

TOWN OF CALEDON
PLANNING
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**PLANNING JUSTIFICATION REPORT
OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT, DRAFT
PLAN OF SUBDIVISION, DRAFT PLAN OF CONDOMINIUM,
& SITE PLAN APPLICATION**

Queensgate (Mosaik) Inc.
12944 ALBION VAUGHAN ROAD

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1.0 INTRODUCTION & BACKGROUND

Humphries Planning Group Inc. (“**HPGI**”) is the planning consultant for Queensgate (Mosaik) Inc., the registered owner (the “**Owner**”) of the property municipally addressed 12944 Albion Vaughan Road, in the Rural Service Centre of Bolton and in the Town of Caledon (the “**Subject Site**”). A Pre-Consultation (DART) meeting was held with Town of Caledon Staff on February 13th, 2025 to discuss the development of the Subject Site for a a low-rise medium-density development comprised of 30 back-to-back townhouse dwelling units and 19 3-storey townhouse dwelling units located on a 6.0 metre private laneway. The applications and supporting materials are being submitted in accordance with the Pre-application Review Committee (DARC) Meeting Form and Checklist issued by Planning Staff, which established the requirements for the submission of a ‘Complete Application’ under Section 34(1) of the *Planning Act*.

The new Region of Peel Official Plan (the “**RPOP**”), was adopted in April 2022 and modified in November 2022, guides growth, development, and infrastructure in Brampton, Caledon, and Mississauga until 2051. It focuses on addressing climate change, protecting natural heritage, supporting agricultural lands, managing settlement area expansion, and enhancing transit-oriented development. As of July 1, 2024, the Region functions as an upper-tier municipality without planning authority, delegating these responsibilities to the local municipalities.

Ontario's Provincial Planning Statement (the “**PPS**”) was updated and came into effect on October 20, 2024, replacing the previous 2020 version and the Growth Plan for the Greater Golden Horseshoe to provide new direction for land use, focusing on housing supply and streamlining development. The Province has also introduced new legislation including Bill 23 (*the More Homes Built Faster Act*), Bill 185 (*the Cutting Red Tape to Build More Homes Act*), Bill 60 (*the Fighting Delays, Building Faster Act*) and Bill 17 (*the Protect Ontario by Building Faster and Smarter Act*) aimed to accelerate housing construction, and address the province's housing supply shortages.

The Council for The Corporation of the Town of Caledon passed By-law No. BL-2024-014 on March 26, 2024, to adopt Future Caledon – a new Official Plan (the “**TOP**”) for the Town of Caledon, under Sections 17 and 26 of the Planning Act, R.S.O. 1990, c.P.13. The new Official Plan replaces the previous official plan which came into effect in 1979. The Future Caledon Official Plan sets out a strategic and comprehensive approach to guiding growth and development throughout the Town of Caledon to the 2051 planning horizon aiming to support 300,000 people and 125,000 jobs. The Official Plan achieves this by providing goals, objectives and direction on matters such as: environmental protection, managing and directing growth, planning for employment and jobs, protecting agricultural and rural lands, facilitating intensification and a diverse housing supply, and establishing a Town structure that will facilitate the growth of walkable and transit-oriented communities.

This Planning Justification Report (the “**Report**”) is being submitted in support of applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of

Condominium to implement the proposed development. It provides a description of the Subject Site, the development proposal along with the statutory approvals required to permit the development of the site. It also considers the applications in the context of Provincial, Regional and Local Planning Policy and Regulatory documents, and provides a professional planning opinion and justification in support of the proposed development and how it represents good land use planning.

2.0 SITE AREA & CONTEXT

The Subject Site is located on the north-west corner of Albion Vaughan Road and Queensgate Boulevard in the Rural Service Centre of Bolton and in the Town of Caledon. The Subject Site is irregular in shape and has a total area of 0.98 hectares (2.42 acres). The Subject Site is a corner lot with multiple frontages including approximately 80.69 metres along Albion Vaughan Road, 120.83 metres along Queensgate Blvd., as well as additional frontage along the undeveloped 5th Sideroad roadway allowance (to the north).



FIGURE 1 – AIR PHOTO OF SUBJECT SITE (— SUBJECT SITE)

The Subject Site is currently occupied by a one-storey single detached dwelling fronting onto Albion Vaughan Road as well as a one-storey commercial building that was formerly utilized for automotive repairs and storage accessed via a private road. While the Bolton South Hill Secondary Plan are is largely built-out, the Subject Site represents one of the last underutilized and/or vacant

parcels adjacent to an existing residential subdivision (Plan 43R-23706) located along the undeveloped 5th Sideroad road allowance. The immediate surrounding area is comprised of the following land uses:

North: North of the Subject Site is a residential subdivision comprised of single and semi-detached residential dwelling. The subdivision has been developed with a mix of community uses including schools (i.e. Allan Drive Middle School & Holy Family Elementary School) and parks (i.e. Fountainbridge Park).

West: West of the Subject Site are residential uses. Further along Queensgate Blvd., at the intersection of Queen Street, are commercial and service oriented uses including gas stations, drive-thru restaurants, financial institutions and personal service shops.



FIGURE 2 – SURROUNDING CONTEXT MAP (— SUBJECT SITE)

South: Queensgate Boulevard is located south of the Subject Site. On the south-side of Queensgate Boulevard is a residential neighbourhood consisting primarily of semi-detached and detached dwellings.

East: East of the Subject Site is Albion Vaughan Road which forms the municipal

boundary between the Town of Caledon, the City of Vaughan and the Township of King. On the east side Albion Vaughan Road are agricultural lands and open space areas.

The surrounding area has developed as a mixed-use area offering a range of residential, recreation, public open space and neighbourhood-commercial and service oriented land uses. Within the existing local land use context, the proposed development represents a unique opportunity for residential intensification of an underutilized parcel. The location of the site proximate to existing residential areas, parks and amenities presents a diverse clustering of urban activities and supporting uses that will benefit future residents of the proposed development.

3.0 DEVELOPMENT PROPOSAL

The proposal contemplates a multi-unit residential development consisting of 49 common element condominium townhouse units. The townhouse blocks have been designed with a height of 3-storeys (12.5 metres) and accommodate 6-8 units per building block. The proposed townhouse unit breakdown is provided as follows:

- Block '1' – 6 front lane townhouse units
- Block '2' – 14 back-to-back townhouse units
- Block '3' – 16 back-to-back townhouse units
- Block '4' – 6 front lane townhouse units
- Block '5' – 6 front lane townhouse units

Access to the site is achieved via a 7.68-metre full-moves driveway onto Queensgate Blvd. The location of the driveway has been sited towards the western property limits in order to address spacing and access guidelines for King -Albion Road. Due to the configuration of the site, the development is proposed to be served by a condominium road. The common element road allows for appropriate vehicular circulation with one point of access onto Queensgate Blvd. The internal 6.0 metre private condominium loop-ring road network will provide access and to all proposed units. A 1.5-metre concrete sidewalk walkway is located along one side of the private road providing direct access to the individual units, as well as establishing a pedestrian connection to Queensgate Blvd. Each townhouse unit will include two parking spaces (one in the driveway and, one in the garage). Twelve (12) visitor parking spaces have been located along the private laneway. The proposed development will achieve a net density of 50 units per hectare.

The townhomes have been designed with widths ranging from 5.80 – 6.0 metres and 85 m² lot areas for the back-to-back and units up to 139 m² for the front lane townhouses. Proposed setbacks include a front yard of 4.25 metres, and a rear yard of 6.05 metres (for the front lane townhouses). The front yard/entrances of the townhouse units have been oriented facing the private road internal to the site and will have upgraded exterior side yard elevation flanking Queensgate Blvd.

The block has been designed as a common element condominium whereby specific elements (i.e., laneway, visitor parking areas) will be owned in common interest by the Corporation and individual units are freehold parcels of tied land (POTL) which are not part of the condominium property. The development is proposed to be serviced by municipal water and sanitary sewers and by private (non-municipal) waste collection. The development also proposes the conveyance of a 6.0 metres strip of land for purposes road widening along Albion Vaughan Road.

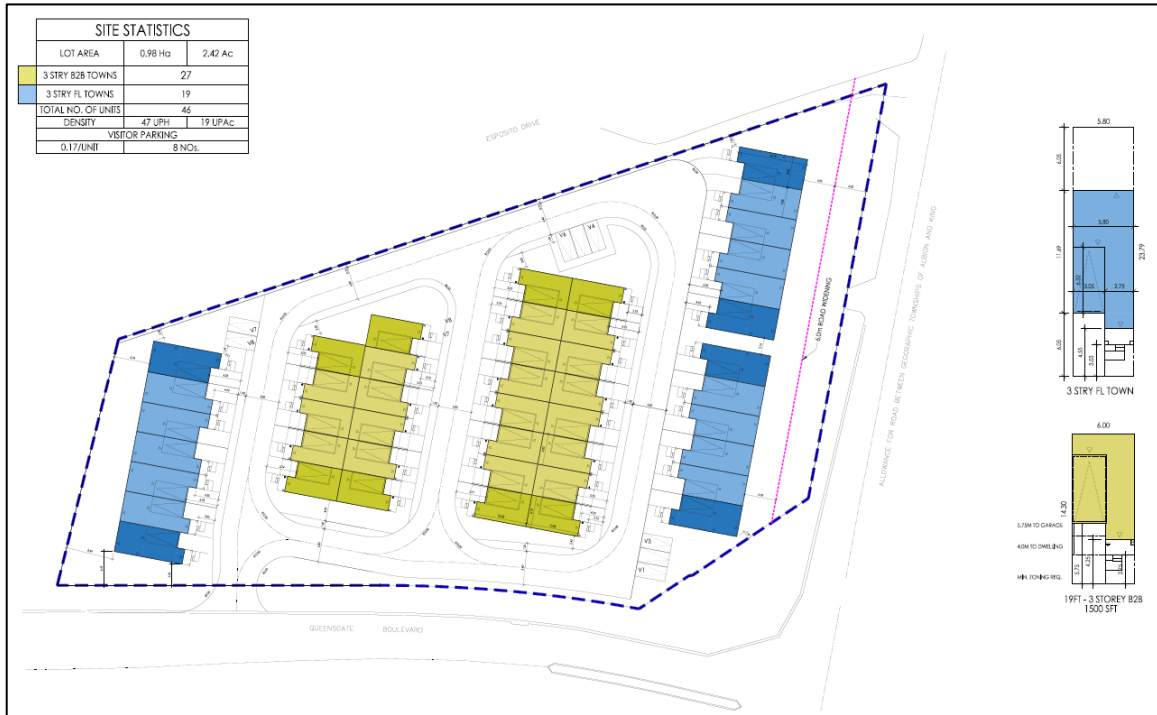


FIGURE 3 – PROPOSED SITE PLAN

4.0 DESCRIPTION OF PLANNING APPLICATIONS

Applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Approval are required to facilitate the full implementation of the proposed development.

