

TOWN OF CALEDON
PLANNING
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January 23, 2026

13286 NUNNVILLE ROAD

TOWN OF CALEDON

APPLICATION FOR

**DRAFT PLAN OF SUBDIVISION
&
ZONING BY-LAW AMENDMENT**

PREPARED BY

INNOVATIVE PLANNING SOLUTIONS

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ON BEHALF OF

THE LANDOWNERS OF

13286 NUNNVILLE ROAD, CALEDON

JANUARY 2026

TABLE OF CONTENTS

1.0 INTRODUCTION	3
2.0 KEY CONTEXTUAL CONSIDERATIONS.....	4
2.1 Elimination of Peel Region Planning Responsibilities	4
2.2 Evolution of Bolton <i>settlement</i> area and Forward Caledon, the Town's new Official Plan, guiding growth to the 2051 planning horizon	4
2.3 Neighborhood Evolution, Planned Context & Housing Diversity	4
3.0 FRAMING THE SUBJECT LANDS & SURROUNDING LAND USES.....	5
3.1 Nunsville Road and Local/Regional Road Network	8
3.2 Surrounding Land Uses	11
3.3 Legal Parameters	12
4.0 DESCRIPTION OF PROPOSED DEVELOPMENT ON THE SUBJECT LANDS.....	14
5.0 TECHNICAL MATERIALS SUPPORTING THE PLANNING APPLICATIONS.....	20
5.1 Arborist & Tree Inventory and Preservation Plan (TIPP) Report	20
5.2 Environmental Impact Study (EIS)	21
5.3 Phase 1 Environmental Site Assessment (ESA)	23
5.4 Geotechnical Investigation	24
5.5 Geohydrological Assessment	26
5.6 Slope Stability Assessment.....	27
5.7 Functional Servicing and Stormwater Management Report (FSSR) & Associated Civil Engineering Drawing Set.....	28
5.8 Transportation Impact Study (TIS)	29
5.9 Conceptual Landscape Plan.....	31
6.0 LAND USE POLICY AND REGULATORY FRAMEWORK.....	32
6.1 Planning Act R.S.O. 1990, c. P.13.....	33
6.2 Provincial Planning Statement (2024)	37
6.3 Bill 185, Cutting Red Tape to Build More Homes Act, 2023	48
6.4 Region of Peel Official Plan, 2022 (ROP 2022)	49
6.5 1978 Town of Caledon Official Plan, as amended (March 2024 Office Consolidation)	51
6.7 Future Caledon Official Plan, 2025 (Town OP)	70
6.8 Town of Caledon Zoning By-law 2006-50.....	90
7.0 URBAN DESIGN REVIEW AND JUSTIFICATION	90
7.1 Built Form	93
7.1.1 Built Form Principles.....	93

7.1.2 Compliance with Town-Wide Design Guidelines	94
7.1.3 Corner, Gateway, and Flankage Treatments	94
7.2 Sustainable Design	95
7.3 Summary	96
8.0 PUBLIC CONSULTATION STRATEGY	96
9.0 PLANNING SUMMARY	96
9.1 Planning Act	96
9.2 Provincial Planning Statement	101
9.3 Peel Region Official Plan, 2022.....	101
9.4 1978 Town of Caledon Official Plan.....	102
9.5 Future Caledon Official Plan (FCOP)	102
9.6 Town of Caledon Zoning By-law 2006-50.....	102
10.0 CONCLUSION	103

LIST OF FIGURES

FIGURE 1:	Aerial Image of Subject Lands
FIGURE 2:	Boundary and Topographic Survey of the Subject Lands
FIGURE 3:	500-metre Context Map
FIGURE 4:	Chronological Aerial of Surrounding Land Uses and Road Network
FIGURE 5:	Surrounding Land Uses
FIGURE 6:	Plan 43R-28884
FIGURE 7:	Site Plan of Entire Site
FIGURE 8:	Conceptual Site Plan
FIGURE 9:	Draft Plan of Subdivision
FIGURE 10:	Table from Policy 5.10.3.27.8 in the 1978 Caledon Official Plan
FIGURE 11:	Schedule C2 – Bolton South Hill
FIGURE 12:	Table 7.1 Land Use Distribution – Bolton South Hill Area
FIGURE 13:	Table 7.2 Bolton South Hill – Population Generation (Serviced Area)
FIGURE 14:	Table 7.3 – Unit Distribution and Housing Mix
FIGURE 15:	Schedule H33a, Bolton Community Structure & Land Use
FIGURE 16:	Schedule H33c, Bolton Natural Environment System
FIGURE 17:	Schedule H33d, Bolton Natural and Supporting Features and Areas
FIGURE 18:	Table 4-1: Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

LIST OF TABLES

TABLE 1:	Section 2 of the <i>Planning Act</i>
TABLE 2:	Section 51(24) of the <i>Planning Act</i>
TABLE 3:	Responses to Policy 6.2.1
TABLE 4:	Responses to Policy 6.6.3.3

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1.0 INTRODUCTION

Innovative Planning Solutions (IPS) has been retained by the landowner of 13286 Nunnville Road, in the Town of Caledon, Ontario (herein referred to as the 'Subject Lands') to prepare a Planning Justification Report (PJR) to support the construction of four residential blocks consisting twenty-two (22) freehold Parcel of Tied Land (POTL) townhomes fronting 6.0- and 7.5-metre common-element condominium (CEC) road (herein referred to as the 'Proposed Development').

The Subject Lands are located west of Albion Vaughan Road, south of Old King Road, and along the west side of the Nunnville Road cul-de-sac. The Nunnville Road *Neighbourhood Area* is a mixed low-rise residential community comprised of a wide range of lot types.

The Proposed Development on the Subject Lands represents a type, form and scale of development that is planned and anticipated to be located within the Town of Caledon's *Neighbourhood Area*. The proposal contributes to the Town's overall housing supply, broadens the mix and range of housing and dwelling types available for the Bolton South Hill area, and proposes to incorporate a low-rise built-form that fits within the existing and planned character and context of the Subject Lands and the surrounding established neighbourhood in northeast Bolton.

The purpose of this Planning and Urban Design Justification Report is to review the Proposed Development in terms of consistency, compliance and conformity with the relevant provincial and municipal policy, plans, guidelines and regulations. Draft Plan of Subdivision (DPS) and Zoning By-law Amendment (ZBA) Applications are submitted to facilitate the Proposed Development on the Subject Lands.

Applicable land use planning policies and regulations were reviewed in the preparation of this Report. It is through this review that the Report provides how the Proposed Development on the Subject Lands will demonstrate consistency with the policies of provincial planning statements and exhibit general conformity with applicable policies and regulations within local and regional planning agency documents.

This Report reviews the following land use planning documents for applicable policies:

- The *Planning Act* R.S.O. 1990, c. P.13;
- The Provincial Planning Statement 2024 (PPS 2024);
- Region of Peel Official Plan, 2022 (ROP 2022);
- 1978 Town of Caledon Official Plan, as amended, March 2024 Office Consolidation (1978 Caledon OP);
- Official Plan Amendment 1 (OPA) & the Future Caledon Official Plan (Future Caledon OP), October 2025;
- Bolton Secondary Plan; and,

- Town of Caledon Zoning By-law 2006-50 (ZBL 2006-50).

This Report supports the submission and processing of the DPS and ZBA Applications to facilitate the development and construction of the proposed townhouse development on the Subject Lands.

2.0 KEY CONTEXTUAL CONSIDERATIONS

The following provides key contextual considerations that are transformational in planned context of the Subject Lands.

2.1 Elimination of Peel Region Planning Responsibilities

Bill 185 implemented Bill 23 provisions to establish the Regions of York, Peel and Halton as upper-tier municipalities without planning responsibilities effective July 1, 2025. It removed Peel Region authority for *Planning Act* applications making lower-tier municipalities the approval authorities for most planning applications and the Province of Ontario approval authority for municipal official plans and amendments.

2.2 Evolution of Bolton settlement area and Forward Caledon, the Town's new official plan, guiding growth to the 2051 planning horizon

In response to changing growth dynamics, the new Town of Caledon Official Plan to the planning horizon to 2051 establishes a long-term, comprehensive framework to guide growth, intensification, and community building within Bolton in a manner that is planned, coordinated, and context-sensitive. The Plan places an increased emphasis on housing supply and diversity, efficient use of land and infrastructure, and the introduction of a broader range of built forms within established neighbourhoods.

Within this planned context, redevelopment and infill proposals are no longer viewed as isolated departures but as integral elements of Bolton's long-term growth strategy. Development within the settlement area is expected to contribute to complete, walkable neighbourhoods, support local services and transit, and reinforce the viability of Bolton's urban structure as it evolves toward the 2051 horizon.

2.3 Neighbourhood Evolution, Planned Context & Housing Diversity

The Subject Lands are located within an established neighbourhood that is experiencing gradual and incremental change. While the surrounding area is characterized primarily by low-density residential uses, recent approvals and built form patterns demonstrate a planned evolution toward gentle intensification in appropriate locations. The proposed

low-rise townhouse development represents a transitional and compatible form of development that respects the existing neighbourhood character while responding to broader growth and housing objectives.

The Subject Lands present a unique opportunity to introduce a form of “missing-middle” housing and gentle intensification within a neighbourhood largely dominated by single-detached dwellings. Townhouses provide a more attainable ownership and rental option for families, downsizers, and first-time buyers, thereby supporting demographic diversity and housing choice without fundamentally altering the low-rise character of the area.

3.0 FRAMING THE SUBJECT LANDS & SURROUNDING LAND USES

As identified within Section 1.0, the Subject Lands is located on the west side of Nunnville Road and generally north of Bateman Lane. The following provides key characteristics of the Subject Lands:

- they afford a total site area of ~1.4-heactares (14,100 square metres) and a frontage of ~65.5-metres along the Nunnville Road cul-de-sac;
- they are occupied by a 1-storey residential dwelling and maintain vehicular access to the Nunnville Road cul-de-sac at its northeastern portion;
- they are generally flat with gradual slopping to the front yard and rear yards; and,
- the rear yard is heavily treed and are comprised of valley lands associated with the Humber River Valley system.

Refer to Figure 1 for an aerial image of the Subject Lands and Figure 2 for the Boundary and Topographical Survey prepared by Wahba Surveying.

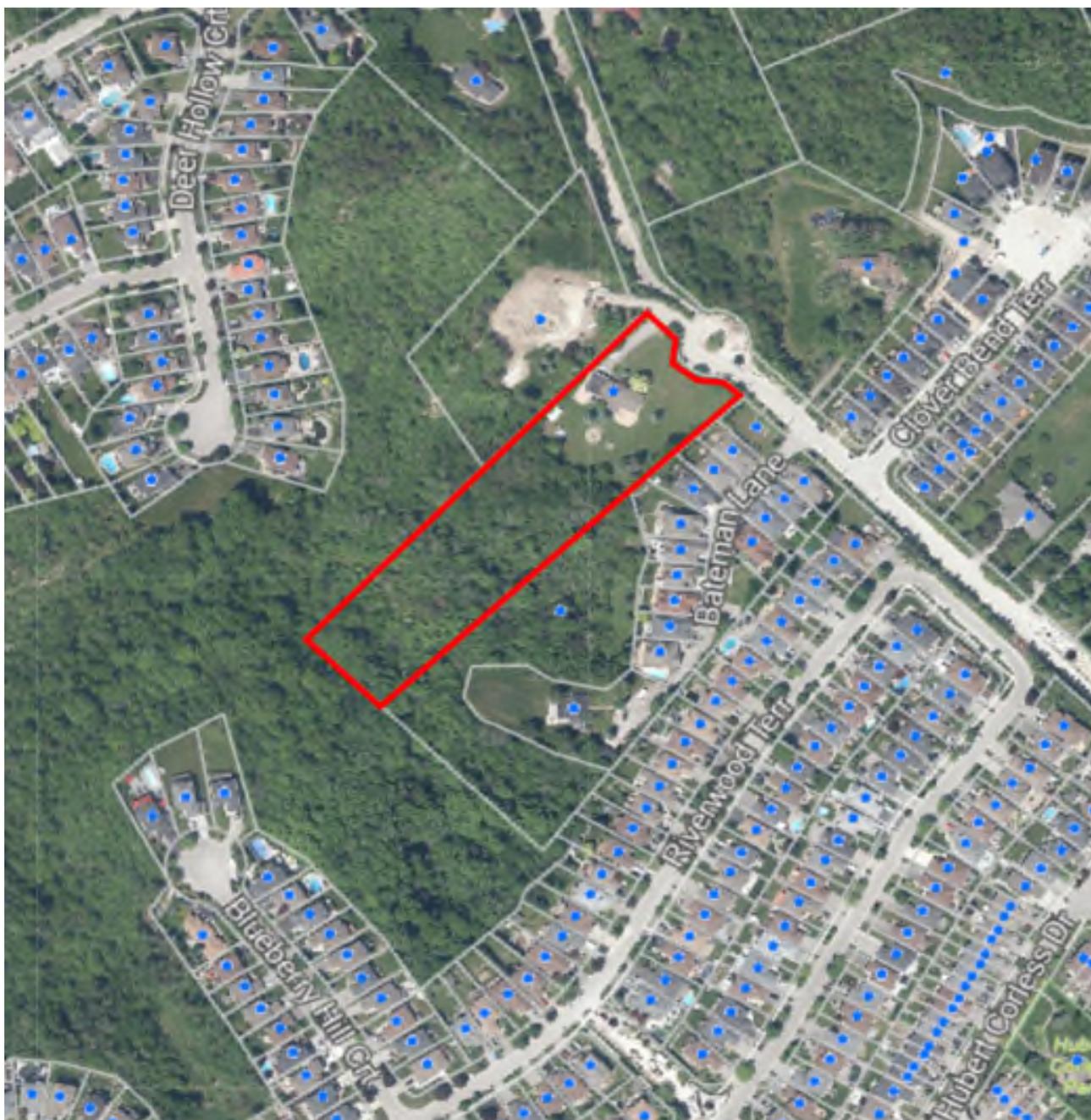


Figure 1 – Aerial Image of the Subject Lands

3.1 Nunnville Road and Local / Regional Road Network

As identified above, the Subject Lands are located along the Nunnville Road cul-de-sac and south of an existing pedestrian walking trail associated with the historic Nunnville Road–Old King Road north–south extension.

Prior to the construction of the Albion Vaughan Road extension to the east in the early 2000s, and before the development of the Bateman Lane and Clover Bend Terrace residential subdivisions, Nunnville Road functioned as the primary north–south connection between Old King Road and Albion Vaughan Road.

