staff (Report PD-2010-050) references a Water and Wastewater Servicing Study conducted by R.J. Burnside which states that there are no significant constraints to the Regional Servicing's to be extended to the Mayfield development. The 2013 Water and Wastewater Master Plan for the Lake-Based Systems prepared for the Region of Peel further indicates sufficient capacity for water and wastewater as upgrade and new trunks and mains have been installed for the 2031 forecasted population. Figure and Figure show the proposed and existing water and sanitary service lines in the Mayfield West area. The beige-brown line on Figure along Kennedy Road represents a 375mm – 3000mm sanitary trunk sewer system.

## THE POLICY FRAMEWORK AND ANALYSIS

The property is also in full standing for its cost sharing obligation for water and sewage facilities. A sum of \$67,519.86 was made available to the Mayfield West Developers Group Inc for Community Land and Construction, Storm Sewer, Parkland Cash in Lieu and other contingency and Fiscal impact payments.

Document Reference	Description	Amount
Engineering Certificate - Table A2	Community Land and Construction	\$(47,309.46)
Engineering Certificate - Table A3	Contingency	\$(1,425.14)
Engineering Certificate - Table A5	Storm Sewer Payments**	\$(2,094.29)
Engineering Certificate - Table C1	Fiscal Impact Payments	\$(1,515.57)
Engineering Certificate - Table D2	Parkland Cash-in-lieu Payment	\$(1,672.23)
Engineering Certificate - Table E1	Catchup Payment (cash calls to date)	\$(5,141.17)
Cost Sharing Agreement - Section 5.05(a)	Administrative fees	\$(8,362.00)
<b>Net Over/Under</b>		<b>(67,519.86)</b>

The Town's OPA 226 forecasts population for 17,515 in 2021 and 27,584 people by 2031 to match the forecasts contained in the ROPA 24 (Report PD-2010-050). The Region had found through its own detailed analysis that current flexible strategies within the wastewater collection system, use of green infrastructure, and current capacity of water servicing was sufficient for the Mayfield West developments (Region of Peel Water Master Plan, 2014).

Planning authorities are mandated to direct new development towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. The proposed three single family dwelling units will not strain the current servicing available as this newly developed area is designed for higher in water and sewer capacity. Mayfield West Phase 2 which will continue to see a population increase of 10,000 from the revised forecast under ROPA 24 was considered minor and would not have a significant impact on the lands needs from such an increase in population (Report PD-2010-050).

The following policies of section 1.6.7 Transportation Systems apply:

### 1.6.7 Transportation Systems

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

*1.7.1 Long-term economic prosperity should be supported by:*

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- a) *promoting opportunities for economic development and community investment-readiness;*
- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

A transit-hub has been proposed and is in delivery to connect the Mayfield West Area to secondary and primary rapid transit lines and regional transit systems. Report PD-2010-050 had reflected on a preferred transit hub strategy where the transit-hub would be the central feature of the developments in the Mayfield West area as per the guidelines of the previous and current Growth Plan. Currently, a proposed Hurontario North Rapid Transit line in the 2041 Regional Transportation Plan will connect the area to Brampton Go station as the primary destination. This connection alone will create access to multimodal transit such as Queen Street BRT Corridor, the Hurontario LRT, GO-train line connections, intra- and inter-regional transportation systems (2041 Regional Transportation Plan, Metrolinx, 2018). The proposed development contributes to the PPS objectives 1.6.7.4 and 1.7.1.b by contributing to the mix of residential housing supply in the Mayfield Centre and access to regional transit will work to reduce dependence on vehicle usage.

To conclude, it is evident that the proposed development does not contravene any of the provisions of the PPS and instead works towards supporting the objectives of the Province. The PPS promotes residential intensification within designated settlement areas especially when considering that the subject property is the last piece of land in this community left for residential infilling in the Mayfield Centre. The proposed single-family dwellings are a compatible use and fit in the local context. Based on the available studies provided by the Province, Region, and the Town, there is sufficient capacity in water, wastewater and stormwater servicing provided by the Region and its systems. Finally, the proposed does not interfere or deter the development of the transit-hub envisioned by the Region, the Town and Metrolinx. Therefore, the proposal is in conformity with the Provincial Policy Statement 2020.