Official Plan Amendment

An Official Plan Amendment is required to permit for the development of medium-density townhouse dwelling units on the Subject Site. The Subject Site is currently designated *Low Density Residential* which permits for detached and multiple housing types up to 16 units per hectare. The subject OPA seeks to redesignate the Subject Site to a site-specific *Medium Density Residential* designation to allow for townhouse dwellings (including back-to-back townhouses) with a density range of up to 50 units per hectare.

Zoning By-law Amendment

An application for Zoning By-law Amendment ('ZBLA') has been submitted in support of the proposed development. The draft ZBLA seeks to rezone the site from its current *Residential One (R1) Zone* to a site-specific Residential Townhouse (RT-X) Zone. The ZBLA also introduces a number of sites-specific zoning exceptions in order to recognize special built form aspects of the proposal.

Draft Plan of Subdivision

A Draft Plan of Subdivision ('DPS') has also been submitted concurrently with the applications for OPA and ZBA in order to divide the Subject Site into two separate parcels; 1 Condominium Townhouse Block and 1 Regional Road Widening Block.

Site Plan Approval

A future Site Plan Application ('SPA') will be submitted at the appropriate time to fully implement this proposal. The SPA details the design and technical aspects of the proposed development including certain site elements, such as vehicular access, walkways, parking areas, landscaping or exterior design to ensure it is attractive and compatible with the surrounding area and contributes to the economic, social and environmental vitality of the Town.

Draft Plan of Condominium

A Draft Plan of Condominium application is required for the proposed development so that future owners of the townhomes will hold title specific to their unit, as well as to delineate the rest of the property that is common to all owners. The proposed development has been designed as a common element condominium whereby specific elements of the proposed development (i.e., private laneway, sidewalks, and parking areas) are owned in common interest by the Corporation and individual units are freehold parcels of tied land (POTL) which are not part of the condominium property.

5.0 POLICY ANALYSIS

This following sections provide a summary of the relevant planning policies and an evaluation of the proposed development. The following policy documents have been reviewed and considered in preparation of this Report; Provincial Planning Statement (2024); the Region of Peel Official Plan (2022); the Town of Caledon Official Plan (2024); the Bolton Secondary Plan (2025); the Future Caledon Official Plan (2024); and the Town of Caledon Zoning By-law 2006-50.

5.1 PROVINCIAL POLICY

5.1.1 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement, 2024 (the 'PPS'), prepared under Section 3 of the Planning Act, took effect on October 20, 2024, replacing the Provincial Policy Statement dated May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The PPS provides policy direction on matters of Provincial interest related to land use planning and development in the Province of Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The Planning Act requires that all decisions affecting planning related matters be consistent with the policy statements issued under the Act, including the PPS.

The PPS calls for the building of more homes as *"Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions."* The establishment of healthy, livable and safe communities is facilitated through efficient development and land use patterns and the accommodation of an appropriate range and mix of residential, employment, institutional and recreational uses to meet long term needs.

Chapter 2 of the PPS provides direction related to *"Building Homes, Sustaining Strong and Competitive Communities"* and is applicable to the Subject Site. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of existing and future planned infrastructure. Redevelopment and intensification are also encouraged.

The proposed development aligns with the policies of Chapter 2 of the PPS, as it provides for an appropriate form of development within an identified Settlement Area. The proposed development will create a more compact form of development (than what currently exists) which will facilitate infill and intensification within the Town of Caledon and Rural Service Centre of Bolton. Further, the proposal supports a more efficient use of land resources and will provide a greater range of dwelling units by introducing a low-rise medium density dwelling typology which will contribute to the appropriate range and mix of housing options in the community and meet the future growth needs of the Town and the Region. The increased residential density can be supported by the existing and proposed municipal infrastructure as well as community services and amenities in the surrounding developed area.

Planning for People and Homes

Section 2.1 provides direction for planning for people and homes in order to achieve efficient and resilient development to accommodate an appropriate range and mix of land uses to meet projected needs for a community for at time horizon of 20 to 30 years. These policies state:

"2.1 Planning for People and Homes

1. *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
2. *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the province for the purposes of land use planning.*
3. *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
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*
 - 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, including units in draft approved or registered plans.*
5. *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
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 child care 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 development aligns with the policies of Section 2.1 of the PPS, as it provides for an appropriate form of development within an identified Settlement Area. Further, the proposal supports a more efficient land use pattern, maximizes valuable land resources, and will provide a greater range and mix of housing by introducing 49 three-storey, townhouse dwelling units which will contribute to the availability and diversity of housing options in the Town to meet the current and future needs of residents. The increased residential density realized through the development can be supported by existing municipal water, sanitary and stormwater infrastructure, as demonstrated through the Functional Servicing and Stormwater Management Report prepared by Candevcon.

Housing

Section 2.2 of the PPS addresses housing and contains policies which call for an appropriate range and mix of housing types and densities to be provided in order to meeting the projected requirements of current and future residents. The following policies are applicable to the redevelopment proposal:

“2.2 Housing

- 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:
 - a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - 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; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”**

The PPS directs the development of new housing towards locations where an appropriate level of municipal infrastructure and public service facilities exist or have been planned for. The Subject Site is located in an area with convenient access to a wide range of community services and facilities including public parks, recreation centres, schools and places of worship which will

support the proposed development and its future residents. Additionally, the development proposal is consistent with the housing policies of the PPS as the Subject Site has direct access to existing municipal infrastructure including major transportation routes and water and wastewater connections. The proposed development also provides for a range and mix of housing within the Towns urban area and will contribute to a more compact built form and more efficient use of valuable land resources. The proposal reduces demand for outward expansion of the urban area for residential uses by locating development within Bolton which is identified to accommodate growth, satisfying key development principles in the PPS.

Settlement Areas

Section 2.3.1 of the PPS, focuses and directs growth and development towards designated Settlement Areas. Land use patterns within settlement areas should be based on an appropriate range and mix of land uses and densities that make efficient use of available land and existing infrastructure. Section 2.3.1 includes the following applicable policies:

“2.3.1.1 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.

2.3.1.2 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;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

2.3.1.3 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.

2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 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.

2.3.1.6 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 proposed development represents a form of intensification through the redevelopment of an underutilized property located within the Bolton Secondary Plan Area where growth is planned

to be accommodated. The PPS recognizes that the achievement of growth in Settlement Areas requires infill, intensification and redevelopment in areas that are well served by existing infrastructure and public facilities. The proposed development is consistent with the above policies as it provides for growth and intensification while maintaining appropriate development standards in order to achieve a more compact built form that respects existing and approved development. The redevelopment has been strategically located in an area where appropriate infrastructure and public service utilities exist and can be optimized.

The PPS also recognizes that the achievement of growth in Settlement Areas requires intensification and development in areas that are well served by existing community services and public facilities. The proposed development is consistent with the above policies as it provides for a residential development that can be appropriately integrated into the surrounding neighbourhood which has direct access to community facilities and amenities include existing parks, schools, and commercial centres.

In accordance with Section 2.3, the Subject Site is located in a designated Built-up Area within the Settlement Area of the Town of Caledon. The proposed development will benefit from existing municipal servicing infrastructure including water and wastewater connections which already service the Subject Site. Further, the proposal contributes to the mix of housing options that seeks to accommodate various housing needs and incomes through medium density building types. Lastly, given its location along a at the corner of an arterial road (Albion Vaughan Road) and a major collector road (Queensgate Boulevard), the proposed development complies with the PPS 2024 directive for population growth to be focused in appropriate locations to promote opportunities for transit- supportive development.

Infrastructure and Public Service Facilities

The infrastructure policies of the PPS are outlined in Chapter 3. Infrastructure and public service facilities are intended to be maximized, wherever possible, before developing new infrastructure and public service facilities. Section 3.1 outlines general policies for infrastructure and public service facilities, including the following relevant policies:

“3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

3.1.2 Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*

b) opportunities for adaptive re-use should be considered, wherever feasible.”

The Subject Site is readily serviceable and will utilize connections to the existing municipal water and sewer services available to this area. A Functional Servicing and Stormwater Management Report has been prepared by Candevcon in order to demonstrate the servicing strategy for the site.

Transportation Systems

Section 3.2 of the PPS places significant emphasis on optimizing existing transit infrastructure by placing more people and uses within close proximity to transit facilities and supporting higher levels of pedestrian activity. The following transportation policies are applicable to the proposed development:

- “3.2.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
- 3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.”*

The Subject Site is located at the intersection of an arterial road (Albion Vaughan Road) and a major collector road (Queensgate Boulevard). The Subject Site is well-sited and strategically located from a transportation perspective and has been designed to optimize the existing road network. The Subject Site is situated in an area with limited transit availability. It is noted that the Town of Caledon does not have a municipal transit system. As such, the only transit route available within the vicinity of the subject site is Brampton Transit Route #41. Based on the January 2025 Brampton Transit Rider guide, Brampton Transit Route #41 operates between Queen Street East in Brampton and Columbia Way in Caledon. The transit stops closest to the subject site are located at the intersection of Queensgate Boulevard and Queen Street South and is a 17-minute walk (approximately 1.3 km) from the Subject Site.