Historically, Nunnville Road also provided a direct vehicular connection to Hubert Corless Drive, an east–west local road serving the established low-rise residential community located west of Nunnville Road and southwest of the Subject Lands. This vehicular connection was discontinued in the early 2000s and now functions solely as a pedestrian linkage between Nunnville Road and the adjacent residential neighbourhood to the west.

Today, Nunnville Road functions as a local access street, providing vehicular access to the Subject Lands, 13290 Nunnville Road at its northern terminus via a cul-de-sac, the Bateman Lane and Clover Bend Terrace low-rise residential subdivisions, large-lot residential properties located along the east side of the roadway, and limited access to lands on the west side near the Albion Vaughan Road intersection.

Figure 3 illustrates the 500-metre contextual area, while Figure 4 presents a chronological aerial imagery series depicting surrounding land uses and the historical evolution of the Nunnville Road–Old King Road–Albion Vaughan Road, road network.

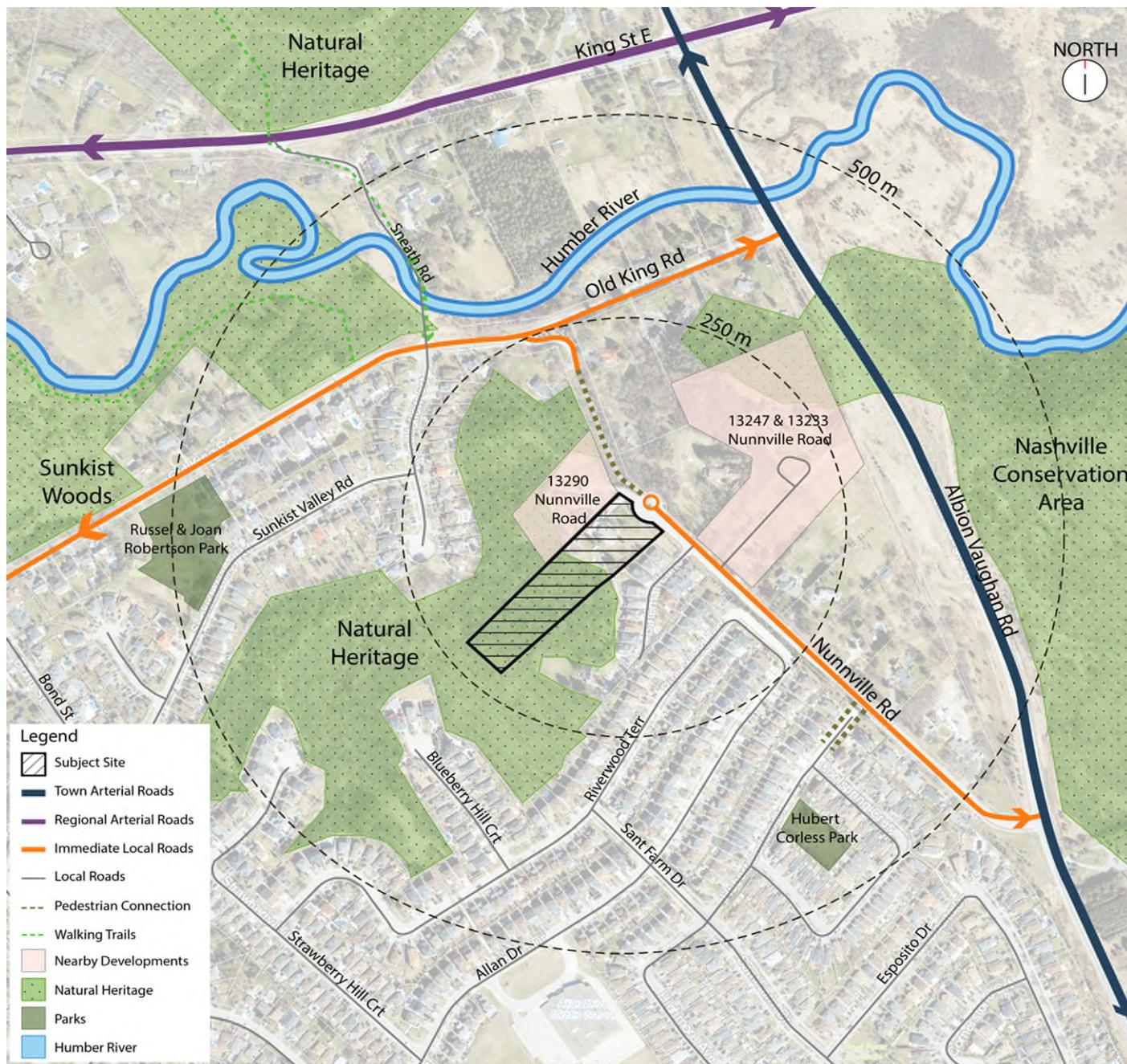


Figure 3 – 500-metre Context Map

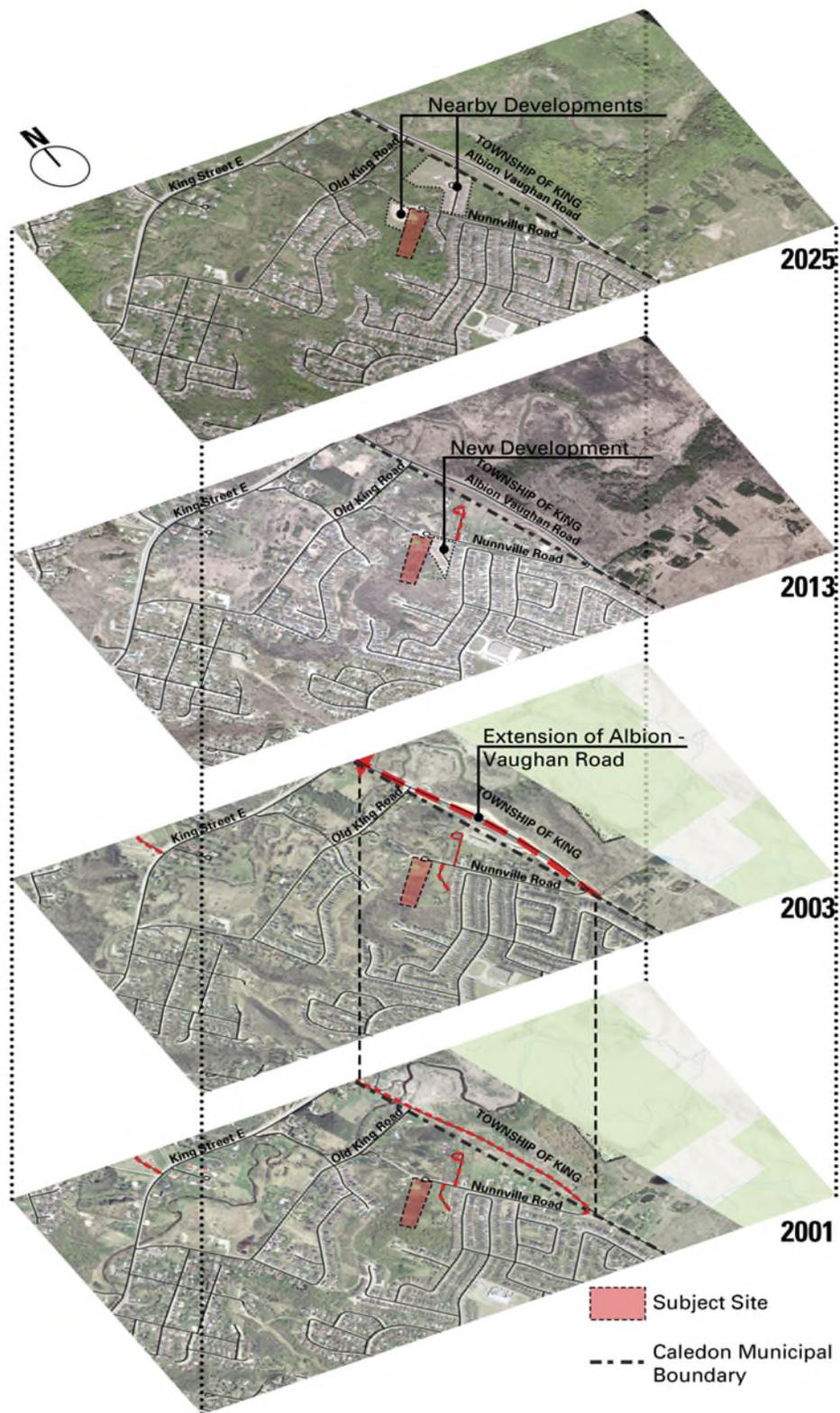


Figure 4 – Chronological Aerial of Surrounding Land Uses and Road Network

3.2 Surrounding Land Uses

The land uses surrounding the Subject Lands are described below. Refer to 5 of this Report for an overview of the surrounding land uses as described below and within immediate proximity of the Subject Lands.

North:

Immediately to the north are lands municipally known as 13290 Nunnville Road, where an existing single-detached dwelling has recently been demolished to accommodate future low-rise residential infill. Further north of the Subject Lands and at the edge of the Nunnville Road cul-de-sac is a publicly-owned multi-purpose trail connecting the cul-de-sac to the intersection of Nunnville Road and Old King Road.

South:

Abutting the Subject Lands to the south and on the west side of Nunnville Road is a single-detached residential condominium community fronting Bateman Lane. Further south on the west side of Nunnville Road is a low-rise residential subdivision with no vehicular access onto Nunnville Road and access onto Sant Fern Drive and Queensgate Boulevard to Albion Vaughan Road. This subdivision can only be accessed from the west side of Nunnville Drive through pedestrian connections at Riverwood Terrace and Hubert Corless Drive. Additionally, south of the Subject Lands, on the east side of Nunnville Road, is a freehold single-detached residential subdivision fronting Clover Bend Terrace, and large-lots with single-detached dwelling associated with the historical residential development along Nunnville Road.

East:

Directly abutting the Subject Lands to the east is the Nunnville Road cul-de-sac, with an additional low-rise residential lot, municipally known as 13259 Nunnville Road affording frontage and access south of the cul-de-sac. Albion Vaughan Road is approximately 270-metres east of the Subject Lands beyond the above-noted low-rise residential lot and woodland features east of Nunnville Road.

West:

The west side of the Subject Lands and beyond its westerly limits are woodland and valleyland features associated with the Humber River urban river valley system. Further west are low-rise residential subdivisions south of Old King Road and north of Allan Drive, as well as the Highway 50 mixed-use area.



Figure 5 – Surrounding Land Uses

3.3 Legal Parameters

The Subject Lands are legally described as:

PT LT 34 PL ALB4 AS IN RO1112196 SAVE & EXCEPT PT 1 PL 43R28884 CALEDON. S/T EASEMENT IN FAVOUR OF THE CORPORATION OF THE TOWN OF CALEDON OVER PT LT 34 PL ALB4 DES PT 2 PL 43R28884 AS IN PR598609

Enclosed with the Planning Applications are the Parcel Register for the Subject Lands, a Transfer Easement in favour of the Town of Caledon (registered as PR598609) pertaining to an easement over the northeast portion of the Subject Lands, and Plan 43R-28884. Plan 43R-28884 (Figure 6) identifies the original Nunville Road, road allowance and Parts 1 and 3, which together with portions of the original ROW comprise the existing Nunville Road cul-de-sac. As identified in this Report, the portion of Nunville Road north of the Subject Lands were closed at the time of the extension of Albion Vaughan Road in the 2000s.

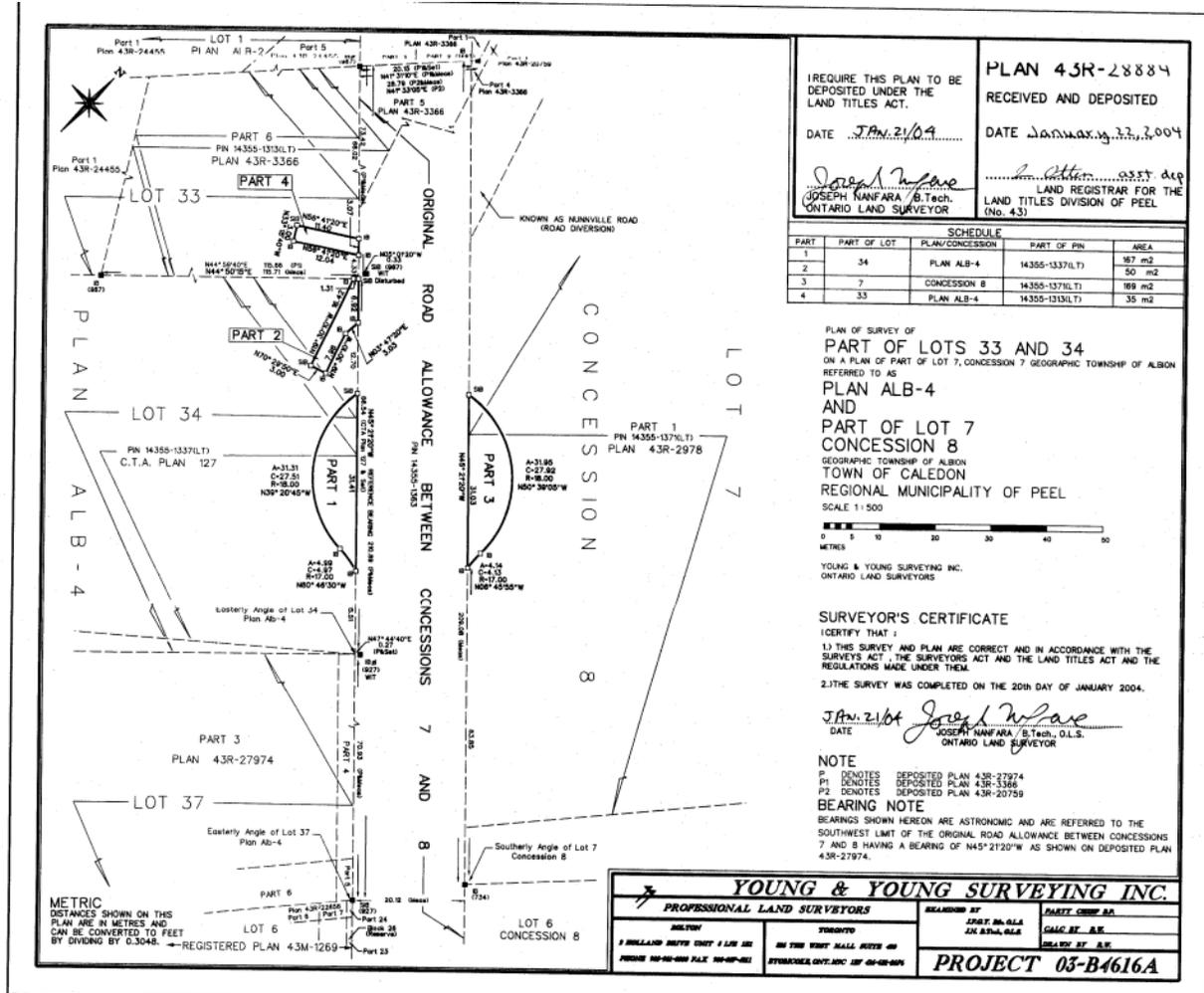


Figure 6 – Plan 43R-28884

4.0 DESCRIPTION OF PROPOSED DEVELOPMENT ON THE SUBJECT LANDS

This Section of the Report provides an overview of the parameters of the Proposed Development on the Subject Lands. Refer to Figures 7 and 8 of this Report for the proposed Site Plan prepared by Y Architects, dated December 3, 2025 and Figure 9 for the Draft Plan of Subdivision prepared by IPS.