## **7.2 Growth Plan for the Greater Golden Horseshoe, 2019**

The Places to Grow Act is the Government of Ontario's Plan to accommodate and establish for population and employment growth throughout the Province with a particular focus on the Greater Golden Horseshoe. The Growth Plan provides policy direction to regional municipalities and lower-tier municipalities guide growth, density, and intensification to control sprawl, manage growth to build complete communities,

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protect resources and the environment. Since 2005, the new iteration of the Growth Plan is the current Growth Plan for the Greater Golden Horseshoe, 2019 (GGH).

To address the challenges of Greater Golden Horseshoe and ensure the protection and effective use of finite resources, a Place to Grow Plan with the other Provincial Plans, (the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Niagara Escarpment Plan) builds on the PPS to establish a unique land use planning framework. This framework for the GGH supports the achievement of complete communities, a thriving economy, preserving and enhancing the quality of the environment, and social equity.

The implementation of the GGH is supported by Metrolinx through their 2041 Regional Transportation Plan to guide transit centric development and make effective investments in public service facilities and infrastructure. This Growth Plan provides for a time horizon for land use planning to 2041 and provides forecasted targets for population and employment growth. These targets are adopted by regional and lower tier municipalities to prioritize intensification and achieve higher densities to make efficient use of land, infrastructure, and support transit viability.

<b>Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s)</b>						
	<b>Population</b>			<b>Employment</b>		
	<b>2031</b>	<b>2036</b>	<b>2041</b>	<b>2031</b>	<b>2036</b>	<b>2041</b>
Region of Peel	1,770	1,870	1,970	880	920	970
GTAH Total	9,010	9,590	10,130	4,380	4,580	4,820

Furthermore, the Growth Plan, 2006 identified 25 urban growth centres and this Plan continues to recognize those urban growth centres as regional focal points for accommodating population and employment growth. The continued revitalization of urban growth centres as meeting places, locations for cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use, transit-supportive communities is particularly important (GGH, 2019). The Region of Peel is forecasted for an increase of 200,000 people between the 2031 to 2041 as shown in Table 4. As such, the Region of Peel has initiated a Growth Management Focus Area plan to guide and manage growth up till 2051 to provide more flexibility for the lower tier municipalities to respond to these targets. The Mayfield West Area was designated as a settlement area through ROPA 22 and ROPA 20 with an expansion to Phase 2 through ROPA 24.

While these targets are set out at the regional level (and single-tier) and do not establish individual population and employment targets for lower-tier municipalities, the Town of

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Caledon has begun an Official Plan Review Study for 2041. This study addresses these changes and the forecasted targets; however, it is yet to be completed. Conformity with the Provincial Plans and Regional Plans is expected to be completed by 2022 according to the Future Caledon website.

The most relevant Guiding Principles under this GGH, 2019 that support the proposal are:

- 1. Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- 2. Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- 3. Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*

Provisions of the GGH, 2019 under 2.2.1 Managing Growth guide Regional governments and lower-tier municipalities to direct a vast majority of growth to settlement areas in 2.2.1.2.a that have a delineated boundary, have existing or planned municipal water and wastewater systems, and where complete communities can be achieved. Within the settlement area, the GGH stipulates that growth will be contained within the delineated built-up areas, strategic growth areas, and in locations where existing or planned transit will exist (2.2.1.2.c). The policies of the GGH support the achievement of complete communities by featuring a diverse mix of lands uses, including residential and employment use alongside providing a diverse range and mix of housing options (2.2.1.4).

In regard to housing, the GGH under 2.2.6 Housing directs upper-tier municipalities in consultation with lower-tier municipalities, the Province, and other stakeholders to support housing choice through achieving the minimum intensification targets and the Guiding Principles of the GGH (2.2.6.1.a). Municipalities must work towards achieving complete communities by identifying mechanisms, including the use of land use planning and financial tools to support the policies of 2.2.6.1.a (2.2.6.1.b). Under 2.2.6.2, municipalities will plan accordingly to meet the forecasted growth targets, achieve the minimum intensification and density targets; and consider using a range of housing options. Municipalities are guided to use the available planning tools including the process of Consent and Zoning Bylaw Amendment in this case, to accommodate for a diverse range of household sizes and incomes (2.2.6.3). Considering this goal in the GGH, municipalities are to maintain land for servicing capacity for lands that may exclusively be suitably zoned for intensification and redevelopment (2.2.6.4).