Summary

The intent of the PPS 2024 is to achieve development that is compact, transit-supportive and prioritizes investment in servicing/transit infrastructure and public service facilities. The proposed development supports the overarching themes of the PPS and is consistent with the applicable policies relating to intensification, development efficiency, housing provisions, infrastructure, public services and transportation. The Subject Site is located within the Town of Caledon’s

Settlement Area and the urban area of Bolton which is planned to accommodate growth. The development also proposes a more intensified form of development than what currently exists and seeks to expand housing mix and options to cater to the diverse needs of residents. Lastly, the development makes efficient use of existing infrastructure as it will utilize existing municipal service connections available to the site. Given the site's key location at the corner of a collector and arterial roads, the development will leverage existing major transportation routes and promote the potential expansion of transit in the area. For the reasons stated above, it is our opinion that the proposed development and subject applications are consistent with the relevant policies of the PPS.

5.2 REGIONAL POLICY

5.2.1 REGION OF PEEL OFFICIAL PLAN (2022)

Regional Council adopted the Region of Peel Official Plan (RPOP) on April 28, 2022. The Plan was approved by the Minister of Municipal Affairs and Housing with 44 modifications on November 4, 2022, and later updated through amendments from Bill 162, the *Get It Done Act*, 2024. On July 1, 2024, under the *Planning Act*, Peel Region was designated an "upper-tier municipality without planning responsibilities." The Cities of Brampton and Mississauga and the Town of Caledon are the land use planning authorities responsible for local and regional official plans and development applications. The RPOP serves as the long-term, comprehensive framework for growth, land use, and development across Brampton, Mississauga, and Caledon to 2051. Key focus areas include managing growth, protecting natural/agricultural systems, and promoting sustainable transportation and housing.

Chapter 4 of the RPOP outlines the Regions approach to growth management and addresses city building initiatives. Peel Region is anticipated to experience a significant amount of population and employment growth to the planning horizon. In order to ensure that growth is accommodated in a planned, orderly, and efficient manner the RPOP sets the needs and forecasts to manage growth. The following polices are applicable to the Subject Site:

Objectives

- 4.3.1 *To provide a planning framework for future growth in Peel Region within the context of the Greater Toronto and Hamilton Area.*
- 4.3.2 *To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.*
- 4.3.3 *To achieve balanced growth that supports a healthy activity rate and the fiscal objectives as outlined in Chapter 7 of this Plan.*
- 4.3.4 *To facilitate the effective and efficient delivery and financing of existing and future Regional services, including social and hard infrastructure services.*
- 4.3.5 *To guide the preparation of Regional capital and operating budgets and budget forecasts so that Regional services can be provided to new growth in a manner which aligns with the Region's corporate asset management plans and strategies.*

- 4.3.6 *To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.*
- 4.3.7 *To provide the basis for the periodic review of the Region's Development Charges By-law and costs related to growth. 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.*

Policies

- 4.3.8 *Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.*
- 4.3.9 *Require an amendment to this Plan initiated by the Region for changes to the population, household and employment forecasts shown in Table 3.*
- 4.3.10 *Use, in cooperation with the local municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2051. Forecasts beyond the 2051 planning horizon may be used for long-term infrastructure planning, and community planning within the urban boundary, undertaken by the Region and/or local municipalities, as long as there is consistency with the objectives and intent of the provincial Growth Plan and the Region of Peel Official Plan.*
- 4.3.11 *Forecasts beyond the 2051 planning horizon may be used when planning for Strategic Growth Areas within the Delineated Built-up Area that are delineated on Schedule E-2 of the Region of Peel Official Plan, provided that:*
 - a) *integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacities;*
 - b) *the type and scale of built form for the development would be contextually appropriate;*
 - c) *the development would support the achievement of complete communities, including a diverse mix of land uses, a full range of housing, office employment, transportation options, and sufficient open space; and*
 - d) *the development would not require the conversion of viable employment lands within an Employment Area.*
- 4.3.12 *Direct the local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.*
- 4.3.13 *The population and employment forecasts will be utilized to support the review of development applications where infrastructure upgrades and capital investments are required.*
- 4.3.14 *Direct the local municipalities to work with school boards and agencies to ensure the necessary infrastructure and public service facilities are in place to accommodate forecasted growth and the development of complete communities to the horizon on this plan.*

- 4.3.15 Monitor, in cooperation with the local municipalities the supply of land to ensure that there is sufficient capacity to accommodate the population and employment forecasts shown in Table 3 within the horizon of the Plan.
- 4.3.16 Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.
- 4.3.17 Review the Table 3 forecasts jointly with the Province and the local municipalities at least every five years. Update the Table 3 forecasts and municipal allocations jointly through a municipal comprehensive review with the local municipalities when the Province amends the Regional forecasts.
- 4.3.18 Monitor, in cooperation with the local municipalities, residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in this Plan are met.

The Region of Peel is anticipated to grow to 2,280,000 people and 1,070,000 jobs by the year 2051. This growth is expected to be allocated and assigned between its 3 local area municipalities (Brampton, Caledon and Mississauga). Of this planned growth, it is estimated that 730,000 housing units will be required to accommodate the forecasted region-wide residential growth to the planning horizon. Further, of the Region-wide 730,000 required units, approximately 90,000 household units are expected to be accommodated within the Town of Caledon (Table 1).

Table 1 – Population, Household and Employment Forecasts for Peel

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

The proposed development will contribute to the achievement of growth in the Region through the introduction of 49 new residential units. In accordance with the Region of Peel Development Charges Background Study (2020) the total calculated adjusted 20-year average P.P.U. for multiples (Townhouses) is 3.328 persons. Accordingly, the proposed development is expected to accommodate a population of approximately 163 persons which will assist the Region is accommodating forecast population growth in the Town of Caledon to the year 2051.

In accordance with Schedule E-1 – Regional Structure of the RPOP the Subject Site is designated “Urban System”. Within the Regions urban structure, the *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. Within the *Urban System* there are a hierarchy of growth areas including Urban Growth Centres, Major Transit Station Areas, Nodes/Centres and Intensification Corridors.

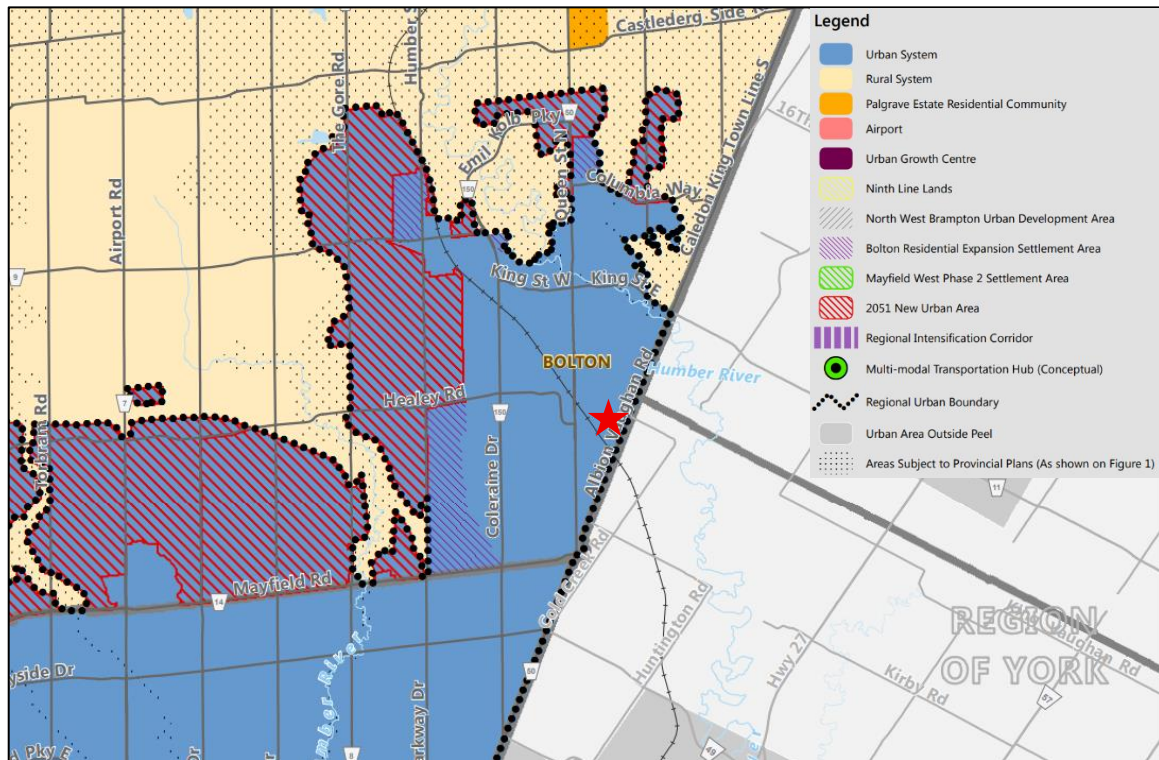


FIGURE 4 – SCHEDULE E-1: REGIONAL STRUCTURE – PEEL REGION OP (★ SUBJECT SITE)

Chapter 5.6 - Urban System of the RPOP sets out the goals, objectives and policies for the Urban System. The following policies are applicable to the Subject Site:

Objectives

- 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.*

Policies

- 5.6.10 *Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.*
- 5.6.11 *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- 5.6.12 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.*
- 5.6.13 *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*

In accordance with the RPOP, the Town of Caledon is expected to grow to a population 300,000 with 90,000 households by the year 2051. The majority of this planned growth is intended to be accommodated through the Regions existing land supply by directing a significant share of growth to the Delineated Build-up Areas including Caledon. The proposed development conforms to the policies of the RPOP as it directs redevelopment and intensification within the Urban System. The development is well-designed, transit-supportive, includes a diverse mix of land uses in a compact built form, accommodates people at all stages of life, and has an appropriate mix of housing. The development also optimizes existing high quality public open spaces and benefits from easy access to retail and public service facilities.