The Proposed Development on the Subject Lands anticipates the construction of twenty-two (22) 3-storey townhomes on four (4) residential blocks fronting onto a common element condominium road planned to be 6- and 7.5-metres wide. The valley lands located at the western portion / rear of the Subject Lands are contemplated to be dedicated to the Town of Caledon as part of the Planning Application process under the *Planning Act*.

The Proposed Development's vehicular and pedestrian access is contemplated off the Nunnville Road cul-de-sac. The common element driveway / laneway is designed as a hammerhead providing the 22 townhomes access and sufficient vehicular maneuverability for residents, visitors and waste and snow management.

Forty-four (44) residential parking spaces for the 22 townhomes are proposed on the individual driveways and in their respective garages. The required visitor parking spaces are contemplated as on-street parking spaces along Nunnville Road.

The following provides general development parameters associated with the Proposed Development on the Subject Lands:

- A total site area of 1.41-hectares (~14,104 square metres);
- Comprised of eight (8) blocks, four (4) residential blocks, one common element roadblock, one environmental protection block and two (2) road widening blocks;
- A total of twenty-two (22) 6-metre wide townhomes;
- A net density (developable area except the Environmental Protection Block) of ~42.6-units per hectare (UPH); and,
- A total gross floor area (GFA) of 3,587.36 square metres, lot coverage of 46.87%.

The following provides an overview of the individual development blocks comprising the Proposed Development on the Subject Lands. Refer to Figure 7 for the Draft Plan of Subdivision prepared by IPS.

Block 1

Block 1 is located on the northeast corner of the Subject Lands is planned to be comprised of seven (7) 6-metre wide and 13.5-metre deep townhomes with 11-metre

heights that would maintain frontage along the 7.5-metre common element lane. Similar to all of the townhouse units in the Proposed Development, they are configured with inset garages and individual driveways, as well as private front and rear yard areas. Two (2) parking spaces, one on the driveway, and the other in the garage, are proposed for each of the 7 units in Block 1.

The rear yard setback for Block 1 is planned at 7.34-metres, with Units 1 to 6 affording 7.8-metre front yard setbacks. Unit 7 provides a xx-metre front yard setback due to the curvilinear private roadway. The Block's westerly side yard setback is proposed at 1.5-metres and its easterly setback fronting Nunnville Road is 3.34-metres.

Block 1 proposes individual unit GFAs of 158.76 square metres, a total GFA of 1,111.32 square metres and a total lot coverage of 41.37%.

Block 2

Block 2 is located on the northwestern edge of the Subject Lands, abutting the valley lands to the west, 13290 Nunnville Road (approved for townhouse development) to the north, 6-metre lane to the east and Block 3 to the south. This block contemplates the development of five (5) 6-metre wide by 13.5-metre deep townhouse units with private driveways and garages and propose frontage along the 6-metre common element lane.

Block 2 provides a 6-metre front yard, 1.2-metre south side yard setback for Block 3, a northerly side yard setback for ~1.6-metres, and to the west, it provides for dynamic rear yard setbacks to the Top of Bank and Dripline, ranging from ~6.59-metres (Unit 8) to ~11.46-metres (Unit 12), with the most substantial rear yard setback for Block 1 being ~15.26-metres.

The overall GFA proposed for Block 2 is 795-square metres, and of that total GFA, 390-square metres or 36.23% is proposed as lot coverage. Each of the proposed townhouse units are provided private front and rear yard space, with end units (Units 8 and 12) affording sideyard access.

Block 3

Block 3 is proposed as the southwest portion of the Subject Lands, abutting the 6-metre common element lane to the east, valley lands to the west, Block 2 to the north and low-rise, single-detached dwellings, along Bateman Lane to the south. It contemplates the development of four (4) townhomes (Units 13 to 16), with Units 13-14 as 6-metre wide and 13-metre deep townhomes and Units 15-16, 6.5-metre wide and 13-metre deep townhomes. Each of the townhome units in Block 3 are afforded private driveways and garages for vehicular parking, as well as front and rear yard outdoor space. The end units in Block 3 are afforded side yard space.

The northern side yard setback is proposed at 1.2-metres abutting Unit 12 in Block 2, southerly side yard setback of ~1.83-metres and a standard front yard setback to the common element lane at 6-metres. The proposed Block 3 rear yards to the valley land features are dynamic with ~2.55-metres at the southwest corner for Unit 16, and 10.84-metres at the north for Unit 13.

The overall GFA proposed for Block 3 is 650-square metres, and of that total GFA, 319-square metres or 40.83% is proposed as lot coverage.

Block 4

Block 4 is proposed at the southeast portion of the Subject Lands, abutting the 7.5-metre common element lane to the north, Nunnville Road ROW to the east, existing low-rise condominium community along Bateman Lane to the south and the 6-metre common element lane to the west. It contemplates the development of six (6) 6.5-metre wide and 13.5-metre deep townhomes (Units 17 to 22) with private driveways, garages and front and rear yards (Units 17 and 22 are end units and afford private side yards).

Block 4 proposes 6.01-metre front yards, a 1.5-metre westerly side yard setback and ~6.42-metre easterly side yard setback and rear yard setbacks ranging from ~6.62-metres to 9.24-metres.

The overall GFA proposed for Block 4 is 1,301.04-square metres, and of that total GFA, 507.30-square metres or 44.84% is proposed as lot coverage.

Blocks 5 and 6

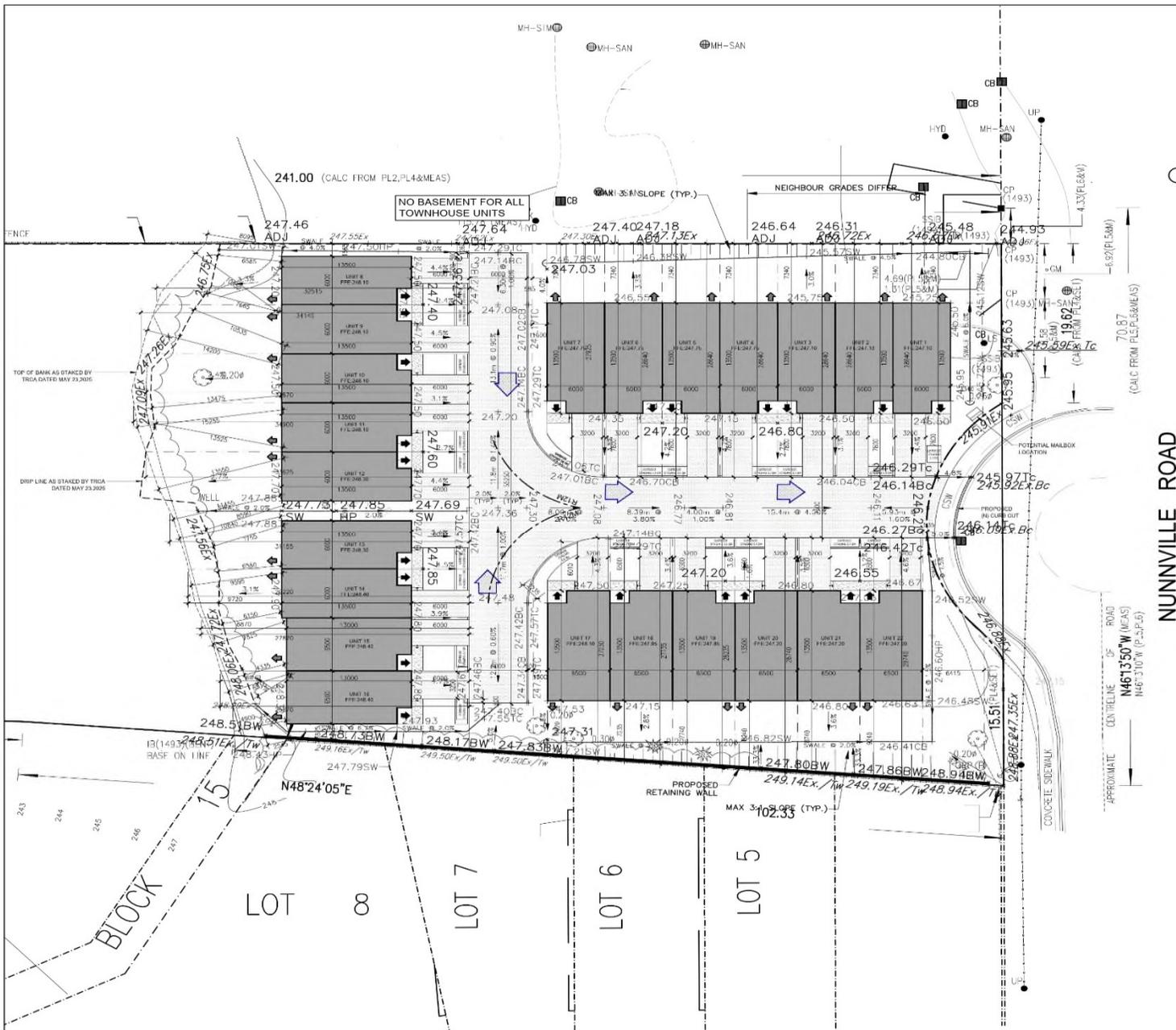
Blocks 5 and 6 are proposed as xx metre / 0.007-hectare road widenings along Nunnville Road to accommodate the Proposed Development on the Subject Lands.

Block 7

Block 7 is a 0.003-hectare common element lane/road planned to service the Proposed Development on the Subject Lands.

Block 8

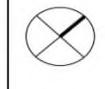
Block 8 is a 0.881-hectare non-developable located at the rear of the Subject Lands, west of Block 2 and 3, and is intended to be dedicated to the Town of Caledon as valleylands during the appropriate time in the planning application process. Its easterly limits are defined by Top of Bank and Dripline features that were staked by the Town of Caledon and the TRCA during a site visit and feature staking exercise alongside the landowners and their consulting team on May 23, 2025.



REVISION RECORD

2025-12-18 ISSUED FOR RE-ZONING

ISSUE RECORD



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PROPOSED RE-ZONING AT
 13286 NUNNVILLE ROAD
 BOLTON, ON

23004 As Noted OY
 PROJECT SCALE DRAWN REVIEWED

SITE PLAN

A102

Note: This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect. The Contractor is responsible for checking and verifying all facts and dimensions and that all work complies with the Architect and obtain clarification prior to commencing work.

Figure 8 – Conceptual Site Plan prepared by Y Architects



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

- | | |
|------------------|-----------------------------|
| a) SHOWN ON PLAN | g) SHOWN ON PLAN |
| b) SHOWN ON PLAN | h) MUNICIPAL WATER |
| c) SEE KEY PLAN | i) SAND, SILT GLACIAL TILL |
| d) RESIDENTIAL | j) SHOWN ON PLAN |
| e) SHOWN ON PLAN | k) MUNICIPAL WATER & SEWAGE |
| f) SHOWN ON PLAN | l) NONE |

LAND USE STATISTICS			
LAND USE	LOT / BLK. No.	UNITS	AREA (ha)
Residential Blocks (Residential)	1 - 4	22	0.428
Road Widening Blocks	5 - 6		0.007
Common Element Area Block	7		0.081
Environmental Protection Block	8		0.881
TOTAL		22	1.397

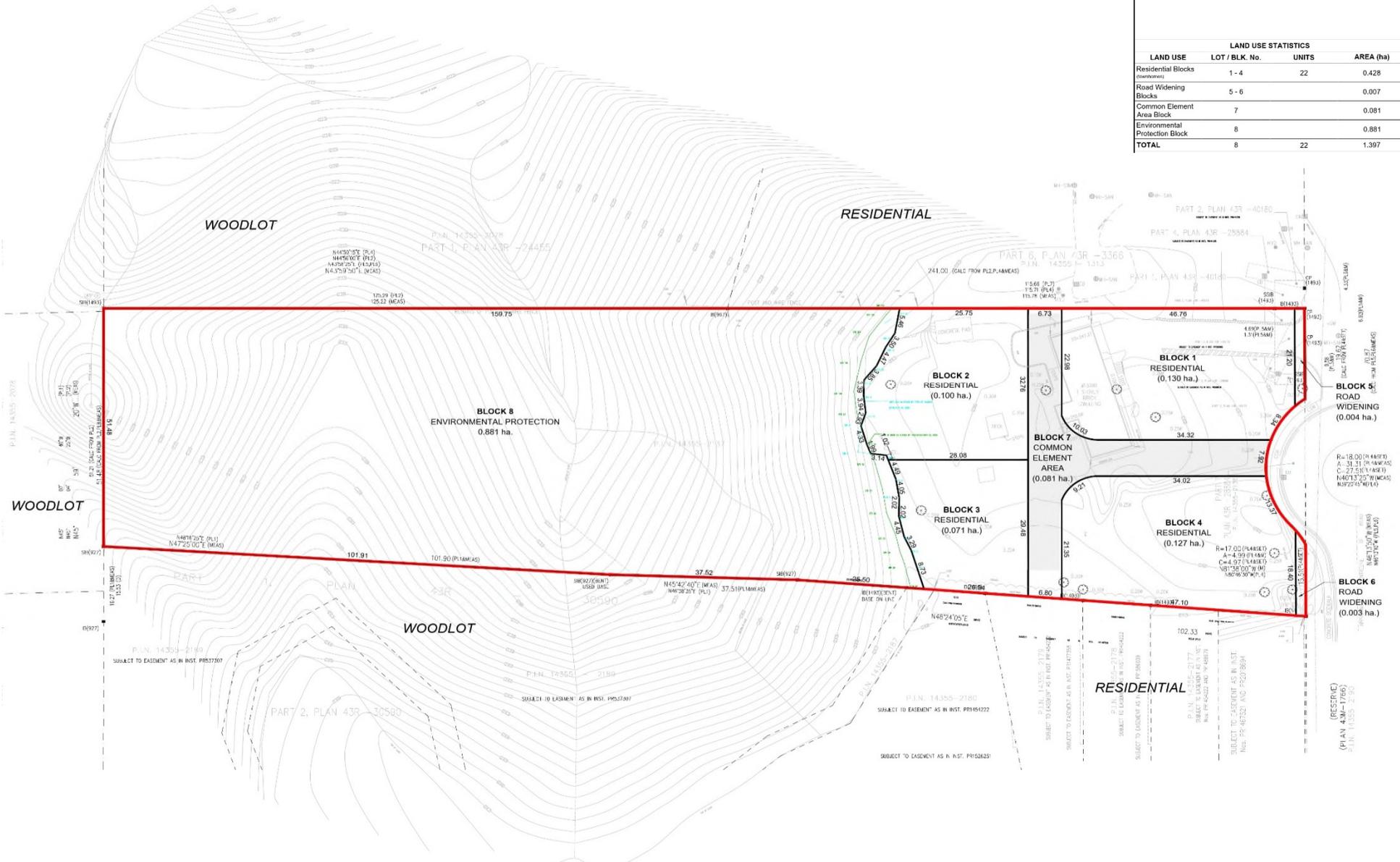


Figure 9 – Draft Plan of Subdivision prepared by IPS

5.0 TECHNICAL MATERIALS SUPPORTING THE PLANNING APPLICATIONS

This section of the report will provide an overview of the supporting materials submitted as part of the Draft Plan of Subdivision and Zoning By-law Amendment Applications to facilitate the Proposed Development on the Subject Lands.