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The Mayfield West development and the subsequent phasing has been specifically designated as a key component to Caledon's long-term growth management strategy. The proposed development makes use of the available planning tools, servicing and higher-level policies to complete the neighborhood block along Old Kennedy Road backing onto new residential development. The proposed Zoning Bylaw Amendment and prior Consent process will bring the subject property into conformity and complete the vision of the Region of Peel and Town of Caledon for Mayfield West.

### **7.3 Region of Peel Official Plan (Office Consolidation, 2018)**

The Region of Peel Official Plan (RPOP) provides upper-tier guidance to the area municipalities in the preparation and implementation of their local Official Plans. The RPOP provides the strategies for growth, change and allocation of services provided by the Region for area municipalities. These services pertain to Regional roads, waste management, water and wastewater servicing and expansion, regional planning, growth and intensification matters for working and living in Peel. As such, the purpose of the RPOP is to:

1. Provide Regional Council with the long-term regional strategic policy framework for guiding growth and development in Peel while having regard for protecting the environment, managing the renewable and non-renewable resources, and outlining a regional structure that manages this growth within Peel in the most effective and efficient manner;
2. Interpret and apply the intent of Provincial legislation and policies within a Regional context using the authority delegated or assigned to the Region from the Province;
3. Provide a long-term regional strategic policy framework for the more specific objectives and land use policies contained in the area municipal Official Plans which must conform to this Plan (RPOP).

The current review of the RPOP was initiated on May 23, 2013 to incorporate new Provincial legislation, regulations, policies, guide new growth and development within the Region to the year 2051. A Municipal Comprehensive Review in conjunction with the above has also been initiated to reflect the newer changes made to the GGH, 2019 and the PPS, 2020. This current Office Consolidation, 2018 provides the most recent updates for forecasted growth and intensification targets for 2031 for area municipalities. In the RPOP, the subject property falls within the built-up area designated as Rural Service Centre within the Mayfield West Area as per the Place to Grow Act, 2005 and Plan conformity exercise.

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Rural Service Centers are meant to serve as the primary growth areas within the Rural System in Caledon. As stated in under 5.4.3, the settlement area boundaries for Mayfield West were directed to be developed on full municipal water and sewer services to achieve complete communities under Provincial policies as described in Section 5.1 and 5.2 of this report. The Region has further stated that a significant portion of growth is to be located in built-up areas, promote compact built-form, intensification and redevelopment (5.5.3). The forms of intensification include the development of