Summary:

The RPOP supports residential growth and intensification within the Urban System. To accommodate the increasing diversification of Peel Region's households, meet growth and intensification targets, and help address housing affordability issues, the housing mix in the Region needs to shift to higher density forms of housing. The RPOP also promotes city building around transit and encourages sound infrastructure planning in order to optimize existing and accessible municipal services reducing the demand for expansion and/or updating. The proposed development supports the policies of the RPOP as it:

- Supports planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing;
- Will optimize the use of the existing and planned infrastructure and services and benefits from convenient and easy access to retail and services to meet daily needs;

- Seeks to achieve more efficient and compact built forms that will optimize the use of existing municipal infrastructure and services;
- Will revitalize and/or enhance developed areas and intensify development on underutilized lands.
- Assists to reduce dependence on the automobile through the development of transit-supportive, pedestrian-friendly urban environments.
- Promotes intensification opportunities across the Region and maximize development within identified growth areas.

Based on the above, it is our opinion that the proposal conforms to the relevant policies of the Region of Peel Official Plan.

5.3 LOCAL POLICY

5.3.1 TOWN OF CALEDON OFFICIAL PLAN, 1978

The Town of Caledon Official Plan was adopted by Council on March 20, 1978, and approved with modifications by the Minister of Housing on November 14, 1979. While the Future Caledon Official Plan was adopted in 2024 to guide growth in the Town to 2051, the 1978 plan continues to apply to certain lands, including certain rural service centres, specialized employment areas, and specific secondary plan areas. The 1978 plan remains in-effect for these specific areas that are not yet fully transitioned into the new plan.

Hierarchy of Settlements

In accordance with Schedule A1 – Town of Caledon Town Structure, the Subject Site is located within the Rural Service Centre of Bolton. The Town establishes a hierarchy of settlements for managing growth by defining the role and function of various types of settlements and allocating growth accordingly.

Rural Service Centres are the primary focus for growth. Growth in the centres is planned to occur on full municipal water and wastewater services, in a phased manner, and subject to the financial capabilities of the Region. In addition to Mayfield West and Bolton, the only other Rural Service Centre in the Town is Caledon East. Caledon East's location in the Greenbelt Area means that it will experience the least amount of growth of the three Rural Service Centres.

Villages, which are primarily residential communities built around historic main streets or crossroads. Smaller than Rural Service Centres, the villages provide local goods and services to

their residents and the surrounding area as well as limited municipal services and amenities. Water and wastewater services are provided through a combination of municipal, community, and private systems. As such, conditions are generally in place to allow for small scale growth.

There are seven villages altogether, and all are located in the Greenbelt Area: Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills, and Palgrave. Hamlets, which are small historic residential communities with very limited services. While some hamlets fall within the catchment areas of municipal water and wastewater systems, private well and septic systems still predominate. There are nine hamlets: Albion, Belfountain, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, and Wildfield most of which are located within the Greenbelt Area. The Official Plan envisions very little growth in the hamlets.

In accordance with Section 4.1.1 of the Official Plan, the following policies are applicable to the Subject Site:

Objectives

- 4.1.1.2.1 *To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.*
- 4.1.1.2.2 *To allocate growth according to the hierarchy of settlements to foster and enhance the distinct community character of settlements in Caledon, develop Caledon as a complete community, ensure equitable and efficient provision of services, maintain a high quality of life and promote economic development and employment.*

General Policies

- 4.1.1.3.1 *Development of settlements will take place within the following hierarchy:*
- a) *Rural Service Centres – compact, well-integrated rural towns on full piped water and sewer services. Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.*
- The Rural Service Centres are Mayfield West, Bolton and Caledon East.*

The proposed development conforms to the above notes policies as it directs growth to the Village of Bolton which is identified as the highest-order settlement in Caledon (a *Rural Service Centre*) and is intended to receive the majority of residential and employment growth. The proposal seeks

to maintain and enhance the role and function of Bolton within the hierarchy of settlement areas in the Town acting as a focal point for economic, social, and residential growth.

Intensification

The Official Plan identifies Caledon, as a mainly rural municipality, with limited potential for intensification within the built-up area. Opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre and, to some degree in some of the rural settlements. Intensification strategies will differ among communities with full municipal services, communities on partial municipal services and communities serviced by private systems. Caledon will make an appropriate contribution to the achievement of the Regional intensification targets based on the opportunities identified in the *Caledon Intensification Strategy*.

An Intensification Strategy was prepared by the Town in January 2022 as a component of the Town's broader Growth Management Strategy (GMS) to inform the preparation of the new Official Plan. The Intensification Strategy provides a framework and guidance for Caledon to accommodate population growth through intensification while meeting the policy direction of the local Official Plan, Regional Official Plan and Provincial policy framework. As part of the Strategy, and inventory of options were reviewed and identified as potential focus areas for intensification. Within Bolton, a total of eleven (11) Intensification Focus Area Options were identified for increased residential intensification, including Queensgate Boulevard. Queensgate Boulevard is recognized as a 'urban corridor' and present a logical opportunity to accommodate infill and intensification from a Town Structure standpoint as they:

- *Serve as key streets connecting local streets to major arterials (e.g. King St. or Queen / Hwy. 50) and nodes (Bolton Core or the Community Shopping Centre Area);*
- *Present opportunities to serve as clear "edge streets" that could be used to delineate where a broader range of community area uses and transit-supportive densities could be focused while also stabilizing interior neighbourhoods where redevelopment should generally be limited to modest forms of intensification (i.e., neighbourhood-level infill, additions, and expansions); and,*
- *Present opportunities to connect and integrate institutional sites with the broader community and Town and enable options for mixed use intensification on and around those sites.*

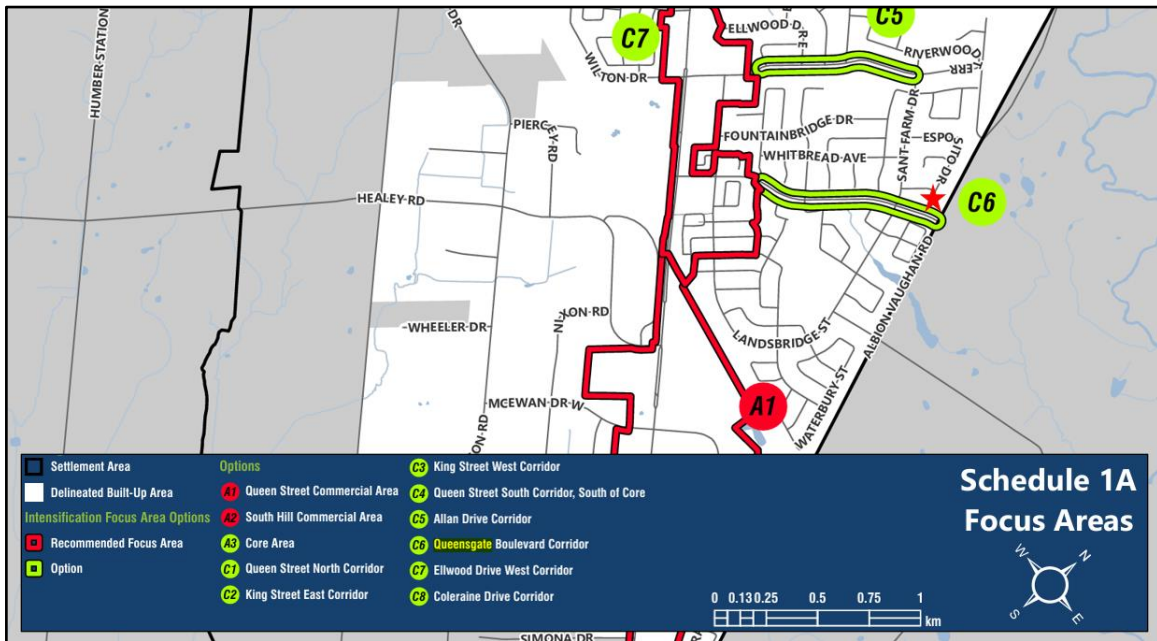


FIGURE 5 – SCHEDULE 1A FOCUS AREAS: CALEDON INTENSIFICATION STRATEGY (★ SUBJECT SITE)

The Subject Site is consistent with the Town of Caledon’s Intensification Strategy as it is located along an ‘urban corridor’ (i.e. Queensgate Boulevard) which has been identified as a recommended focus area for intensification and medium density development. Urban corridors, because of their locations within Caledon and typically more generous property sizes and depths, provide opportunities for intensification and a variety of denser housing type and development.

In accordance with Section 4.2.1 of the Official Plan, the following policies are applicable to the Subject Site:

Objectives

- 4.2.1.2.1 *To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.*
- 4.2.1.2.2 *To ensure that intensification occurs in an appropriate manner in keeping with the role and function of Caledon’s communities according to the hierarchy of settlements within the Town Structure through the preparation of an intensification strategy, community design guidelines and other measures.*

Policies

- 4.2.1.3.1 *Caledon will encourage intensification within the built-up area and undelineated built-up areas shown on Figure 1 of this Plan and will work to overcome barriers*

to intensification, where consistent with Section 3 of the Provincial Policy Statement.