As identified in this report, the landowner and project team have formally pre-consulted with Town of Caledon and Agency Staff prior to the submission of the above-noted planning applications.

It is our opinion that the supporting materials submitted are sufficient to facilitate the processing of the above-noted planning applications.

5.1 Arborist & Tree Inventory and Preservation Plan (TIPP) Report

Kuntz Forestry Consulting Inc. prepared an Arborist & Tree Inventory and Preservation Plan (TIPP) Report, dated December 9, 2025, to support the Proposed Development on the Subject Lands.

The purpose of the above-noted report was to:

- Inventory all tree resources over 10cm in diameter on the property and within six metres of the proposed development;
- Assess the condition of these trees and evaluate opportunities for preservation based on the proposed site plans and grading; and,
- Provide a comprehensive Tree Inventory and Preservation Plan (TIPP) to mitigate the impact of the construction of 22 townhouses and associated driveways.

The following provide an overview of the report's findings:

- Inventory Count: The study identified a total of 39 individual trees and one treed polygon (P1) on or near the development area;
- Species Diversity: The site contains a variety of species including Red Oak, Sugar Maple, White Spruce, Black Walnut, and several invasive species like European Buckthorn within the existing woodlot;
- Development Impact: To facilitate the proposed townhouse construction, the removal of 32 trees is necessary;
- Tree Condition: Trees vary in health, with some identified as being in poor condition or possessing structural defects such as lean, sweep, or deadwood; and,
- Preservation Potential: Seven individual trees and one treed polygon are suitable for preservation with the implementation of appropriate protection measures.

The following provides recommendations from the Arborist and TIPP Report to facilitate the Proposed Development on the Subject Lands:

- Tree Protection Measures: Install tree protection barriers and fencing at prescribed locations to create undisturbed Tree Protection Zones (TPZ);
- Construction Supervision: Retain a Certified Arborist to supervise construction activities near preservation zones and to provide certification letters confirming adherence to the TIPP;
- Timing of Removals: Conduct all tree removals outside of the migratory bird breeding season (April 1st to August 1st) to comply with environmental regulations;
- Compensation Planting: Implement a compensation plan as required by the Town of Caledon, which necessitates 63 replacement plantings on the property to offset the removal of healthy trees; and,
- Ongoing Maintenance: The owner must ensure the continuous maintenance and repair of all tree protection fencing throughout the duration of the development.

5.2 Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) was prepared by Cambium Inc., to address potential impacts of the Proposed Development on the Subject Lands' natural heritage features, which were identified during the preliminary review process and site staking with the TRCA and Town Staff on May 23, 2025. The report aimed to:

- Characterize the existing form and function of natural heritage features on and adjacent to the Subject Lands;
- Evaluate the significance and sensitivity of these features in accordance with provincial and municipal policies, that were applicable to the Proposed Development at the time of preparing the EIS and during the site staking exercise with TRCA and Town Staff in May 2025;
- Assess potential impacts of the 22-unit residential development on identified features; and,
- Determine appropriate development constraints, setbacks, and mitigation measures to ensure no negative impacts on the ecological functions of the area.

Based on Cambium Inc.'s findings, the Proposed Development as currently designed considers the following key environmental and site-specific factors:

- Impact on Significant Woodlands: The development recognizes the presence of a significant woodland overlapping the southwestern site boundary. To protect this feature, a "Proposed Dynamic Dripline Setback" has been incorporated, providing an average buffer width of 8 metres;

- **Encroachment and Offsetting:** The design accounts for approximately 170 m² of encroachment into the conceptual 10-metre dripline setback. To address this, the plan includes a 30 m² supplemental buffering "Offsetting Area" to mitigate the impact of these encroachments;
- **Wildlife Habitat Protection:** The study identifies candidate Significant Wildlife Habitat (SWH) for three species of special concern and potential roosting habitat for Species at Risk (SAR) bats. The development design considers these habitats by maintaining existing vegetation within recommended setbacks to avoid negative impacts on their ecological function;
- **Hydrological and Stormwater Management:** The design considers the increase in impermeable surfaces (e.g., roofs, roadways) and encourages measures to increase run-off infiltration, such as directing eavestrough downspouts toward vegetated areas rather than hardened surfaces;
- **Mitigation of Anthropogenic Impacts:**
 - **Noise:** Since the development is consistent with surrounding land uses, noise is not expected to increase significantly; however, the design relies on maintaining wooded areas to buffer wildlife from temporary construction noise; and,
 - **Lighting:** To minimize impacts on nocturnal wildlife, the plan considers directing outdoor lighting toward the ground and using timers instead of motion detectors.

The following provides an overview of the recommendations provided in the Cambium Inc. EIS:

- **Established Setbacks:** The Proposed Development on the Subject Lands implements a "Proposed Dynamic Dripline Setback" along the southwest boundary to protect the significant woodland's form and function;
- **Timing Restrictions:** Conduct vegetation removal outside the breeding bird season (April 1 to August 31), and schedule clearing outside the active roosting period for bats (March 15 to November 30).
- **Erosion and Sediment Control:** Install perimeter sediment fencing prior to any site alteration and maintain it until the area is stabilized;
- **Enhancement and Management:** Develop a site-specific enhancement and invasive species management plan for the buffer area during the detailed design phase;
- **Invasive Species Prevention:** Follow best practices to prevent the spread of invasive species, including cleaning equipment before it enters the work area and using native species for revegetation; and,
- **Stormwater Management:** Direct eavestrough downspouts to vegetated areas rather than hardened surfaces to encourage infiltration of runoff.

The Proposed Development is designed to be consistent with and in conformity to PPS 2024, as well as applicable and relevant Region of Peel, Town of Caledon and TRCA policies and regulations.

5.3 Phase One Environmental Site Assessment (ESA)

AiMS Environmental prepared a Phase One Environmental Site Assessment (ESA) and have identified that a Phase Two ESA is not required to facilitate the Proposed Development on the Subject Lands. The primary objectives of the Phase One ESA were to:

- Identify actual or potential sources of environmental contamination on the property or within a 250-metre study area;
- Assess the historical and current land uses of the site to determine if any "potentially contaminating activities" (PCAs) occurred; and,
- Evaluate whether a Phase Two ESA (soil and groundwater sampling) is necessary to ensure the site is suitable for the proposed residential use under Ontario Regulation 153/04.

Visual inspections were conducted on March 28, 2025, and no evidence of underground storage tanks (USTs), aboveground storage tanks (ASTs), surficial staining, or unusual protrusions was recorded. The following provides an overview of the Phase One ESA's overall findings:

- **Site History and Current Conditions:** Historically, the property consisted of cultivated fields and woodlots until 1970, when the existing single-storey residential dwelling was constructed. The Subject Lands are currently occupied by a single-storey house (covering approximately 1.8% of the site), a driveway, landscaped areas, and woodlots.
- **Surrounding Land Use:** The surrounding 250-metre study area consists primarily of residential subdivisions and greenfields, either developed or undeveloped.
- **Database & Records Search:**
 - No records of past dry-cleaning facilities, automotive repair garages, or gasoline stations were found within the study area;
 - A search of provincial and federal databases revealed no active fuel storage tanks, waste disposal sites, or coal gasification plants on the property and,
 - A minor off-site oil leak (75-L transformer oil) occurred in 2018 at 7 Deer Hollow Court, but it was determined to be downgradient and unlikely to impact the subject property.

The Phase One ESA provides the following recommendations:

- No Further Action: Based on the findings that no potentially contaminating activities (PCAs) or areas of potential environmental concern (APECs) were identified, the report concludes that no sources of soil or groundwater contamination are associated with the property;
- Phase Two ESA: The report recommends that no further environmental investigations (i.e., a Phase Two ESA) are warranted at this time; and,
- Administrative Follow-up: While initial searches were clear, any forthcoming responses from outstanding Municipal or Regional Freedom of Information requests should be reviewed by the client to confirm no new environmental concerns are raised.

5.4 Geotechnical Investigation

Forward Engineering & Associates Inc. prepared a Geotechnical Investigation, dated January 2, 2026, to support the Proposed Development on the Subject Lands. It was prepared to characterize the subsurface soil and groundwater conditions at 13286 Nunnville Road to support the proposed residential subdivision. The primary objectives were to:

- Determine the extent, depth, and engineering properties of the soil strata to inform the design and construction of 22 townhouse units;
- Establish geotechnical design criteria for foundations, including bearing resistances for both native soil and engineered fill;
- Evaluate short-term groundwater levels and provide recommendations for excavation, backfill, and permanent drainage; and,
- Provide pavement design specifications for the proposed local roads and driveways.

The following provides an overview of Forward Engineering's findings in their Geotechnical Investigation supporting the Proposed Development on the Subject Lands:

- Subsurface Composition: The Subject Lands generally consists of a surface layer of topsoil or pavement, followed by a layer of brown clayey silt fill/disturbed soil extending to depths of 0.76m to 1.52m;
- Native Soil Strata: Below the fill, the investigation encountered very stiff to hard Clayey Silt Till and Silty Clay Till extending to the maximum explored depth of 6.55m;
- Groundwater Observations: Short-term measurements taken in March 2025 showed stabilized groundwater levels ranging from 0.47m to 5.57m below the existing ground surface;

- Environmental Note: Olfactory evidence of hydrocarbons was observed in the fill and upper native soil zones at one specific borehole location (BH-2); and,
- Seismic Classification: Based on the soil properties, the site is classified as Seismic Site Class “D” according to the Ontario Building Code (OBC).

The following provides an overview of the Geotechnical Investigation's recommendations for the Proposed Development:

- Foundation Options: Dwellings may be supported by conventional strip or spread footings on native undisturbed soil (founding depths ranging from 0.75m to 1.8m) or on properly compacted engineered fill;
- Bearing Capacity: Foundations should be designed for a factored bearing resistance of 225 kPa at the Ultimate Limit State (ULS) and 150 kPa at the Serviceability Limit State (SLS);
- Excavation and Drainage:
 - Excavations should be backsloped at 45 degrees or flatter per OSHA requirements;
 - A permanent perimeter drainage system must be installed for all basement walls;
 - Floor slabs should be placed on a 200mm thick layer of compacted 19mm clear stone to prevent capillary moisture rise;
- Pavement Design: The report provides specific flexible asphalt pavement designs for local roads (40mm HL3, 80mm HL8 over granular base) and driveways, emphasizing the use of sub-drains to protect the frost-susceptible subgrade; and,
- Construction Inspection: All footing bases must be inspected and approved by a geotechnical engineer prior to concrete placement to verify founding conditions.

The findings of the Geotechnical Investigation demonstrate that the soil conditions are stable and capable of supporting the Proposed Development and associated infrastructure using standard construction practices on the Subject Lands. By following the recommended foundation and drainage designs, the development can be executed safely, ensuring long-term structural durability and full compliance with provincial and municipal engineering standards.

5.5 Geohydrological Assessment

A Geohydrological (Hydrological) Assessment was conducted by Forward Engineering & Associates Inc., to evaluate local groundwater conditions and determine the potential hydrogeological impacts of the Proposed Development on the Subject Lands. The primary objectives of the Assessment were to:

- Characterize the site's hydrogeological setting, including soil permeability and groundwater flow;
- Estimate the potential for groundwater seepage into proposed excavations and basements;
- Determine if the construction activities require a provincial Permit to Take Water (PTTW) or an Environmental Activity and Sector Registry (EASR) filing; and,
- Evaluate the impact of the development on the local water balance and nearby natural heritage features.

The following provides an overview of the Assessment's findings:

- **Soil Characteristics:** The site is composed of low-permeability clayey silt and silty clay till. This dense soil naturally limits the speed and volume of groundwater movement;
- **Water Levels:** Groundwater was measured at depths between 0.47m and 5.57m. While water is present, the low-permeability soil prevents high-volume flow into excavations;
- **Permit Requirements:** The estimated peak dewatering rate is approximately 37,800 L/day. As this is below the 50,000 L/day regulatory threshold, the project does not require an Environmental Activity and Sector Registry (EASR) or a Permit to Take Water (PTTW); and,
- **Local Wells:** The study concluded that the development will not negatively impact the 18 private water wells located within 500 metres of the property.

The following provides an overview of the Assessment's recommendations:

- **Foundation Drainage:** All townhouses must be equipped with standard foundation weeping tiles and sump pumps to manage perched groundwater;
- **Infiltration:** To maintain the local water balance, clean roof runoff should be directed to grassed or landscaped areas to encourage natural infiltration.;
- **Construction Management:** Water pumped during construction must be treated via sediment control measures (such as filter bags) before discharge; and,
- **Salt Usage:** A salt management plan is recommended for private driveways and roads to protect groundwater quality in the vicinity of natural features.