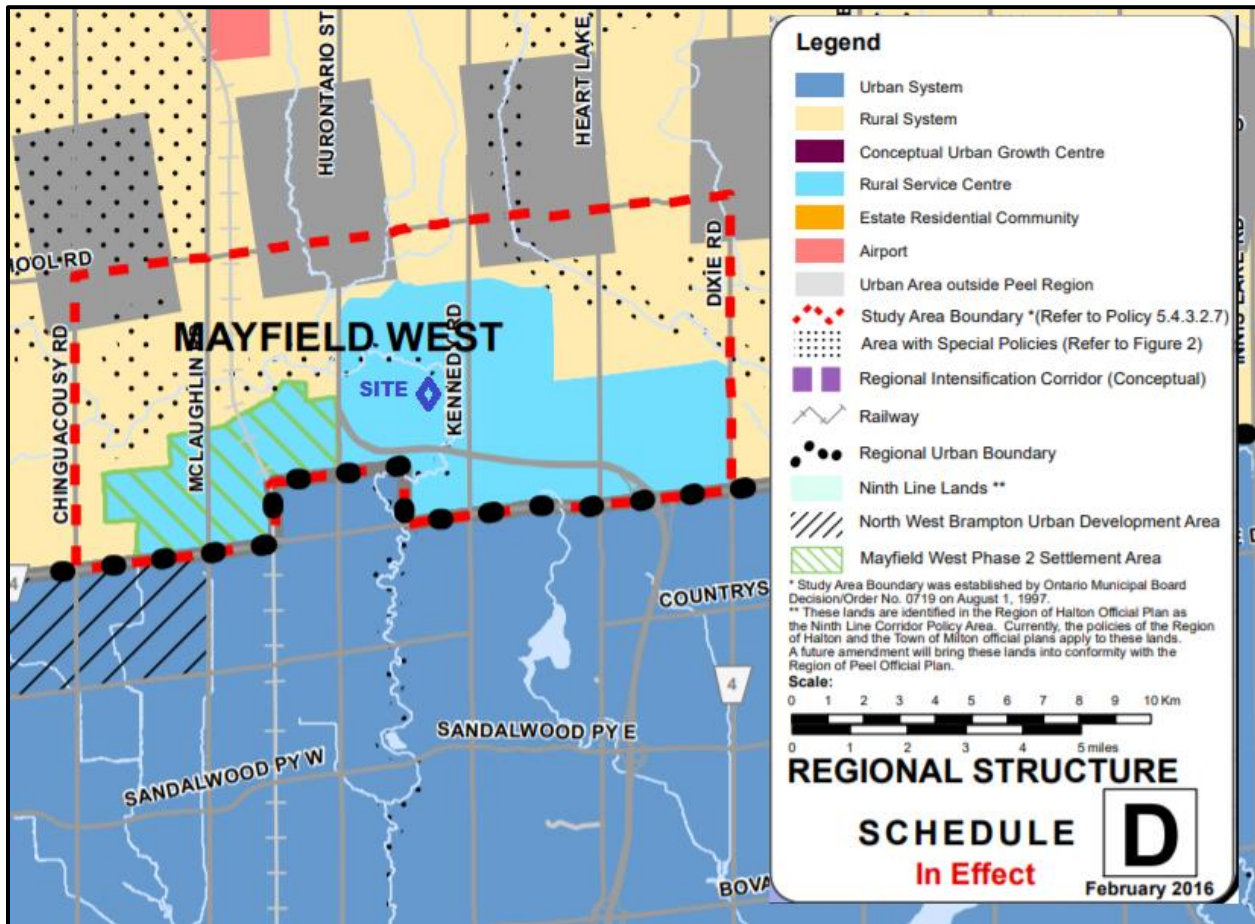


Figure 11: Site Falls within the Rural Service Centre

underutilized lots within previously developed areas such as the subject property (5.5.3.1). Area municipalities are encouraged to continue to support residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and cost-effective development standards for new residential development, redevelopment, and intensification (5.8.2.2).

The proposed development supports the objectives and policies of the RPOP. As stated, before in this report, the subject property is one of the last remaining lots

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designated Agricultural under the Town’s Zoning Bylaw within a built-up area, a designated growth area that has full servicing capacities and can be fully utilized with our proposal. Redeveloping for only one single family dwelling would not be efficient or respect the current policies set forth in Regional legislation to provide more homes to the housing supply and optimizing the existing or planned infrastructure.

**7.4 Town of Caledon Official Plan**

The policies of the Town of Caledon Official Plan (COP) consolidated in April 2018 are applicable to the subject property and proposed development. As per Schedule B of Town of Caledon’s Official plan, the subject property is located in the Mayfield Village Centre area and policies in Section 7.12 for Mayfield West Secondary Plan Area, and more specifically, Section 7.12.9. Village Centre Area and 7.12.9.3 Mixed High/Medium Density Residential are applicable.