- 4.2.1.3.2 Caledon will prepare an intensification strategy that will identify: opportunities for intensification appropriate to the role and function of Caledon's communities within the Town structure and the availability of community infrastructure, water and wastewater services to support intensification; appropriate areas for focusing intensification, such as intensification corridors, urban nodes, Major Transit Station Areas and other appropriate intensification areas; the appropriate type and scale of development in intensification areas; barriers to intensification and measures for overcoming identified barriers.*
- 4.2.1.3.3 Caledon will permit and encourage compatible forms of intensification in existing residential neighbourhoods and the rural area such as Apartments in-Houses, coach houses (apartments above garages), and duplexes in accordance with Section 5.10.3.14 of this Plan.*
- 4.2.1.3.3 To 2031, the minimum amount of residential development allocated within the built-up area shall be 1,500 units.*

The proposal conforms to the above notes policies as it directs growth and amore compact form of development towards an identified intensification corridor in Bolton at a scale that is consistent with the role and function of Caledon's communities within the Town structure and the availability of community infrastructure, water and wastewater services to support intensification. The proposal will improve the availability and diversity of housing in Caledon through the development of 49 townhouse dwelling units which will contribute to the achievement of 1,500 new units within the built-up area.

Housing

Section 3.5 of the Official Plan recognizes the need to create opportunities for a diverse range and mix of housing types, densities and tenure to provide for the current and future needs of a diverse population. The following policies are applicable to the proposal:

Objectives

- 3.5.2.1 To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people though all stages of their lives.*
- 3.5.2.2 To encourage all forms of residential intensification in parts of built up areas that have sufficient existing or planned infrastructure and community services.*
- 3.5.2.3 To maintain and increase existing and future supply of rental housing stock.*
- 3.5.2.4 To increase the number of existing and new residential dwelling units that incorporate universal design features.*

3.5.2.5 *To promote and foster energy efficiency measures in existing and new residential*

Policies

3.5.3.1 *In conformity with the Strategic Direction of the Plan, the majority of new housing shall be located in settlements where full water, sewer, and community support services can be provided in an effective and efficient manner.*

Other settlements which have limited capacity to absorb and support new housing, especially housing at medium to high densities, are planned to have a more moderate increase in housing.

According to the Town of Caledon Housing Needs Assessment prepared by Tim Welch Consulting Inc. in April 2025, the significant majority homes in Caledon are single family homes (81% of all homes are single detached dwellings). Further, in 2016, the average price of a detached home was \$772,000. In 2021 this price had risen to \$1,275,000. The above would indicate a significant, long-term shortage of diverse, "missing middle" housing options, such as townhouses, to support a growing and diverse population. The proposal conforms to the housing policies of the Official Plan as it seeks to expand and diversify housing options through the development of 49 townhouse dwelling units. The development has been located in a developed area with access to sufficient existing or planned infrastructure and community services and will address a lack of supply of more affordable, ground-oriented options like townhouses for, in part, first-time buyers and families.

Settlements

Section 5.10 of the Town of Caledon Official Plan describes the 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. It states that development of settlements shall be implemented through a hierarchy of settlement areas which generally prioritizes growth, infrastructure investment, and development based on a pyramid structure, focusing on denser, more serviced, and centrally located areas, such as the Bolton Rural Service Centre, over more rural or isolated Hamlets of Villages. Subsection 5.10.3.14 sets out the general development criteria for residential intensification within settlements as follows:

5.10.3.14 *Residential intensification will generally be permitted in settlements where:*

- a. *The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community;*
- b. *The existing and planned services in the community can support the additional households; and,*

- c. *The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.*

The proposal is consistent with Section 5.10 of the Official Plan as the site is located in a well-established, built-up area with access to existing municipal infrastructure and public services and facilities required to support growth. The Subject Site does not contain any natural or cultural resources that would limit or precludes its redevelopment. The proposal seeks to address a gap in housing supply through gentle intensification and address the need for more affordable ground-oriented housing options as expressed in the Caldon Housing Needs Assessment (2025).

Section 5.10.3.27.8 of the Official Plan provides locational criteria and density ranges for various housing forms. It states that:

- a) *Development will provide a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public Right-of-Ways, parks, schools sites, Environmental Policy Area, and Open Space Policy Area:*
- i. *Detached*
 - ii. *Multiples*
 - iii. *Net Density based on Secondary Plan policies*
- b) *The following locational criteria will be applied to low, medium and high-density housing development:*
- i. *Low Density Housing:*
 - *generally located in the interior of neighbourhoods away from arterial roads*
 - *Adequately serviced by neighbourhood parks;*
 - *Accessible to community facilities such as schools and recreational facilities*
 - i. *Medium Density Housing:*
 - *Generally located on or in close proximity to collectors and arterial roads;*
 - *used as a transition between low density and higher density areas;*
 - *Located close to or adjacent to parks, schools, open spaces, and commercial facilities.*
 - ii. *High Density Housing:*
 - *located either on or in close proximity to arterial or collector road;*
 - *located closer to commercial/institutional uses than lower density housing;*
 - *located close to or adjacent to parks and open spaces*

Based on the above policies, it appears that the Subject Site is better suited to accommodate Medium Density Housing based on its specific site and location characteristics. The Subject Site is located at the intersection of an arterial road (Albion Vaughan Road) and a major collector road (Queensgate Boulevard) and at the outer edge of an existing low-density neighbourhood. The

surrounding community is located in close proximity to parks (Dell ‘Unto Parkette, Hubert Corelss Park, Fountainbridge Community Park, RJA Potts Memorial Park), schools (St. John Baptiste Elementary School, Allan Drive Middle School) and commercial facilities (Bolton South Hill Commercial Area). Situated at the edge of established neighborhoods to the north and south, increased density on the Subject Site will act as a transitional density area while remaining sensitive to the scale and character of the adjacent, more stable residential area.

Bolton South Hill Secondary Plan

In accordance with Schedule C-2 – Bolton South Hill Land Use Plan, the Subject Site is located within the Rural Service Centre of Bolton and is designated ‘Low Density Residential’. Density in the Low Residential designation shall not exceed 16 units per net hectare. The Bolton South Hill Area is planned to be primarily a low density residential community with selected multiple housing areas and containing a broad range of neighbourhood uses including school sites, and parks.

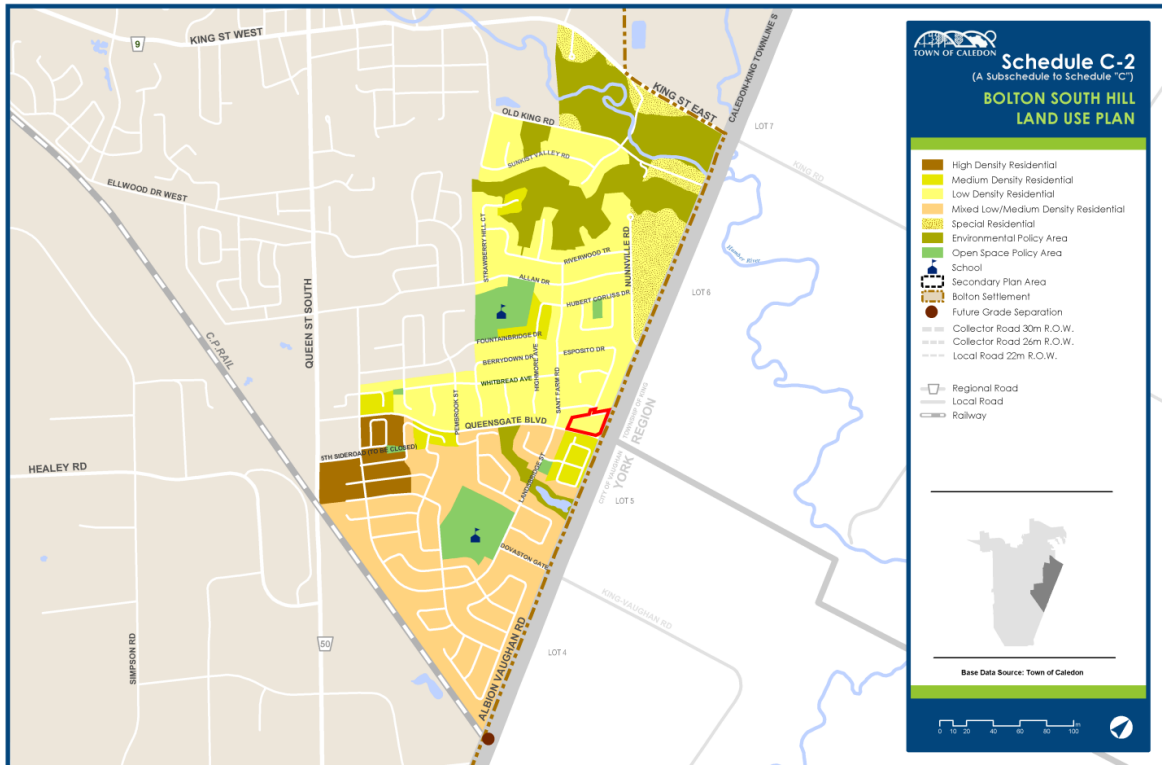


FIGURE 6: SCHEDULE C-2 – BOLTON SOUTH HILL LAND USE PLAN – TOWN OF CALEDON OP (— SUBJECT SITE)

Section 7.2.4.5 of the Secondary Plan requires a housing mix of 70% single-detached and 30% medium and high density, supporting a total population of approximately 7,379 people. While Low Density Residential areas make up a large share of the structural concept for South Hill, the majority of lands to the south of Queensgate Boulevard are proposed to have a Mixed

Low/Medium Density designation. This represents the desire to provide the medium density residential opportunities without designating definite areas for such uses.

The Bolton South Hill Secondary Plan Area is substantially built out with limited opportunities for infill and intensification. It is recognized that in its current Low Density Residential designation, the Subject Site represents an underutilization of strategically located land resources and an underachievement of redevelopment potential. It is also evident that within its current planning context, the designation of the Subject Site for detached dwellings up to 16 units per hectare, fails to produce a development that appropriately responds to emerging provincial, regional, and local policies and the scale and intensity of intensification anticipated to take place along key urban corridors like Queensgate Boulevard. The proposed development seeks to communicate intensification in a manner that optimizes this unique and strategic site while respecting and protecting the character of the existing surrounding residential neighbourhoods to the north and south.