The Geohydrological Assessment demonstrates that the Subject Lands are suitable for the proposed residential development from a groundwater management perspective. It confirms that construction can be completed using standard dewatering and drainage techniques without interfering with the local water table or neighboring private wells. The report successfully justifies that the development meets provincial and municipal requirements for hydrogeological protection and water balance.

5.6 Slope Stability Assessment

A Slope Stability Assessment was prepared by Forward Engineering & Associates Inc., to evaluate the long-term stability of the slopes located at the south and southwest portions of the Subject Lands. The primary objectives were to:

- Determine the Factor of Safety (SF) for the existing slope conditions;
- Identify the Long-Term Stable Slope Crest (LTSSC) to establish safe development limits; and,
- Ensure the proposed 22-unit townhouse development complies with the Toronto and Region Conservation Authority (TRCA) and provincial standards for hazard lands.

The following provides an overview of the Assessment's findings:

- Slope Characteristics: The site features a valley slope with a height of approximately 7.5 to 8.0 metres and gradients ranging from 2.4H:1V to 3.0H:1V. The slopes are generally well-vegetated with mature trees and groundcover;
- Stability Analysis: Computer-aided modeling (using the Bishop and Morgenstern-Price methods) determined that the existing slopes are "Stable." The calculated Factors of Safety for the analyzed sections ranged from 1.63 to 2.17, which exceeds the minimum TRCA/Provincial requirement of 1.5 for residential development; and,
- Erosion and Drainage: No active toe erosion was observed at the base of the slopes. The slopes are considered "Not Actively Eroding" as they are not associated with a watercourse at the immediate toe.

The following provides an overview of the Assessment's recommendations:

- Erosion Hazard Setback: A minimum erosion hazard setback of 6.0 metres should be applied from the Long-Term Stable Slope Crest (LTSSC) for all permanent structures;
- Vegetation Preservation: Existing vegetation on the slope faces should be maintained and protected during construction to prevent surficial erosion and maintain soil reinforcement;
- Drainage Management: Surface water and roof runoff must be directed away from the slope face. No concentrated water flow (such as from downspouts or swimming pool discharge) should be allowed to spill over the crest of the slope;
- Construction Near Slopes: No heavy machinery, stock-piling of fill, or storage of construction materials should occur within the designated setback area or on the slope itself; and,

- Hazard Limits: Because the slope is currently stable and not subjected to active toe erosion, the "Long-Term Stable Slope Line" is considered to be the existing physical top-of-slope.

The Slope Stability Assessment confirms that the Proposed Development is safe and feasible from a landform perspective. The analysis proves that the existing slopes are inherently stable and that the proposed townhouse layout respects the necessary setbacks required to protect both the residents and the natural valley feature. By following the recommended drainage and setback guidelines, the development will not increase the risk of slope failure or erosion on the subject property or adjacent lands.

5.7 Functional Servicing and Stormwater Management Report (FSSR) & Associated Civil Engineering Drawing Set

The FSSR and associated engineering drawings were prepared by Schaeffers Engineering, to support the Proposed Development of the Subject Lands. The report evaluates the municipal infrastructure, water, sanitary, and storm, to demonstrate the feasibility of the proposed development and guide its detailed design.

The FSSR provides the following findings:

- The site will connect to a future 200 mm diameter watermain on Nunville Road (to be installed by the neighboring developer) via a preliminarily sized 200mm connection;
- Fire flow requirements are calculated at 233 L/s, with two additional private hydrants proposed to ensure sufficient coverage for the townhouse blocks;
- The total population estimate for the site is 75 persons based on Regional standards, and the proposed system is designed to accommodate the resulting peak flows;
- Quantity Control: Post-development flows will be controlled to existing peak levels. Specifically, flows for 5- to 100-year storm events will be attenuated to the existing 5-year peak flow rate;
- Quality Control: An "Enhanced" level of protection (80% Total Suspended Solids removal) will be achieved using a "Jellyfish" filter unit installed upstream of the control manhole; and,
- Water Balance: The first 5 mm of rainfall (requiring 17.0 m³ of retention) will be managed through infiltration trenches located in the backyards of the townhouse units.

The FSSR provides the following recommendation to support the Proposed Development on the Subject Lands:

- Infrastructure Installation: Install a 200 mm water service connection and connect the site to future municipal sanitary and storm sewers as per the Site Servicing Plan (Refer to Drawing SS-1);
- Storage and Control: Implement an underground storm sewer system providing at least 114 m³ of detention storage to fulfill quantity control requirements;
- Monitoring and Testing: Conduct hydrant flow tests at a later stage to confirm municipal watermain capacity and perform detailed SWM modeling during the Site Plan Application (SPA) stage; and,
- Erosion Control: Perimeter sediment fencing and other erosion control measures must be maintained during all phases of construction to protect the western woodlot.

The Functional Servicing and Stormwater Management Report confirms that the Proposed Development and the Subject Lands can be fully serviced with municipal water, sanitary, and storm infrastructure. The proposed engineering design successfully balances the needs of the 22-unit development with environmental protection by implementing advanced quality control filters and Low Impact Development (LID) infiltration measures. Together with the detailed Civil Drawings, these technical materials demonstrate that the development is structurally viable, adheres to Town of Caledon and Region of Peel standards, and will not negatively impact existing municipal services or surrounding natural features.

5.8 Transportation Impact Study (TIS)

A Transportation Impact Study (TIS) was prepared by BA Group, dated xxxx.xx.xx, to support the Proposed Development on the Subject Lands. The TIS evaluated the following transportation components / considerations:

- Site access and internal circulation;
- Parking and loading arrangements, including refuse collection maneuvers;
- Pedestrian and bicycle provisions;
- Traffic operations on the local road network; and,
- Safety assessments, including sight distance and collision history at the Albion Vaughan Road and Nunnville Road intersection.

The following provides the TIS's findings and assumptions:

- **Site Design:** The 22 units are arranged around a T-shaped internal driveway system with widths of 7.5m and 6m, connecting to the existing Nunnville Road cul-de-sac;
- **Resident Parking:** Each unit provides two parking spaces (one in an enclosed garage and one on the private driveway), which meets the Town of Caledon's requirement of 2.0 spaces per unit in the Zoning By-law;
- **Visitor Parking:** The bylaw requires six visitor spaces (0.25 per unit). A study of existing on-street demand concluded that visitor needs can be appropriately met on-street on Nunnville Road; therefore, no dedicated on-site visitor spaces are proposed;
- **Trip Generation:** The development is forecasted to generate 15 two-way vehicle trips during both the weekday morning and afternoon peak hours;
- **Traffic Operations:** The intersection of Albion Vaughan Road and Nunnville Road is expected to operate acceptably at a Level of Service (LOS) D or better under all studied scenarios. The addition of site traffic is considered to have a negligible impact on operations; and,
- **Safety Assessment:** Field measurements confirm that the available sight distance for drivers turning left from Nunnville Road onto Albion Vaughan Road is sufficient for the design speed of the arterial road.

The following provides the TIS's recommendations for the Proposed Development on the Subject Lands:

- **Access and Circulation:** Utilize the proposed single driveway connection to the Nunnville Road cul-de-sac for all site access;
- **Parking Strategy:** Rely on the identified on-street parking capacity on Nunnville Road to satisfy the six-space visitor parking requirement; and,
- **Infrastructure Acceptance:** Proceed with the development as site-generated traffic can be appropriately accommodated on the existing local road network without requiring significant modifications.

The TIS confirms that the Proposed Development on the Subject Lands is supportable from a transportation engineering perspective. The site layout provides adequate resident parking and ensures safe internal circulation, while the broader road network possesses ample capacity to absorb the minimal traffic increase generated by the 22 units. Furthermore, the safety review validates that the Subject Lands' primary connection to the arterial network (Nunnville Road) meets all required sight distance standards, ensuring safe access for future residents and the existing community.

5.9 Conceptual Landscape Plan

A Conceptual Landscape Plan was prepared by IPS to support the Proposed Development on the Subject Lands. The Conceptual Landscape Plan evaluates and illustrates the following landscape and site interface considerations:

- Integration of the proposed development with existing and planned site grading and servicing;
- Protection and delineation of environmental features, including the Environmental Policy Area (EPA);
- Tree preservation, removals, and new planting opportunities;
- Pedestrian circulation, fencing, and amenity elements; and,
- Transition and buffering between the development area and adjacent lands.

The following provides the Conceptual Landscape Plan's key assumptions and findings:

- **Site Context:** The Subject Lands comprise approximately 1.397 hectares, of which approximately 0.88 hectares are identified as an Environmental Policy Area, with limits defined by the dripline and top of bank as staked by the Toronto and Region Conservation Authority (TRCA) on May 23, 2025;
- **Environmental Protection:** All proposed development, grading, and landscaping are located outside the Environmental Policy Area, ensuring that natural heritage features are protected and maintained in accordance with applicable environmental policies;
- **Landscape Framework:** The plan proposes a combination of deciduous and coniferous tree planting, shrub planting, and sod areas to enhance site aesthetics, reinforce the public realm, and support functional separation between built form, walkways, and environmental lands;
- **Fencing and Transitions:** A mix of 1.8 m wood privacy fencing and 1.2 m ornamental metal fencing is proposed to clearly define private spaces, pedestrian areas, and transitions adjacent to environmental features;
- **Hardscape and Amenities:** Pedestrian sidewalks, pavers, bike racks, benches, mailbox locations, and garbage staging areas are identified and coordinated with internal circulation and servicing requirements; and,
- **Snow Management:** No on-site snow storage is proposed, with all snow to be removed off-site and disposed of at an approved facility.

The following provides the Conceptual Landscape Plan's recommendations for the Proposed Development on the Subject Lands:

- Landscape Implementation: Proceed with the proposed planting and fencing strategy to support site functionality, aesthetics, and compatibility with surrounding residential uses;
- Environmental Coordination: Maintain the staked limits of the Environmental Policy Area and ensure all detailed landscape design respects TRCA requirements and approved buffers, where applicable; and,
- Detailed Design Refinement: Finalize plant species, quantities, and construction details at the detailed landscape design stage in coordination with grading, servicing, and tree preservation plans.

The Conceptual Landscape Plan confirms that the Proposed Development on the Subject Lands is appropriate from a landscape and environmental integration perspective. The plan demonstrates that development can be accommodated while protecting identified natural heritage features, providing a cohesive landscape framework, and supporting safe and functional pedestrian circulation. Overall, the Conceptual Landscape Plan reinforces the appropriateness of the proposed site layout and contributes positively to the streetscape and broader community context.

6.0 LAND USE PLANNING POLICY AND REGULATORY FRAMEWORK

This Section of the Report provides an overview of the applicable and relevant land use policy and regulatory framework associated with the Proposed Development on the Subject Lands.

Through the process of this review, the following documents have been reviewed to assess conformity and compatibility of the proposed use on the Subject Property:

- The *Planning Act* R.S.O. 1990, c. P.13;
- The Provincial Planning Statement 2024 (PPS 2024);
- Region of Peel Official Plan, 2022 (ROP 2022);
- 1978 Town of Caledon Official Plan, as amended, March 2024 Office Consolidation (1978 Caledon OP);
- Official Plan Amendment 1 (OPA) & the Future Caledon Official Plan (Future Caledon OP), October 2025;
- Bolton Secondary Plan; and,
- Town of Caledon Zoning By-law 2006-50 (ZBL 2006-50).

Provided in this Section of the Report is an assessment of all relevant policies under each associated policy document, presented in order of planning hierarchy. Within each section, planning justification is presented, where relevant.

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

The *Planning Act* is provincial legislation governing land development in Ontario. The approval of any land development application in Ontario must have regard for matters of provincial interest and be consistent or comply with provincial policy statements. It is further recognized that any land development is subject to conformity with municipal land use planning documents. The purpose of this section is to confirm how these matters have been addressed with regard to the Proposed Development.

Provincial Interest

Under Part 1 – Provincial Administration, Section 2 of the *Planning Act* requires that all land use planning activities under the Act shall have regard for matters of Provincial Interest. Table of this Report provides the applicable provincial interests and responses to those interests in Section 2 of the *Planning Act*:

Table 1 – Section 2 of the *Planning Act*

Provincial Interest	Planning Response
<i>(a) Protection of ecological systems, including natural areas, features and functions</i>	The proposed townhouse development has been designed to respect and protect adjacent ecological features through appropriate setbacks, buffering, and mitigation of identified natural heritage features. Supporting studies confirm that no adverse impacts on ecological functions are anticipated.
<i>(d) Conservation of features of significant architectural, cultural, historical, archaeological or scientific interest</i>	The Subject Lands do not contain any known features of significant architectural, cultural, historical, archaeological, or scientific interest. Should resources be identified during construction, appropriate mitigation measures and reporting protocols will be implemented in accordance with municipal and provincial requirements.
<i>(f) Adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</i>	The development will be serviced by existing and planned municipal infrastructure, ensuring the efficient use of available water, wastewater, transportation, and communication services. The proposed townhouse form represents an efficient and cost-effective use of infrastructure within the existing settlement area.
<i>(h) Orderly development of safe and healthy communities</i>	The proposal represents orderly and compatible infill development that integrates with the surrounding

	built form. The townhouse design promotes pedestrian safety, passive surveillance, and a high-quality living environment, contributing to a safe and healthy community.
<i>(i) Adequate provision and distribution of educational, health, social, cultural and recreational facilities</i>	The Subject Lands are located within reasonable proximity to existing educational, recreational, and community facilities. The development will support the efficient use of these facilities and contribute to their long-term viability by adding population within the service catchment.
<i>(j) Adequate provision of a full range of housing, including affordable housing</i>	The proposed townhouse development contributes to housing diversity by introducing ground-oriented, family-sized units that are generally more attainable than low-density housing forms. This supports the provision of a broader range of housing options within the community.
<i>(p) Appropriate location of growth and development</i>	The Subject Lands are located within a designated settlement area where growth is planned and supported by municipal policy. The proposal represents an appropriate location for residential intensification that utilizes existing services and infrastructure.
<i>(q) Promotion of sustainable, transit-supportive, and pedestrian-oriented development</i>	The townhouse development is designed to support sustainable land use patterns through compact built form, reduced reliance on private vehicles, and enhanced pedestrian connectivity. The proposal is transit-supportive and contributes to walkable neighbourhood design.
<i>(r) Promotion of well-designed built form that encourages a sense of place and high-quality public spaces</i> <i>(i) is well-designed,</i> <i>(ii) encourages a sense of place, and</i> <i>(iii) provides for public spaces that are of high quality, accessible, attractive and vibrant.</i>	The proposed built form is well-designed, with articulated façades, consistent massing, and high-quality architectural treatment. The development fosters a sense of place through streetscape-oriented design and provides attractive, accessible, and functional outdoor spaces for residents and visitors.