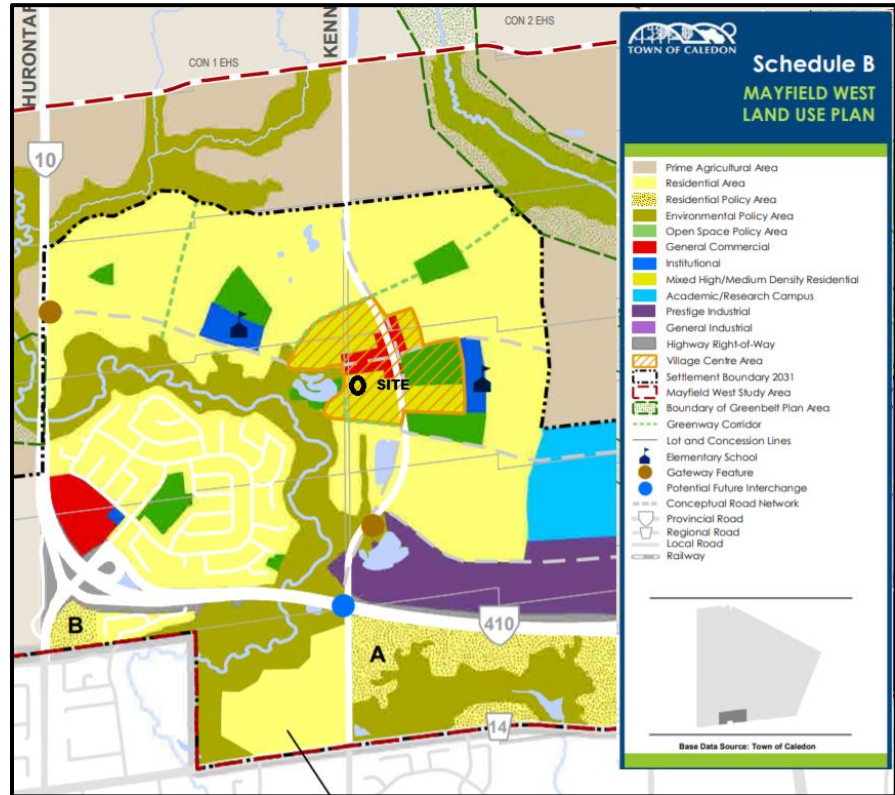


Figure 12: Site Located in the Mayfield Village Centre Area

Under the COP, the Town recognizes the need to create opportunities in its housing policies to reflect the unique rural nature of its community in tandem with the need to provide solutions for transitioning urban landscape pressures (3.5.1). Consistent with the policies discussed within this report, COP directs new housing stock to settlement areas where full water, sewer, and community support services can be provided efficiently and effectively (3.5.3.1). A full range of housing types and densities were planned as an integral part of the designated Rural Service Centre (3.5.3.5.1). To efficiently allocate land use and infrastructure, growth and intensification by 2015 and each year thereafter; an annual minimum of 40% of new housing is to be located in settlement areas (4.2.1.1). Moreover, to support 4.2.1.1, the COP stipulates policies under 4.2.1.3 to encourage

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intensification within built-up areas and work to provide the necessary services adherent to Provincial and Regional policies.

The current COP Office Consolidation has updated the forecasted targets anticipated for 2021 and 2031. Rural Service Centres will contain the highest growth rate as indicated below (4.2.5.2). The COP further allocates the population amongst the three Rural Service Centers, with Mayfield West seeing a generous increase through the phasing-in process of Phase 2 (4.2.5.2).

Among other things, the growth management framework for the Town of Caledon established a hierarchy of settlement areas, reflecting the distinctive attributes and planned functions of Caledon's settlement areas. Section 5.10.1 describes the

Population Allocations	2021 Population	2031 Population
South Albion-Bolton	28,234	39,898
Caledon East	8,412	8,412
Mayfield West <sup>(1)</sup>	18,179	26,744
<b>Total</b>	<b>54,825</b>	<b>75,054</b>

<sup>(1)</sup> The population allocation for Mayfield West includes 11,587 population allocated to Mayfield West Phase 1. This number includes the Census undercount.

Settlement Category or Land Use Area	2021 Population	2031 Population
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
<b>Total</b>	<b>87,001</b>	<b>108,000</b>

hierarchy of settlements within the Town and establishes the intended role and function as well as general and specific policies for each of the settlements within the Rural System. The settlement hierarchy consists of:

1. Rural Service Centres
2. Villages
3. Hamlets
4. Industrial/Commercial Centres.

Relevant objectives of the Settlements within the Rural System are

1. *To foster and enhance the distinct community character of settlements in the Town.*
2. *To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.*
3. *To provide for orderly and efficient residential, commercial and industrial growth within settlements.*



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4. *To promote safe and secure communities and improvement of the quality of life through proper design and effective use of the built environment.*

The proposal is in line with these objectives as it provides new growth and promotes a safe and secure community and improvement of quality of life through proper design and effective use of the built environment. The proposal is also in keeping with policy 5.10.3.5 which states that 'Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development'. The proposed single detached housing will also conform to policy section 5.10.3.10 that requires the land uses and the design of any proposed development to be compatible with, or enhance, the community character of the settlement, and development that is compatible with the land use patterns, densities and road systems.

### **7.5 Mayfield West Secondary Plan**

The Mayfield West Secondary Plan ("Secondary Plan") has a planned population of approximately 9,000 people and 2,845 dwelling units. Approximately 180 gross hectares (444 acres) of employment generating land uses, complementary and supporting commercial and community uses are also provided

The Secondary Plan envisages to create a community that is 'distinct and expressive of the Town of Caledon through, among other things, the development of a Village Centre which will include a traditional main street, commercial and institutional uses, appropriate residential uses, and a Town Commons, town square or market place.