Based on the above, an Official Plan Amendment has been submitted to redesignate the Subject Site from *Low Density Residential* to a site-specific *Medium Density Residential* designation to allow for townhouse dwellings (including back-to-back townhouses) with a density range of up to 50 units per hectare.

Summary:

Caledon's Official Plan sets out the Town's goals and objectives for land use, growth and development. This is accomplished having regard for important social issues, environmental and economic considerations which provide for sustainable and healthy communities. According to the Official Plan, the Town of Caledon is expected to grow to the population of 108,000 people by the year 2031. Of that population growth, 75,054 people are expected to be accommodated in the Town's Rural Service Centres, such as Bolton. A high proportion of future growth is intended to be directed to intensification areas comprised of a hierarchy of centres and corridors. The proposed development meets the general intent of the Official Plan's policies and is representative of good planning based on the following considerations:

- The development seeks to intensify a vacant and/or underutilized property within the Town's Built-up urban Area.
- The site is located along an urban corridor which has been identified to accommodate growth and intensification.
- The proposed development supports the Town of Caledon's overall growth management strategy as it will contribute to the minimum residential intensification occurring within

the delineated built-up area and assists the Town in meeting its prescribed targets and growth forecasts.

- The proposed development expands on the range of housing forms and mix of unit types to satisfy the diverse needs of existing and future residents at all stages of life in the community.
- The proposed development is compatible with and fits within the existing and planned context. It respects and reinforces the character and function of the Bolton Rural Service Centre and provides an appropriate transition to adjacent low-rise residential built-forms.
- Is located in an area with convenient access to commercial and retail uses, community infrastructure including schools and local parks and other cultural amenities.

As such, the proposed development and subject Official Plan Amendment application maintains the intent of the policies of the Town of Caledon Official Plan.

5.3.2 TOWN OF CALEDON: FUTURE CALEDON OFFICIAL PLAN (2025)

On March 26, 2024, Caledon Council adopted "Future Caledon" (By-law 2024-014), a comprehensive new Official Plan guiding growth, environmental protection, housing, and rural preservation up to 2051. It updates land use policies, introduces significant urban expansion in the south, and replaces the 1978 plan in phases. On October 22, 2025, the Minister of Municipal Affairs and Housing issued a decision to approve the Future Caledon Official Plan with modifications. Currently, the Bolton Settlement Area is still subject to the 1978 Official Plan as Council's adoption of the Official Plan Amendment (OPA) to establish the Bolton Secondary Plan has been appealed to the Ontario Land Tribunal. The Bolton Secondary Plan consolidates direction from the Town's 1978 Official Plan, as well as preceding area specific policies for Bolton South Hill, West Bolton, Northeast Bolton, South Simpson Industrial Area and Coleraine West Employment Area.

Town Structure

Section 3 of the Future Caledon Official Plan establishes a community planning structure that reflects the geography and history of the land. The town structure is comprised of an Urban System, a Rural System and a Natural Environment System, which is applicable Town-wide. Schedule B1 – Town Structure of the Future Caledon Official Plan identifies the Subject Site as being located within the *Urban Area*. The Urban System, also referred to as the Urban Area, includes the communities of **Bolton**, Mayfield West, Caledon East and undeveloped new urban land that was approved through the Region of Peel Official Plan in 2022. It is within this area that most population and employment growth will occur over the next 30 years and beyond.

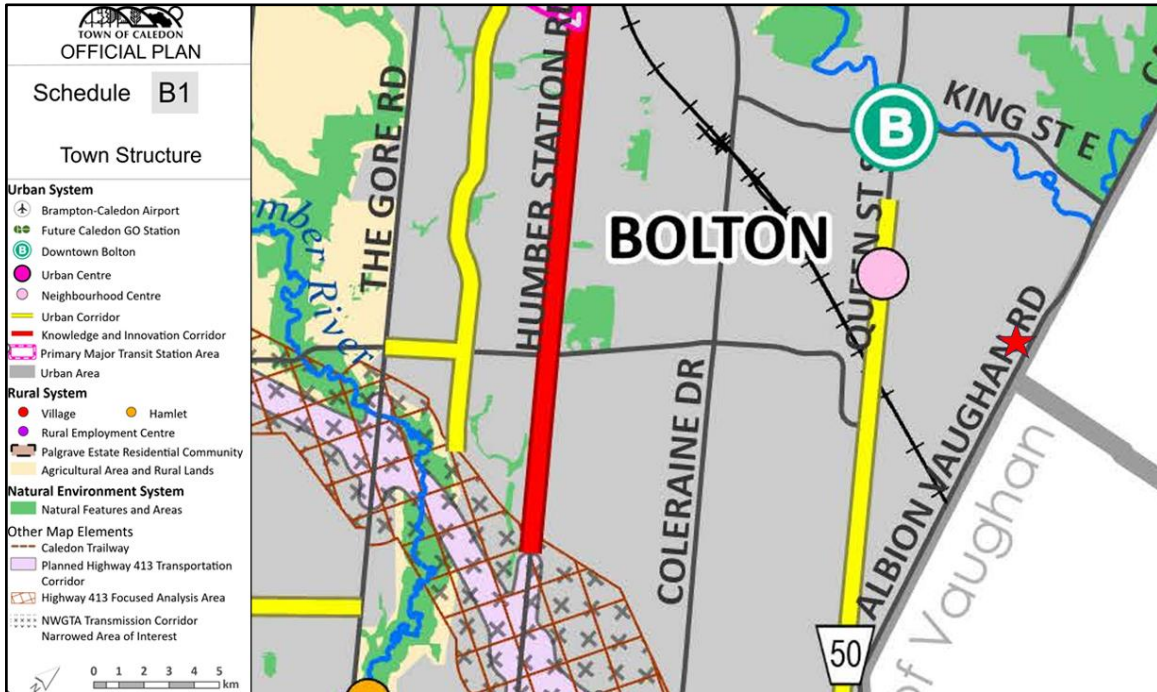


FIGURE 7: SCHEDULE B1: TOWN STRUCTURE – FUTURE CALEDON OFFICIAL PLAN (★ SUBJECT SITE)

Growth Management

Section 4 of the Future Caledon Official Plan sets out the Town's population and employment forecasts for the next 30 years in accordance with Provincial Plans and policies, and the Region of Peel Official Plan. This growth is predominantly planned to be accommodated within the Urban Area where full municipal services are available or planned.

It is within this area that the Town will require that all planning decisions contribute to the establishment of complete communities that are well-designed, transit-supportive, offer a variety of transportation choices and include a diverse mix of land uses in a compact built form. These communities will also be planned in a fiscally responsible manner, to accommodate people at all stages of life, have an appropriate mix of housing, a good range of jobs, high quality open spaces and easy access to retail and public service facilities.

This Plan establishes a land use planning framework to direct and manage growth to 2051 based on the following minimum forecasts:

Table 2 – Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

	2021	2041	2051
Population	81,000	200,000	300,000
Households	24,000	65,000	90,000
Employment	32,000	80,000	125,000

Note: Population figures include a census undercount of 3.3 percent. 2021 values are provided for reference and are not a forecast.

The Town of Caledon is anticipated to grow 300,00 people and 90,000 households. In accordance with Section 4.1.3, population growth will be focused in:

- i. the Urban System;
- ii. delineated built-up areas and designated growth 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 infrastructure and public service facilities.

The Subject Site is located in the Urban System and Built-up Area where growth is planned to be directed.

Intensification

In accordance with Section 4.2 of the Future Caledon Official Plan, Intensification will be supported in appropriate locations within Caledon’s existing delineated built-up area. The following policies are applicable:

- 4.2.2 A minimum of five percent of all new residential development will be directed to lands within the delineated built-up area shown on Schedule B2, Growth Management, on an annual basis to 2051. Opportunities to direct additional growth to the delineated built-up area, particularly the Highway 50 corridor in Bolton will be considered and addressed through an amendment to this Plan.
- 4.2.3 Intensification may occur in a variety of built forms and scale, that are appropriate to their local and planned context. This Plan encourages a wide range of forms of intensification, including infill of vacant and underutilized lots, redevelopment at higher densities, use of additional residential units, purpose-built rental, adaptive reuse, and development on former industrial and commercial sites, including brownfield sites.
- 4.2.4 In addition to residential intensification, compatible employment uses that represent a greater intensity of use and create jobs within Caledon will also be encouraged, subject to

the policies of this Plan. Where permitted, some forms of mixed-use development will include commercial and/or institutional uses and associated employment.

The proposed development represents a form of infill and intensification through the redevelopment of an underutilized property located within the Delineated Built-Up Area of Bolton. The proposed townhouse built form is appropriate within the local and planned context which is comprised on single-detached, semi-detached and multiples.

Housing

Section 9 of the Future Caledon Official Plan sets out the policies to create opportunities for a diversity of housing types, affordability, and tenures for the current and future needs of residents. The Town will establish housing targets and will adapt to innovative designs and trends as they may contribute to the goals of the Plan. The planning objectives for housing, in collaboration with the Region, are as follows:

Objectives

- a. achieve Peel-wide new housing unit targets to meet the diverse housing needs of the Town, including the needs of different income groups, people with additional needs and accessibility requirements and the needs of people through all stages of their lives;*
- b. maintain and develop purpose-built rental housing through targets for rental tenure units;*
- c. achieve minimum density targets within major transit station areas to ensure that communities surrounding higher order transit stations are efficient, walkable and transit-oriented;*
- d. encourage gentle density housing including additional residential units in all residential areas;*
- e. improve the supply of non-market and supportive housing in the Town;*
- f. aim to increase the number of residential dwelling units that incorporate universal design features; and,*
- g. promote energy efficiency measures in existing and new residential development and alignment with the Town's Green Development Standard.*

General Policies

- 9.2.1 The Town of Caledon will contribute to Provincial and Regional growth forecasts by planning to accommodate 90,000 new residential units by 2051.*
- 9.2.2 To ensure that an adequate supply of housing is available at all times, the Town will maintain:*
 - a) At least a 15-year supply of land designated and available for residential development, redevelopment, and residential intensification; and,*
 - b) A minimum three-year supply of residential units with servicing capacity in draft approved or registered plans. To promote and foster the*

development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.