Under Part VI – Subdivision of Lands and Section 51 – Plan of Subdivision approvals, Subsection 51(24) of the *Planning Act* sets out the criteria for assessing and considering Plans of Subdivision. Table xx of this Report outlines the applicable legislation in Subsection 51(24) and provides responses to respective legislation in this subsection in relation to the Proposed Development on the Subject Lands.

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

Table 2 – Section 51(24) of the *Planning Act*

Planning Act Criterion	Response
<i>(a) Effect on matters of provincial interest (s.2)</i>	The proposed draft plan is consistent with matters of provincial interest under Section 2 of the <i>Planning Act</i> . The development supports the provision of a range of housing types, represents efficient use of land and existing infrastructure, and promotes orderly, well-planned development. Natural heritage features are protected through the delineation of an Environmental Protection Block, ensuring conservation of natural resources and environmental integrity.
<i>(b) Prematurity / Public Interest</i>	The proposed subdivision is not premature and is in the public interest. The lands are within an established settlement area, are planned to be serviced, and are designated for appropriately scaled residential development. The proposal advances municipal and provincial objectives for housing supply while integrating appropriate environmental protection and compatible built form.
<i>(c) Conformity with Official Plan and adjacent plans</i>	The draft plan conforms to the applicable Official Plan policies respecting residential development, environmental protection, and compact urban form. The development is compatible with surrounding residential uses and does not conflict with any approved or registered plans of subdivision in the surrounding area.
<i>(d) Suitability of the land</i>	The lands are suitable for residential subdivision development. The developable area is appropriately configured for townhouse blocks, with environmental constraints identified and excluded from development through the Environmental Protection Block. The site's size, shape, and access support the proposed form of development.

<i>(d.1) Affordable housing (if applicable)</i>	While no units are proposed as dedicated affordable housing, the development provides ground-related townhouse units that contribute to housing diversity and expand overall housing supply, consistent with broader affordability objectives through market delivery.
<i>(e) Highways, roads, access, grades and elevations</i>	The proposed internal road configuration, access points, and road widenings are appropriate for the scale and function of the development. The plan provides safe and efficient vehicular and pedestrian access and integrates with the existing public road network. Detailed grades and elevations will be addressed through detailed engineering and site plan approval.
<i>(f) Dimensions and shapes of lots/blocks</i>	The proposed residential blocks are of sufficient size and appropriate configuration to accommodate townhouse development, internal circulation, parking, servicing, and amenity areas. Block dimensions reflect efficient land use and facilitate orderly development.
<i>(g) Restrictions on land or buildings</i>	Any restrictions required to address environmental protection, access, servicing, or shared facilities will be implemented through appropriate zoning provisions, subdivision conditions, and/or easements. No restrictions are proposed that would negatively affect adjoining lands.
<i>(h) Conservation of natural resources and flood control</i>	Natural heritage features are protected through the designation of an Environmental Protection Block, ensuring no adverse impacts to the environmental features. This approach conserves natural resources, protects ecological functions, and addresses flood and drainage considerations in accordance with applicable policies.
<i>(i) Adequacy of utilities and municipal services</i>	Municipal water and sanitary services are available and adequate to support the proposed development. Stormwater management, grading, and servicing will be addressed through detailed engineering submissions to the satisfaction of the Town and Region.
<i>(j) Adequacy of school sites</i>	The development does not preclude the operation or expansion of existing school facilities. The scale of development can be accommodated within the broader school catchment area, subject to review by the applicable school boards.
<i>(k) Lands conveyed or dedicated for public purposes</i>	The draft plan includes land dedication for public purposes, including road widenings and the Environmental Protection Block. These dedications ensure appropriate public access, infrastructure accommodation, and long-term environmental stewardship.

(l) <i>Energy conservation and efficiency</i>	The compact form of townhouse development promotes efficient use of land, infrastructure, and energy. The subdivision design supports reduced vehicle travel, efficient servicing, and opportunities for energy-efficient building design at the site plan and building permit stages.
(m) <i>Relationship to site plan control</i>	The subdivision design establishes an appropriate framework for subsequent site plan control approvals. Matters such as building placement, landscaping, grading, servicing, parking, and amenity areas will be refined through site plan applications, ensuring coordinated and integrated development.

The Proposed Development on the Subject Lands considers the *Planning Act* and meets Sections 2, provincial interests and 51(24), subdivisions.

6.2 Provincial Planning Statement (2024)

The Provincial Planning Statement 2024 ('PPS 2024') replaced PPS 2020 and the Growth Plan for the Greater Golden Horseshoe on October 20, 2024. S. 3 (1) of the *Planning Act* provides that:

The Minister, or the Minister together with any other minister of the Crown, may from time to time issue policy statements that have been approved by the Lieutenant Governor in Council on matters relating to municipal planning that in the opinion of the Minister are of provincial interest. R.S.O. 1990, c. P.13, s. 3 (1).

3(5) of the *Planning Act* provides:

A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

- a. subject to a regulation made under subsection (6.1), shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
- b. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be. 2006, c. 23, s. 5; 2017, c. 23, Sched. 5, s. 80; 2023, c. 10, Sched. 6, s. 2 (1).*

PPS 2024 provides policy direction on matters of provincial interest. Section 3 (5) of the *Planning Act* provides that all decisions that affect planning matters shall be consistent



with provincial policy statements and conform to provincial plans. This Report addresses relevant PPS 2024 policy considerations.

Schedule 1 in the Appendix Section of PPS 2024 provides for a list of large and fast-growing municipalities and identifies the Town of Caledon as 1 of 29 of those municipalities.

These municipalities have been identified by the Province of Ontario (the 'province') as having the greatest need for housing and capitalization on current and future infrastructure investment by both the public and private sectors. PPS 2024 sets baseline minimum density targets and relies on local municipalities to guide growth strategically in locations that can support intensification and builds on the infrastructure investments made in the creation of complete and sustainable communities.

The Proposed Development on the Subject Lands aims to meet the needs and existing and future / anticipated residents in the Town of Caledon and surrounding areas.

Building Homes, Sustaining Strong and Competitive Communities

PPS 2024 provides policy directive for municipalities in the Province of Ontario to:

- build homes; and,
- sustain strong and competitive communities.

Policy 2.1.3 provides an understanding that, at the time of creating a new official plan and at each official plan update, municipalities are required to sufficient land available to accommodate an appropriate range and mix of land uses to meet projected guidance for at least 20 years but not more than 30 years. As outlined in this Report, the Town of Caledon has endeavored to update their Official Plan for the planning horizon of 2051 and have identified the Subject Lands as an area of the Town planned for growth through gentle intensification and missing middle housing.

The Proposed Development aims to accommodate an appropriate range and mix of land uses to meet the needs and projected requirements of current and future residents of the regional market area the Subject Lands are located.¹

¹ Regional market area: refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the regional market area. However, where a regional market area extends significantly beyond these boundaries, then the regional market area may be based on the larger market area. Where regional market areas are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.

Policy 2.1.6 provides that planning authorities should support the achievement of complete communities. The Proposed Development on the Subject Lands aims to create and contribute to the achievement of complete communities.²

The Proposed Development aims to intensify underutilized lands through transit-supportive residential land uses and supports the Town of Caledon's journey toward delivering a broader range of housing options for current and future residents, in alignment with the policies under Section 2.2 of the PPS (2024). Settlement areas are identified as the focus of growth and development in the Province of Ontario (Policy 2.3.1.1).

Policy 2.3.1.2 encourages land use patterns within settlement areas to be based on densities and a mix of land uses that: (a) efficiently use land and resources; (b) optimize existing and planned infrastructure; (c) support active transportation; and (d) are transit-supportive, as appropriate. The Proposed Development supports these policy directions by contributing compact, efficient, and transit-supportive residential uses within an established settlement area, advancing the Province's and Town's broader growth management objectives.

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

Policy 2.3.1.5 provides,

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.

PPS 2024 provides designated growth areas as,

lands within settlement areas designated for growth or lands added to settlement areas that have not yet been fully developed. Designated growth areas include residential growth in accordance with policy 2.1.4.a, as well as lands required for employment and other uses.

Policy 2.3.16 provides,

² Complete communities: means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their population.

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 subdivision design establishes an appropriate framework for subsequent site plan control approvals and aligns with Policy 2.3.16 by supporting orderly development within a designated growth area. The Subject Lands are located in an area of the Town of Caledon planned for residential intensification, and the proposed plan facilitates development that can proceed in a coordinated manner with the timely provision of infrastructure and public service facilities.

Policy 2.9.1 provides that,

Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a. support the achievement of compact, transit-supportive, and complete communities;*
- b. incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c. support energy conservation and efficiency;*
- d. promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality;*
- e. take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

PPS 2024 defines green infrastructure to mean:

Natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Given that the Proposed Development is within the existing settlement area of Bolton, it maintains regard for Section 2.3 of the PPS (2024) by ensuring that:

- It focuses growth and development within an existing settlement area, as directed by the Province.
- It has been proposed in a way that efficiently uses underutilized lands, optimizes existing municipal infrastructure, supports intensification in a strategic location.

- In addition to the above, it will contribute to the intensification and density targets as set by the Town.

Infrastructure and Facilities

Chapter 3 of the PPS 2024 emphasizes that growth should be supported by efficient, coordinated, and cost-effective infrastructure and public service facilities. The Proposed Development aligns with these policies by utilizing existing and planned municipal services and demonstrating appropriate, sustainable, and fiscally responsible servicing.

Infrastructure in PPS 2024 means physical structures (facilities and corridors) that form the foundation for development. It includes:

- *sewage and water systems;*
- *sewage treatment systems;*
- *stormwater management systems;*
- *waste management systems;*
- *electricity generation facilities;*
- *electricity transmission and distribution systems;*
- *communications/telecommunications including broadband;*
- *transit and transportation corridors and facilities;*
- *active transportation systems; and,*
- *oil and gas pipelines and associated facilities.*

In accordance with Chapter 3 of the PPS 2024, the Proposed Development supports growth that is coordinated, efficient, and cost-effective by relying on existing and planned municipal infrastructure, including water, sanitary, stormwater, transportation, and active transportation systems, thereby meeting the needs of both existing and future residents of the Town of Caledon and the Region of Peel in a sustainable and fiscally responsible manner.

Wise Use and Management of Resources

Chapter 4 of the PPS 2024 promotes the wise use and management of resources to ensure long-term environmental sustainability and the protection of natural and cultural heritage. The policies encourage development that efficiently uses land, preserves natural features, and minimizes negative impacts on water, soil, and other natural resources. The Proposed Development has been designed to align with these principles

by optimizing land use, protecting and enhancing key environmental features, and supporting sustainable development practices consistent with provincial policy.

1. *Natural features and areas shall be protected for the long term.*
2. *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
8. *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The OPA and ZBA applications have had regard for Section 4.1 of the PPS 2024 through the following considerations:

- It is important to note that through this application, lands with existing natural heritage features are proposed to be maintained through this Proposed Development;
- Further, an Environmental Impact Assessment has been prepared by Cambium Inc., in support of the planning applications, which has outlined the appropriate buffers required to ensure the protection of the natural heritage features; and,
- Lastly, in order to ensure the longstanding protection of these lands, the areas delineated outside of the developable area are to be conveyed into public ownership at a later date to the Town of Caledon or the appropriate conservation authority.

Policies in 4.6 of PPS 2024 provides cultural heritage and archaeological resources, including built heritage, cultural heritage landscapes, and archaeological sites are to be conserved and protected from adverse impacts resulting from development and site alteration.

The Town of Caledon has identified that the Subject Lands may have archaeological potential; however, the site has been previously disturbed and developed, and no undisturbed soils or known archaeological resources remain. Where sites have been extensively altered, the likelihood of encountering intact archaeological resources is minimal. The *Ontario Heritage Act R.S.O. 1990, c. O.18* and associated Standards and Guidelines note that areas subject to prior disturbance generally have low archaeological potential. Given the site's history and lack of undisturbed soils, an

archaeological assessment is not warranted, consistent with provincial policy and standard practice for previously developed lands.

Protecting Public Health and Safety

Chapter 5 of PPS 2024 directs that development be planned to protect public health and safety by avoiding or mitigating natural and human-made hazards. The Proposed Development is designed to comply with these policies, ensuring that future residents and the surrounding community are safeguarded, consistent with provincial guidance and municipal standards.

The Subject Lands do not contain, nor do they propose, any human-made hazards, and the development will not exacerbate existing natural hazards.

The Subject Lands have been designed in accordance with Policy 5.1.1 of PPS 2024, which directs development away from areas of natural hazards, such as valleylands. The Proposed Development does not create new hazards or aggravate existing ones, as it maintains an appropriate development buffer from the Top of Slope and dripline conditions along the rear (west) side of the Subject Lands.

Policy 5.2.1.1 provides that *planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*

PPS 2024 defines *hazardous lands* to mean:

property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes -St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

PPS 2024 defines *hazardous site* to mean, *property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography*

Town of Caledon and TRCA Staff met with the landowners and their consulting team to stake the Top of Slope and Dripline on May 23, 2023, to determine hazard / development

limits associated with the valleylands and woodlot, located at the westerly portion / rear of the Subject Lands.

Policy 5.2.3 of PPS 2024 provides that *development and site alteration shall not be permitted within:*

- c) areas that would be rendered inaccessible to people and vehicles during times of...erosion hazards...unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.*

The Proposed Development satisfies Policy 5.2.3(c) of the PPS 2024 by directing development away from erosion hazard areas and ensuring safe and reliable access for residents and emergency vehicles. The developable area reflects Top of Slope and dripline limits confirmed through consultation with Town of Caledon and TRCA staff, and access to the site will be maintained under all conditions appropriate to the nature of the development, without exacerbating erosion hazards or public safety risks.

Implementation and Interpretation

Chapter 6 of PPS 2024 directs that the PPS be read as a whole and applied in a practical, balanced manner, emphasizing clarity, consistency, and the efficient use of land, infrastructure, and municipal resources. This guidance is particularly relevant in the current transition period, where both the 1978 Town of Caledon Official Plan and the new Future Caledon Official Plan apply to different areas and policy themes.

Policy 6.1.7 provides,

Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.