The Village Centre will provide a central focus for the community'. This Centre will also provide 'opportunities for a broad mix and range of housing types that are suitable for different income, age levels, lifestyles, and household structures of the future residents. The mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form'.

Mayfield West Secondary Plan area is identified as compact well integrated rural town centre that is fully serviced by piped water, waste water and sewer services. Section 7.12.1 further states that the Rural Service Centres are designated as the primary growth areas for the planning period and as such will be the focus for the majority of new residential and employment growth. The Mayfield West community has full water and wastewater servicing which allowed for compact communities, with a full range of land uses, housing and economic development opportunities and to provide services to Caledon's urban and rural residents.



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Policy 7.12.4 states that the development of the Mayfield West community, in accordance with the Secondary Plan, will result in a unique, diverse, compact, attractive and livable community which will include a vibrant Village Centre, high quality employment area; commercial facilities to meet both local, community and some Town-wide needs; a series of residential neighbourhoods providing a broad range and mix of housing opportunities; and supporting community facilities. The proposed development will contribute towards achieving these standards and targets.

As per Policy 7.12.7.1.4, the total number of dwelling units within the Mayfield Village Centre Area, as identified on Schedule B, shall be approximately 500 units. Detached dwellings may make up 10% of the total. The proposed development will add three detached residential units to the Mayfield Village Centre Area.

The subject property is currently designated an A1 (Agricultural) under the Town's Zoning By-law 2006-50 and designated as Mixed High/Medium Density Residential and Village Commercial Area, Schedule B of the Town's Official Plan Policy 7.12.9.3.5 states that low density housing forms, such as detached, semi-detached and triplex housing forms may, in accordance with Sections 7.12.7 and 7.12.8.3, be permitted on the lands designated Mixed High/Medium Density Residential.

Low Density Residential development shall generally be located at the periphery of the Village Centre Area. The three proposed detached residential developments conform to the policies of the Secondary Plan.

### **1. Conclusions and Summary**

It is in our opinion that the proposed Zoning Bylaw Amendment is justified as good urban planning as the site is fully matured supported by adequate municipal service and the proposal is in conformity with the Provincial, Regional and the Town's policies and plans. This proposal also represents good planning as it efficiently and optimally utilizes existing resources and infrastructure.

It is evident that the proposed development works towards supporting the objectives of the PPS. The PPS promotes residential intensification within designated settlement areas especially when considering that the subject property is the last piece of land in this community left for residential infilling in the Mayfield Centre. The proposed single-family dwellings are a compatible use and fit in the local context. Based on the available studies provided by the Province, Region, and the Town, there is sufficient capacity in water, wastewater and stormwater servicing. Finally, the proposed does not interfere or

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deter the development of the transit-hub envisioned by the Region, the Town and Metrolinx. Therefore, the proposal conforms to the Provincial Policy Statement 2020. The Mayfield West development and the subsequent phasing has been specifically designated as a key component to Caledon's long-term growth management strategy. The proposed development makes use of the available planning tools, servicing and higher-level policies to complete the neighborhood block along Old Kennedy Road backing onto new residential development. The proposed Zoning Bylaw Amendment and prior Consent process will bring the subject property into conformity and complete the vision of the Region of Peel and Town of Caledon for Mayfield West.

The proposed development supports the objectives and policies of the RPOP. As stated, before in this report, the subject property is one of the last remaining lots that has full servicing potential and the development of which respect the current policies set forth in the Regional legislation to provide more homes to the housing supply and optimizing the existing or planned infrastructure.

The Official Plan and Secondary Plan policies support the proposal to construct three single detached dwellings which is consistent with the current built-form in the area. The proposed is further supported by the Town's community design plan and guidelines and clearly reflects the Town's vision of the Mayfield West Area.

The proposal is in line with these objectives as it provides new growth and promotes a safe and secure community and improvement of quality of life through proper design and effective use of the built environment. The proposal is also in keeping with policy 5.10.3.5 which states that 'Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development'. The proposed single detached housing will also conform to policy section 5.10.3.10 that requires the land uses and the design of any proposed development to be compatible with, or enhance, the community character of the settlement, and development that is compatible with the land use patterns, densities and road systems.

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