- 9.2.3 *The Town will conduct an affordable housing study and inclusionary zoning assessment report to consider inclusionary zoning, modular/temporary housing and rural housing, among other things. The findings of the study and inclusionary zoning assessment report will inform future amendments to this Plan.*
- 9.2.4 *The Town will work in collaboration with the Region of Peel and other local municipalities to promote, implement, monitor, evaluate and update the Regional Housing Strategy including the implementation of new social housing, affordable rental, affordable ownership, and market housing targets as established in the Peel Housing and Homelessness Plan (PHHP), as appropriate and applicable to the Town.*
- 9.2.5 *The Town will allow for the creation of diverse housing types and tenures through local zoning by-laws where there is sufficient existing or planned infrastructure to ensure the efficient use of existing resources and public services.*
- 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.*

The development proposal conforms to the housing objectives and policies of the Future Caledon Official Plan as seeks to implement a diverse mix of housing types and densities including back-to-back townhouse and front-lane townhouses which will broaden the supply and inventory of housing stock in the Town to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups. Diversified and intensified housing will be key to support community growth and development going forward. It will enable the community and Town to support households of various incomes, sizes and needs. It will also support the aging population in the community—allowing individuals to downsize in the area—while also attracting young persons by increasing the availability of more attainable ownership housing. This need will be heightened in Bolton, recognizing recent and anticipated growth in the community.

Secondary Plans

Secondary plans provide detailed development policies to guide growth and change in a defined area of the Town. They implement the Town Structure, objectives, policies and land use designations of this Plan for the local context, and address a number of matters including the natural environment, land uses, and targets for population, housing and jobs.

The Subject Site is located within the existing *Bolton Secondary Plan*. The Bolton Secondary Plan builds on direction from the Future Caledon Official Plan and advances its objectives by accommodating significant population and employment growth in a compact form in the Bolton Settlement Area. The Bolton Secondary Plan consolidates direction from the Town's 1978 Official Plan, as well as preceding Secondary Plans for Bolton South Hill, West Bolton, Northeast Bolton, South Simpson Industrial Area and Coleraine West Employment Area.

The Secondary Plan reflects the Future Caledon Town Structure by introducing a mixed-use, transit-oriented policy framework for lands within the Highway 50/Queen Street Corridor including an Urban Corridor Area along Highway 50, an Urban Centre Area along the rail line and a Neighbourhood Centre Area north of the rail line at the Highway 50/Queen Street and Wilton Drive/Alan Drive intersection. The Council of the Town of Council approved the Bolton Secondary Plan on November 25, 2025, as part of the broader Future Caledon Official Plan update.

5.3.3 BOLTON SECONDARY PLAN (2025)

The Bolton Secondary Plan was approved on November 25, 2025, as part of the broader Future Caledon Official Plan update. The Bolton Secondary Plan consolidates direction from the Town's 1978 Official Plan, as well as preceding area specific policies for Bolton South Hill, West Bolton, Northeast Bolton, South Simpson Industrial Area and Coleraine West Employment Area. The comprehensive Bolton Secondary Plan builds on Bolton's previous development trends and sets out a detailed policy framework for future intensification that will act as a catalyst for transit-oriented and mixed-use development. The Secondary Plan has been appealed (in its entirety) to the Ontario Land Tribunal ("**OLT**"). As such, the Subject Site is still subject to the policies of the 1978 Official Plan.

Schedule H33a – Bolton Community Structure & Land Use designates the Subject Site as "*Neighbourhood Area*". The Neighbourhood Area designation applies to areas that are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form than older established neighbourhoods in the Town. In addition to housing, Neighbourhood Areas will be planned to accommodate the schools, parks and other institutional uses needed to support the development of complete communities along with mixed-use areas that will accommodate a range of neighbourhood-scale retail, commercial, personal service and

professional service uses in a mixed-use setting with residential uses. The planning objectives for the *Neighbourhood Area* designation are as follows:

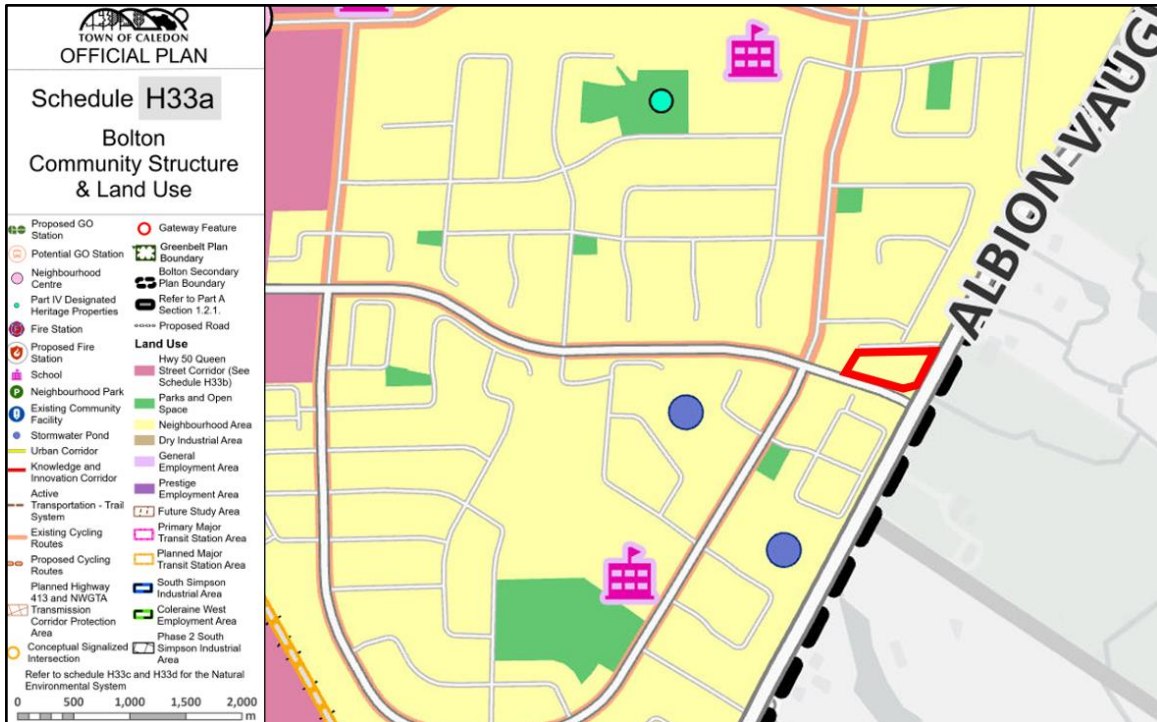


FIGURE 7: SCHEDULE H33a – BOLTON COMMUNITY STRUCTURE & LAND USE – BOLTON SECONDRY PLAN (█ SUBJECT SITE)

22.7.1 Objectives

- a) provide for new housing opportunities to meet the Town’s projected housing needs;
- b) provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;
- c) ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,
- d) guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability.

22.7.2 Permitted Uses

- a) residential uses;
- b) long term care homes and retirement homes;

- c) *public service facilities that are integral to a neighbourhood including but not limited to places of worship, day cares, libraries, schools, community centres and public recreation facilities; and,*
- d) *neighbourhood-scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.*

The proposal implements the Neighbourhood Area policies of the Bolton Secondary Plan as it will establish residential uses in a more compact built form including back-to-back and front-lane townhouse units. The proposal will establish new housing opportunities at a density greater than what currently exists and is surrounded by existing complimentary uses including parks, schools and commercial/retail services which can be leveraged and optimized. The development has been planned to respect the built form and scale of existing adjacent land uses and properties, and the surrounding neighbourhood can suitably accommodate for the level of gentle intensification proposed by the applications. On the basis of the preceding, the development proposal has appropriate regard for and is consistent with the overarching planning principles of the Bolton Secondary Plan.

5.4 ZONING BY-LAW

5.4.1 TOWN OF CALEDON ZONING BY-LAW 2006-50

The Subject Site is zoned 'Residential One – R1-116', subject to site-specific exception 116 in accordance with the Town of Caledon Zoning By-law 2006-50, as amended.

In accordance with Section 6, Table 6.1 of the By-law, permitted uses in the 'R1' zone include:

- *Apartment, Accessory*
- *Bed and Breakfast Establishments*
- *Day Care, Private Home*
- *Dwelling, Detached*
- *Home Occupation*

The current 'R1' Zone does not permit for medium density residential uses as contemplated in the Town of Caledon Official Plan (1987), the Future Caledon Official Plan (2025) and the Bolton Secondary Plan.