This requirement ensures continuity and clarity in decision-making during the transition period, directing planning authorities to rely on the PPS as the prevailing framework until local planning documents are updated, and accordingly, the Proposed Development must be evaluated for consistency with the PPS 2024 despite the concurrent application of both the 1978 Official Plan and the new Future Caledon Official Plan.

Coordination

Section 6.2 directs planning authorities to align decisions across different levels of government, ensure compatibility with adjacent land uses, and integrate local and regional planning objectives with provincial priorities.

Policy 6.2.1 provides,

A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers...

Policy 6.2.1 continues and provides a list of eight (8) matters of provincial interest that PPS 2024 encourages be approached through a *coordinated, integrated and comprehensive approach*. The following table provides responses to the planning matters listed in Policy 6.2.1:

Table 3 – Responses to Policy 6.2.1 in PPS 2024

<i>Policy 6.2.1 Coordination Criteria</i>	<i>Responses</i>
<i>a) managing and/or promoting growth and development that is integrated with planning for infrastructure and public service facilities, including schools and associated childcare facilities</i>	The Proposed Development situates residential intensification within Bolton's delineated built boundary, leveraging existing and planned municipal infrastructure, including, but not limited to, roads, water, wastewater, and public service facilities, to contribute to the creation of complete, sustainable, and well-serviced communities
<i>b) economic development strategies</i>	By increasing local population, the Proposed Development demonstrates coordination with municipal, regional and provincial economic objectives
<i>c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources</i>	Coordination with the Town of Caledon and TRCA has occurred to address natural heritage considerations through initial staking exercises. Ongoing consultation and coordination with Town and TRCA Staff will provide the opportunity to review technical matters, refine mitigation measures, and ensure that all natural heritage considerations are safely and effectively integrated into the Proposed Development. The Subject Lands have been previously disturbed, with no undisturbed soils or known archaeological resources; consistent with the <i>Ontario Heritage Act</i> ,

	<p>an archaeological assessment is not considered necessary.</p> <p>Pre-application staking with TRCA and Town staff has delineated the limits of undisturbed and undevelopable valleylands, and ongoing coordination will address natural heritage matters, with cultural heritage considerations assessed if any resources are encountered.</p>
<p>d) <i>infrastructure, multimodal transportation systems, public service facilities and waste management systems</i></p>	<p>The Proposed Development leverages existing and planned municipal infrastructure and transportation networks to efficiently support population growth. By situating residential intensification within Bolton's delineated built boundary, the project contributes to the optimized use of infrastructure, aligns with local and regional servicing strategies, and demonstrates how private-sector development can assist in achieving coordinated municipal and provincial objectives.</p>
<p>e) <i>ecosystem, shoreline, watershed, and Great Lakes related issues</i></p>	<p>Through coordination with TRCA and Town staff, the Proposed Development incorporates environmental mitigation measures and stormwater management strategies to protect valleylands and watershed features. This integrated approach ensures ecological integrity, contributes to sustainable land use patterns, and aligns private development with broader provincial environmental interests.</p>
<p>f) <i>natural and human-made hazards</i></p>	<p>The development is designed to avoid natural hazard areas, with geotechnical and TRCA input confirming that no new hazards are created and existing hazards are safely addressed. This demonstrates a</p>



	coordinated approach that balances risk management with responsible growth, supporting municipal and provincial public safety objectives.
<i>g) population, housing and employment projections, based on regional market areas, as appropriate</i>	The Proposed Development directly supports Town and Region population and housing targets within Bolton's built boundary, demonstrating how private development can contribute to achieving municipal growth forecasts and regional intensification objectives. By coordinating with legacy, current, and emerging planning policies, the Proposed Development aligns with both municipal and provincial planning priorities, ensuring consistency with broader growth, housing, and community development goals.
<i>h) addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness</i>	By offering a diverse mix of housing types, including higher-density ground-related units that complement the established neighbourhood, the Proposed Development supports the creation of complete, inclusive, and sustainable communities. Ongoing coordination with municipal and regional housing policies ensures alignment with provincial objectives for housing diversity, affordability, and accessibility.

The Proposed Development provides a coordinated approach in accordance with PPS 2024 Policy 6.2.1, demonstrating how infill residential intensification within Bolton's built boundary can efficiently leverage existing infrastructure, support municipal and regional growth objectives, and integrate housing, natural heritage, and public service planning.

Given the transitional policy context, where the 1978 Town of Caledon Official Plan, as amended, continues to guide areas such as Bolton while the new Future Caledon Official Plan sets forward-looking objectives, the Proposed Development demonstrates how



intensification can align with both legacy and emerging frameworks, support regional growth and infrastructure, protect environmental and cultural resources, and facilitate collaboration among stakeholders.

Recognizing that policy and planning priorities are continuously evolving, ongoing coordination during the planning application process will ensure that matters identified under Policy 6.2.1 and provincial interests are addressed in a timely and integrated manner.

PPS 2024 provides critical policy guidance on land use planning and development within Ontario, emphasizing the importance of growth management, infrastructure investment, and sustainability. PPS 2024 requires municipalities to adhere to provincial policy directions, ensuring consistency with planning frameworks, including the promotion of complete communities, efficient land use, and the integration of transit-supportive development.

The Proposed Development on the Subject Lands aligns with these objectives with focusing on diversified residential intensification within the Town's Built-up and settlement areas, supporting the creation of complete and sustainable communities. In consideration of the above-noted sections of PPS 2024, the Proposed Development conforms to the PPS's policies and elements.

6.3 Bill 185, Cutting Red Tape to Build More Homes Act, 2023

On April 10, 2024, the Province of Ontario introduced Bill 185, the *Cutting Red Tape to Build More Homes Act*, which received Royal Assent and is now in force. Bill 185 made significant legislative changes to remove planning approval responsibilities from the Regional Municipality of Peel, effective July 1, 2024. As a result, Peel Region is no longer an approval authority for Official Plan Amendments, Zoning By-law Amendments, Subdivisions, or Site Plan Approvals; these authorities now rest with the lower-tier municipalities.

The Peel Regional Official Plan remains in force but has no independent approval status, and a Regional Official Plan Amendment to re-designate the Subject Lands is not required.

Other changes include municipal authority to require applicants to consult with the municipality prior to submitting an Official Plan Amendment, Zoning By-law Amendment, or Site Plan Approval application. Applicants may also bring a motion to the Tribunal at any time during pre-consultation to determine whether the requirements for a complete application are reasonable or have been met, and where an application is submitted without pre-consultation, a complete application motion can be brought once the application fee has been paid.

6.4 Region of Peel Official Plan, 2022 (ROP 2022)

The Region of Peel Official Plan (ROP) was adopted by Regional Council on April 28, 2022, through Bylaw 20-2022 and approved by the Ontario Municipal Board on November 4, 2022. While Peel Region no longer has planning approval authority following Bill 185, the ROP remains a key policy framework guiding the Town of Caledon in implementing growth, intensification, and infrastructure objectives. The ROP provides regional direction on land use, growth management, housing, natural heritage, hazards, and infrastructure to 2051.

The Subject Lands are designated within the *Urban System* on Schedule E-1 of the ROP.

Section 5.6 of the ROP outlines that the Urban System is composed of a variety of communities providing diverse living, working, and cultural opportunities. Policies 5.6.11 and 5.6.15 direct urban development toward the Urban System, supporting pedestrian-friendly, transit-supportive development, mixed-use intensification, and Crime Prevention Through Environmental Design (CPTED) principles.

Section 5.4.18 requires intensification strategies to meet provincial Growth Plan targets, including that a minimum of 50% of residential development occur annually within the delineated built-up area, with at least 5% in Caledon (Policies 5.4.18.12–5.4.18.15). The Proposed Development on the Subject Lands contributes to these objectives by intensifying underutilized lands within Caledon's built boundary, providing higher-density housing forms and supporting a compact, complete community.

Section 5.9 provides direction on housing, emphasizing the need for a diverse range of housing types and densities. Table 4 of the ROP establishes Peel-wide housing targets, including: 30% affordable housing (with 50% targeted to low-income households), 25% rental tenure, and 50% of new units in forms other than detached or semi-detached. The Proposed Development supports these objectives by introducing townhouse units, with universal floor plans with the option and flexibility to accommodate seniors, multigenerational households, and persons with special needs.

The rear / western part of the Subject Lands is adjacent to natural heritage features, including valleylands and woodlands, which fall within the *Greenlands System* designation (Schedule C-1) and the *Natural Areas and Corridors* overlay.

Policies 2.14.39 and 2.14.40 require municipalities to protect, restore, and enhance ecological function while minimizing negative impacts, including through mitigation and, where appropriate, compensation measures.

While a formal Top of Slope (TOS) buffer is not provided, the Proposed Development has been planned in a manner consistent with ROP hazard policies and the technical requirements of the TRCA.

Section 2.16 of the ROP outlines policies to ensure development is appropriately sited relative to natural hazards, including erosion hazard limits.

Policy 2.16.10.4 prohibits development within the erosion hazard limit unless it can be demonstrated that:

- (a) the hazard can be safely addressed;*
- (b) new or existing hazards are not created or aggravated;*
- (c) no adverse environmental effects will result; and*
- (d) development occurs in accordance with established technical standards and procedures.*

In this case, geotechnical investigations prepared by Soil Engineers Ltd. confirm that the slope is stable, the proposed development can be safely accommodated, and that the reduced buffer will not create or exacerbate erosion hazards. The Proposed Development footprint is generously and appropriately designed as a dynamic limit. Through ongoing consultation, it is our opinion that that this approach is acceptable subject to appropriate technical justification, which has been provided through the submitted geotechnical and engineering materials.

The absence of a full buffer will not negatively impact the ecological function of adjacent natural heritage features. The Environmental Impact Study (EIS) identifies that required mitigation measures, such as enhanced landscaping, infiltration measures, and stormwater controls, will maintain slope stability, hydrologic function, and vegetation health along the valley corridor. This approach aligns with ROP Policy 2.14.39, which permits development adjacent to natural heritage features where it can be demonstrated that no negative impacts will occur.

The technical assessments and proposed mitigation measures demonstrate that the development appropriately addresses natural hazard policies of the ROP, does not create new risks, and can proceed safely without the provision of a full TOS buffer, consistent with TRCA standards and accepted professional practice.

Although a formal buffer to the Top of Slope and Dripline are not provided, the Proposed Development is designed to avoid creating or aggravating hazards, consistent with Section 2.16, including Policies 2.16.10.4 and 2.16.13.1, which direct that development

must safely address hazards, prevent adverse environmental effects, and adhere to established standards.

Stormwater management and enhanced topsoil strategies will maintain pre-development hydrologic conditions, in accordance with Policy 2.6.9.

Overall, the Proposed Development conforms with the ROP by:

- Supporting intensification and higher-density housing within the Urban System;
- Contributing to Peel-wide housing targets and providing a diverse range of housing types and tenures;
- Protecting adjacent natural heritage features while implementing mitigation measures; and,
- Utilizing existing and planned municipal infrastructure in a sustainable manner.

This approach ensures that the development aligns with the Region and Town's 2051 growth, housing, and environmental objectives, while also meeting provincial planning requirements under PPS 2024.

6.5 1978 Town of Caledon Official Plan, as amended (March 2024 Office Consolidation)

On October 22, 2025, the Minister of Municipal Affairs and Housing approved the Town of Caledon's new official plan, Future Caledon, for a planning horizon to 2051 through Official Plan Amendment No. 001 (OPA 1). This Planning Justification Report was prepared following the ministerial approval of OPA 1 and during the appeal period associated with the updated Bolton Area Secondary Plan, Official Plan Amendment No. 003 (OPA 003), and Regional Official Plan Amendment C-1 (By-law 2025-108), both of which were appealed to the Ontario Land Tribunal after December 18, 2025 and are therefore not in force.

While Future Caledon is intended to apply to the entirety of the Town of Caledon, Policy 1.2.1.a) of OPA 1 provides that the 1978 Caledon Official Plan, as amended, remains in force for lands identified as Rural Service Centres, including the Bolton settlement area and its associated secondary plan areas, until such time as replacement secondary plans come into effect.

The Subject Lands are located within the Bolton settlement area and are therefore governed by the policies of the 1978 Caledon Official Plan and the in-force Bolton Area Secondary Plan. Given that OPA 3 and Regional Official Plan Amendment C-1 (By-law 2025-108) remain under appeal and are not in force, the applicable policies of the 1978

Official Plan continue to apply to the Subject Lands for the purposes of evaluating the Proposed Development.

Notwithstanding the above, the Proposed Development has been informed by the broader policy direction and urban structure framework articulated in Future Caledon, which establishes the Town's long-term growth vision to 2051. The proposal builds upon the policy foundation of the 1978 Official Plan while also advancing the intent of Future Caledon by supporting compact, efficient residential development within an established settlement area and reinforcing Bolton's planned role as a primary focus for growth.

In the event of any perceived conflict between municipal planning policies, the 1978 Official Plan, the PPS 2024, applicable provincial plans, or other statutory instruments, the planning framework recognizes that provincial policy prevails, and the Proposed Development has been evaluated accordingly to ensure consistency and conformity with the applicable policy hierarchy.

Conflict

Policies in Section 6.6.3.3 establish a framework for identifying and managing conflicts, clarifying the precedence and flexibility available to decision-makers. The following table provides responses to each applicable policy in 6.6.3.3 in the context of the Proposed Development:

Table 4 – Responses to Policy 6.6.3.3

<i>Policy</i>	<i>Response</i>
<p>Policy 6.6.3.3 <u>Conflict</u> provides,</p> <p><i>...In very general terms, a conflict arises if the application of one policy prevents another policy from being implemented. Municipalities are, however, permitted to have policies that are different from, more detailed or more restrictive than Provincial policy, without this being considered a conflict, except under very specific, prescribed circumstances</i></p>	<p>The Proposed Development has been designed to comply with the key provisions of the 1978 Official Plan while also aligning with provincial policy objectives. No conflicts have been identified between municipal, provincial, or regional policies that would impede the implementation of either framework.</p>
<p>Policy 6.6.3.3.1 Provincial Policy Statement provides,</p> <p><i>The policies of the PPS represent minimum standards. The PPS does not prevent</i></p>	<p>The Proposed Development is consistent with PPS 2024 objectives, including intensification within settlement areas, infrastructure efficiency, and housing supply. Where the 1978 Official Plan</p>

<p><i>planning authorities and decision-makers from going beyond the minimum standards established in specific policies, unless doing so would conflict with any other policy of the PPS. Provincial Plans take precedence over the policies of the PPS to the extent of any conflict.</i></p>	<p>provides additional guidance, the project meets or exceeds these standards without conflicting with PPS policies.</p>
<p>Policy 6.6.3.3.5 Greenbelt Plan provides,</p> <p><i>In the case of a conflict between the policies of this Plan and the Greenbelt Plan, the policies of the Greenbelt Plan prevail. Despite the policies of the Greenbelt Plan, there is nothing in the Greenbelt Plan that limits the ability of decision-makers on planning applications to adopt policies that are more stringent than the requirements of the Greenbelt Plan, unless doing so would conflict with any of the policies or objectives of the Greenbelt Plan.</i></p>	<p>The Subject Lands are outside Greenbelt-designated lands; however, the Proposed Development reflects best practices for environmental protection, natural heritage, and sustainable development consistent with Greenbelt principles. Any more stringent municipal measures identified in the 1978 Plan are incorporated where applicable, demonstrating harmonization across policy frameworks.</p>

The Proposed Development acknowledges the relevant legacy policies while reflecting the objectives and vision of the approved Future Caledon Plan. It demonstrates how infill residential intensification can simultaneously address established and emerging policy goals, support growth, leverage existing infrastructure, and integrate housing, environmental, and transportation considerations in a coordinated, forward-looking manner.