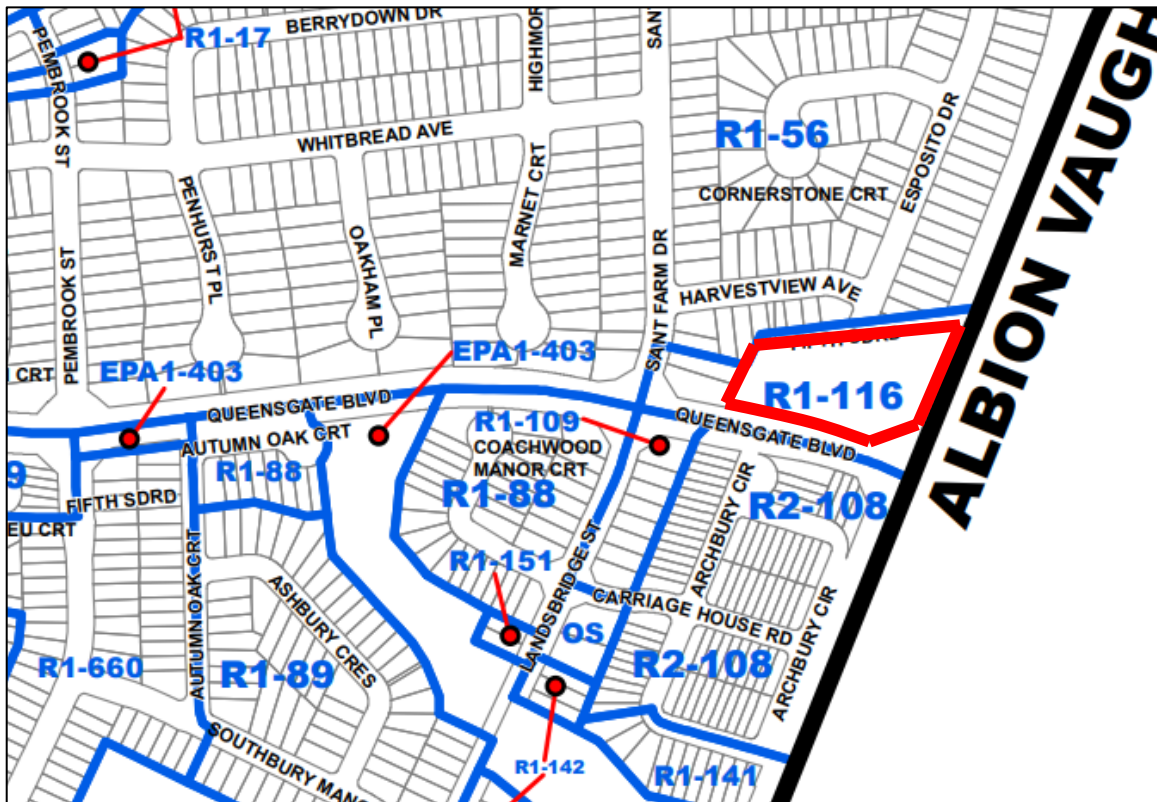


FIGURE 8 – ZONING MAP 1C - CALEDON ZONING BY-LAW 2006-50 (— SUBJECT SITE)

A ZBLA has been submitted in support of the redevelopment proposal. The ZBLA will have the effect of redesignating the Subject Site from the Residential One (R1) Zone to a Residential Townhouse (RT) Zone. The RT zoning generally allows for a range of residential uses including, dual frontage townhouses, rear lane townhouses, and back-to-back townhouses. The amendment also contains a number of site-specific provisions to recognize special built form elements including lot area, lot frontage, building setbacks, building coverage, as well as other development standards. The proposed special exceptions are outlined in the table below (**the bold text** indicates provisions for which the provisions of By-law 2006-50 are not met):

Table 3 – Zoning Compliance Table

By-law 2006-50 RT – Residential Townhouse		
Provision	Required	Provided
Min. Lot Area (m2)	270m2	B2B: 85m2 FLTH: 139m2
Min. Lot Frontage (m)		B2B: 6.0 (INT. LOT) B2B: 7.7 (END UNIT) FLTH: 5.8m (INT. LOT) FLTH: 6.0 (END UNIT)
INT. LOT	9.0m	
COR. LOT	11.0m	
Min. Front Yard (m)		

MAIN BUILDING	4.5m	4.0m
ATTACHED GARAGE	7.5m	5.7m
Min. Side Yard (m)		
INT.	1.2m	1.2m
EXT.	3.0m	
Min. Rear Yard (m)	7.5m	B2B: 0m FLTH: 6.0m
Building Coverage (%)	50%	B2B: 80.78% FLTH: 60%
Min. Parking Space	2 Spaces/Dwelling	2 Spaces/Dwelling
Min. Visitor Parking Space	0.25 Spaces/Dwelling	0.24 Spaces/Dwelling
Landscape Area	30%	B2B: 15% FLTH: 15%
Min. Backyard Amenity Area	56m ²	B2B: 30m² FLTH: 6.0m²
Max. Building Height	10.5m	12.5m
Balconies or Decks Encroachment	2.0m	3.0m

A Draft zoning by-law amendment has been submitted with the application outlining the provisions to be incorporated into an implementing By-law to allow the development to proceed.

6.0 LAND USE COMPATIBILITY

The Subject Site is located on the north-west corner of Albion Vaughan Road and Queensgate Boulevard in the Rural Service Centre of Bolton and in the Town of Caledon. The Subject Site is a corner lot with multiple frontages including approximately 80.69 metres along Albion Vaughan Road to the east, 120.83 metres along Queensgate Blvd. to the south, as well as additional frontage along the undeveloped 5th Sideroad roadway allowance to the north. On the north side of the 5th Sideroad R.O.W are three (3) undeveloped, vacant remnant parcels (municipally addressed 0 Esposito Drive). The configuration of these lands have been intentionally designed to accommodate future expansion of the 5th Sideroad and will likely to be developed in the future to serve as infill opportunities density and an extension of the existing neighborhood. The lands located on the west side of Albion Vaughan Road are predominantly agricultural under the jurisdiction of the City of Vaughan and the Township of King. The boarder context represents a mixed-use area with residential, institutional, commercial, and public open space land uses. The proposed land use and built form are appropriate and compatible with existing and future land uses within the adjacent and surrounding area.

The Subject Site interfaces an existing low-rise residential neighbourhood to the west. Particularly, the western boundary of the site abuts the rear yards of two (2) existing single detached dwelling (municipally addressed 65 and 67 Sant Farm Drive). Both 65 and 67 Sant Farm Drive are developed

with 2-storey single family dwellings with a maximum height of 10.5 metres and a minimum rear yard setback of 7.5 metres in accordance with the R1-116 Zone. Block 1 (7 units), which interfaces the existing single detached dwellings, is proposed to be developed with a rear yard setback of 6.0 – 8.57 metres. When taken together, the rear yard to rear yard interface and building separation distance, measured at the nearest point, is approximately 13.5 metres which provides for an appropriate transition and will establish development setbacks that ensure that critical aspects of urban design are adequately addressed and maintained (i.e., massing, shadowing and privacy).

As it relates to height, the proposed townhouse units have been planned with a maximum height of 12.5 metres – 10.48 metres as measured to the mid-point of the roof. The existing surrounding detached dwellings have been developed with a cross-hip roof style with gables at a height of 10.5 metres. While the proposed front-lane townhouses are planned to be 3-storeys, the top of the third storey is measured at 8.45 metres which is consistent with the scale of surrounding low-rise development, including 65 and 67 Sant Farm Drive. Additionally, it should be noted that a maximum of 4-storeys is permitted within the *Medium Density Residential Area* in accordance with the Bolton South Hill Secondary Plan.

The proposed development density of 50 units per hectare is consistent with the density-range for medium density housing. Generally, townhouse developments typically achieve medium-density targets, ranging from approximately 55–65 units per net hectare. Stacked or back-to-back townhouse developments that are more intensive forms can increase the density. The Bolton South Hill Secondary Plan prescribes a minimum net density of 45 units per net hectare for development within the *Medium Density Residential Area* designation. The lands immediately south of the Subject Site, on the south side of Queensgate Boulevard, along Ashbury Circle are designated *Medium Density Residential Area* and have been developed with more compact, semi-detached dwellings. The proposed density of 50 units per hectare is encouraged through the Official Plan and satisfies the need for more compact and affordable housing.

The enclosed Architectural Plans and Urban Design Brief prepared by RN Design demonstrates that an appropriately sized development can properly be accommodated on the site in a manner which helps to achieve the Town of Caledon Comprehensive Town-Wide Design Guidelines and objectives and is consistent with contemporary townhouse building and block design. Conformity to the Towns Urban Design Guidelines and criteria (see Urban Design Brief) indicates that the scale of the project is appropriate for the site and achieves a desirable development that is contextually appropriate, compatible with, and complimentary to existing surrounding development.

Based on the above, the proposed townhouse development will achieve an architectural style, massing and scale that is sympathetic to the surrounding community and built form and will not result in any tangible impacts of a planning nature. Overall, the proposed development appropriately balances the protection of existing neighbourhoods while accommodating

compatible intensification along corridors and major streets in order to meet prescribed density and growth targets and as a means of increasing the amount of available housing stock. The proposed development provides for the integration of medium-density residential uses with existing surrounding community.

7.0 SUPPORTING STUDIES

A number of technical background reports and studies have been completed in support of the revised development proposal. The supporting information includes:

- *Planning Justification Report*
- *Functional Servicing & Stormwater Management Report*
- *Urban Design Brief*
- *Geotechnical Investigation Report*
- *Preliminary Environmental Noise Report*
- *Transportation Impact Study*
- *Hydrogeological Study*
- *Environmental Noise Feasibility Study*
- *Arborist Report & Tree Preservation Plan*

The technical studies, completed in support of the proposal, confirm the ability of the Subject Site to accommodate the development, not only from a planning policy, traffic and servicing perspective, but also with respect to consideration of noise impacts, architectural /urban design, and soil capability. Therefore, it has been appropriately demonstrated that the Subject Site is suitable to accommodate the type, scale, and form of development.

8.0 CONCLUSION

In summary, the development proposal represents a desirable and appropriate form of development for the Subject Site. The subject applications respond to recent significant changes to the land use planning policy framework including the new PPS (2024), Peel Region's Official Plan (2022), the Future Caledon Official Plan (2025), and the Bolton Secondary Plan (2025) all of which emphasize the importance of increasing housing supply, more compact forms of development, a range and mix of housing options, and improving affordability.

As outlined throughout this Report, it is our professional planning opinion that the proposed development represents good planning, achieves conformity and consistency with applicable policy regime and should proceed through the planning approvals process as prescribed by the *Planning Act*.