Transitioning in Context

This Section of the Report provides an overview of the land use planning policy context applicable to the Subject Lands in the former Town of Caledon Official Plan. As identified above,

As identified in the Conflict section of this Report, the Subject Lands are positioned to implement their desired / intended use in a manner that respects and reinforces the existing residential context, while providing an appropriate and planned transition in land use, built form, and intensity. The proposed use is consistent with the applicable policy framework, responds to the evolution and planned function of the surrounding area, supports appropriate intensification in a logical and orderly manner, and advances the

long-term planning vision for the community without resulting in adverse land use impacts.

Based on the current status of the 1978 Town of Caledon Official Plan, as amended, an Official Plan Amendment to this plan is not required to facilitate the Proposed Development on the Subject Lands.

The following provides key planning parameters impacting the Subject Lands during the applicability of the 1978 Town of Caledon Official Plan.

- i. *Bolton settlement area and its transition from Rural Service Centre to future planned function*

The Subject Lands are located within the existing Bolton settlement area per Schedule A – Land Use Plan of the 1978 Official Plan and are designated *Rural Service Centre* per Schedule A1 – Town Structure.

Bolton was referred to as a *Rural Service Centre* and planned to function as a *primary growth area* and:

- the focus for the of new residential and employment growth;
- the area for the provision of a wide range of goods and services for residents; and,
- containing emerging urban communities, with character that continues to evolve overtime

In Policy 5.10.3.2 *Rural Service Centres* are planned as:

- *compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town;*

Policy 5.10.3.27.8.a) provides that within *Residential Policy Areas*, development will provide for a mix of housing types within the *Rural Centres*...[based on housing types and net densities ranges]; where net density is based on the land area to be developed for residential uses, exclusive of public right-of-ways, parks, school sites, *Environmental Policy Area*, and *Open Space Policy Area*;

The following table from policy 5.10.3.27.8.a) provides the density category, net density range and anticipated housing types for each density category:

DENSITY CATEGORY	NET DENSITY RANGE	HOUSING TYPES
Low	up to 30 units/net hectare	Detached Multiples
Medium	30-44 units/net hectare	Detached Multiples
High	45-87 units/net hectare	Multiples Apartments

Figure 10 – Table from Policy 5.10.3.27.8 in the 1978 Caledon Official Plan

Policy 5.10.3.27.8.b).iii) provides the following location criteria to be applied to *high density housing development*:

- *located either on or in close proximity to arterial or collector roads;*
- *located closer to commercial / institutional uses than lower density housing; and,*
- *located close to or adjacent to parks and open spaces.*

The Proposed Development directly implements the planning intent for Rural Service Centres by contributing to a compact, well-integrated residential form that supports Bolton's role as a primary growth area. The townhouse form provides ground-related housing at an efficient net density, consistent with the higher-density residential categories contemplated within Residential Policy Areas, while remaining compatible with the surrounding built form and emerging urban character of the community.

The Subject Lands are appropriately located to satisfy the location criteria for higher-density residential development set out in Policy 5.10.3.27.8.b).iii). The site benefits from convenient access to collector and arterial road networks, is situated within close proximity to commercial and institutional uses that serve the Bolton community, and is adjacent to and supported by nearby parks, open spaces, and environmental lands, which provide both recreational opportunities and visual amenity. These locational attributes ensure that higher-density housing is directed to suitable locations that can support increased residential activity while minimizing land use conflicts.

The calculation of net residential density appropriately excludes public rights-of-way, environmental protection lands, and open space areas, consistent with Policy 5.10.3.27.8.a) and b).

Overall, the Proposed Development conforms to the Rural Service Centre and Residential Policy Area policies of the 1978 Caledon Official Plan by providing an appropriate mix of housing types at a suitable density in a well-located and serviced area of Bolton; accordingly, the following section evaluates the proposal's conformity with broader provincial policy directions, including PPS 2024.

Bolton Secondary Plan Area – South Hill Community

The Subject Lands are designated *Low Density Residential and Environmental Policy Area* per Schedule C-2 – Bolton South Hill Land Use Plan. Refer to Figure xx

The Goals of the Bolton South Hill Secondary Plan as identified in policy 7.2.2 of the 1978 Official Plan includes the following:

- a) *To create an area that provides for the convenience, efficiency, safety and well-being of the present and future residents in the Bolton South Hill Area. To ensure that plans of subdivision and development proposals are compatible with adjacent land uses.*
- b) *To develop a road system that provides for the efficient and safe movement of people and goods in and out of the Bolton South Hill Area and one that is compatible with the long range transportation plans for the Bolton Settlement Area.*
- c) *To create neighbourhood structure that is linked by pedestrian and transportation systems to the centre of the settlement area, and to the parks, open space, and community facilities of the Bolton Settlement Area.*
- d) *To plan for an area which will provide for housing opportunities which meet the different needs and incomes of people within the context of low density community.*

Figure 5: An image displaying the approximate location of the Subject Property overlaid on Schedule C2 – ‘Bolton South Hill Land Use Plan’ within the Town of Caledon Official Plan, demonstrating the Subject Property’s inclusion within the above designations.

The following provides an overview of applicable policies associated with the Bolton South Hill Secondary Plan in the 1978 Caledon Official Plan:

7.2.4 *The Bolton South Hill Area will be primarily a low density residential community with selected multiple housing areas and containing a broad range of neighbourhood uses including 2 school sites, 2 parks. The Land Use Distribution for the Bolton South Hill Area is provided in Table 7.1.*



Figure 11 – Schedule C2 – Bolton South Hill

TABLE 7.1 Land Use Distribution – Bolton South Hill Area⁽¹⁾

Use	Hectares	Acres
Low Residential	62	153
Mixed Low/Medium Residential	69.6	172
Medium Residential	7.3	18
High Residential	6.7	16.6
Special Residential	18	44.5
Park	5	12.4
School	7	17.3
Major Open Space	19.5	48.2
Hazard Land	17.4	43
TOTAL	212.5	525

⁽¹⁾ Areas are approximate.

Figure 12 – Table 7.1 Land Use Distribution – Bolton South Hill Area

7.2.4.2 *Development shall be fully serviced, except as specifically provided.*

7.2.4.3 *Energy conservation shall be promoted in the development of the Bolton South Hill Area.*

7.2.4.4 *Archaeological evaluation will be a prerequisite to development in the South Hill Area unless the Ministry of Tourism, Culture and Sport resolves that such an evaluation is not necessary. The area adjacent to the Humber River, because it has a southern exposure, has a higher potential for evidence of prehistoric habitation. There are at least two historic structures in the area. One is an iron bridge over the Humber River, and the other is an important house on Sneath Road.*

7.2.4.5 *In order to provide some medium and high density housing units in a low density community an approximate housing mix of 70% single-family and 30% medium and high density is proposed excluding the Special Residential Areas (Table 7.2).*

TABLE 7.2 Bolton South Hill – Population Generation(Serviced Area)

Designation	Gross Area ha	Net Area ¹ ha	Density ² uph	Unit Count	Persons Per Unit	Population
Low	62	48	16	867.6 ³	3.5	3037
Low/Medium	69.6	43.3	19.8	826.3 ⁴ /24	3.5/2.9	2892/70
Medium	7.3	5.5	37.1	26 ⁵ /147	2.9/3.5	75/515
High	6.7	4.1	55	272.3 ⁶	2.9	790
TOTAL	145.6	100.9		2163.2		7379

Notes:

- 1 Net Developable area exclusive of roads, parks, schools and hazard lands. Derived from Tertiary Plan, Draft Approved Plans, and Registered Plans
- 2 Typical achievable density
- 3 Figure adjusted to reflect existing development. ie./100 unit increase over typical achievable density
- 4 Figure adjusted to reflect existing development. ie./7 unit increase over typical achievable density
- 5 Figure adjusted to reflect existing development. ie./31 unit decrease over typical achievable density
- 6 Figure adjusted to reflect existing development. ie./47 unit increase over typical achievable density

Figure 13 – Table 7.2 Bolton South Hill – Population Generation (Serviced Area)

7.2.4.6 *There are certain sites specifically designated for medium and high density uses. These sites shall be included in calculating the housing mix. Total population for the South Hill Area is anticipated to be approximately 7379. Approximately 2000 new dwelling units are proposed for the South Hill area excluding the Special Residential Area (Table 7.3).*

TABLE 7.3 Bolton South Hill – Unit Distribution and Housing Mix

Residential Designation	Total Units	Units Low (70%)	Units Med and High (30%)
Low	867.6	867.6	
Low/Medium	850.3	595.21	255.09
Medium	173		173
High	272.3		272.3
Total	2163.2	1462.81	700.39

Figure 14 – Table 7.3 – Unit Distribution and Housing Mix

7.2.4.7 *The actual number of units by type will be determined at the time of subdivision submission and minor adjustments in population, building height and dwelling unit counts will not require a further amendment to the Official Plan.*

The Proposed Development conforms with the overall intent and policy framework of the Bolton Area Secondary Plan for the South Hill Area. The Secondary Plan establishes the South Hill Area as a residential community supported by a range of neighbourhood uses, including parks, schools, and multiple housing forms, within a fully serviced urban environment. The Proposed Development contributes to this planned community structure by introducing residential development that is compatible with the surrounding built form and consistent with the planned land use pattern for the South Hill Area.

The development will be fully serviced by municipal water and sanitary sewer systems and designed in accordance with applicable municipal and regional standards. Energy conservation objectives are supported through contemporary subdivision design and building practices that promote efficient land use, compact development patterns, and compliance with current building code requirements.

The Bolton Area Secondary Plan recognizes the archaeological sensitivity of lands within the South Hill Area, particularly those in proximity to the Humber River and identified historic features. The Subject Lands, however, are located within an established and fully urbanized context and have been subject to significant prior development and ground disturbance associated with previous site alteration, servicing, and construction activities. As a result, the potential for the presence of intact archaeological resources is considered to be low.

Based on the existing disturbed condition of the Subject Lands, it is the opinion of the authors of this Report that an archaeological assessment is not required at this stage of the planning and development application process. This approach is consistent with provincial archaeological screening practices, which recognize that previously disturbed urban lands generally have reduced archaeological potential. Notwithstanding, should the Town or the Ministry of Tourism, Culture and Sport determine that additional review is warranted at a later stage, any required archaeological evaluation would be undertaken to the satisfaction of the appropriate authorities prior to site alteration or construction.

The Secondary Plan further contemplates a balanced housing mix across the South Hill Area, with opportunities for medium and higher density housing forms integrated within a predominantly low-density community. While the Subject Lands represent a modest component of the overall South Hill Area, the Proposed Development contributes to

achieving the broader planned housing mix, population targets, and unit supply contemplated by the Secondary Plan. The policies also provide flexibility to refine unit counts, building heights, and population figures through the subdivision approval process without necessitating further Official Plan amendment, provided the overall intent of the plan is maintained.

Bolton South Hill Residential

As identified above, the Subject Lands are designated *Low Residential* in the Bolton South Hill Secondary Plan. The following residential policies for the Bolton South Hill Secondary Plan Area are relevant to the Proposed Development and the Subject Lands:

7.2.5.1.2 *The policies of Section 5.10 SETTLEMENTS shall apply. Where there is a conflict between those policies and the policies of this secondary plan, the policies of the secondary plan shall prevail. Development of residential areas shall be based on a net basis where net hectare is defined to be exclusive of public rights-of-way, parks-school sites, environmental policy area and open space policy area.*

Residential development on the Subject Lands is planned and assessed on a net basis, with net hectare calculations excluding public rights-of-way, park and school sites, environmental policy areas, and open space policy areas, consistent with the Secondary Plan definition. The proposed density and built form reflect this approach and are appropriate within the context of the surrounding residential area and the broader South Hill Area planning framework.³

The Subject Lands are comprised of approximately 1.4-hectares in gross site area and contemplates implementing ~42.6-units per hectare (UPH) on a net basis, which is based on a net developable area of ~0.516-hectares and a non-developable area of ~0.881-hectares (Environmental Protection Block / Area). As identified in this Report, the environmental protection area associated with the valley lands at the rear of the Subject Lands are anticipated to be dedicated to the municipality at the appropriate time in the planning and development process.

Notwithstanding the *Low Residential* designation applying to the Subject Lands, and Policy 7.2.5.2.1 providing that densities within this designation shall generally not exceed 16 units per net hectare, it is important to recognize that the Secondary Plan establishes

³ Lot, shall mean a parcel of land that is: a) described in a deed or other document legally capable of conveying an interest in the land; or b) shown as a lot or block on a registered plan of subdivision.
Net Developable Area, shall mean the area of a lot or site, less any area that is within a key natural heritage feature or a hydrologically sensitive feature.

density targets at an area-wide planning scale and contemplates flexibility in their application, particularly where site-specific conditions and the overall intent of the Plan are maintained.

In this regard, the Subject Lands are uniquely constrained by the presence of a significant Environmental Protection Area associated with the Humber River valley system, which comprises approximately 0.881 hectares, or over 60 percent of the gross site area, and is excluded from the net developable area in accordance with the Secondary Plan definition of net hectare. The remaining developable portion of the site accommodates the proposed residential units in a compact and efficient manner, while ensuring the permanent protection and public dedication of the adjacent environmental lands.

When assessed in the broader context of the South Hill Area, the proposed net density does not undermine the planned low density character of the community. Rather, it represents an efficient and appropriate use of the limited developable lands on the Subject Lands, consistent with the Secondary Plan's objective of integrating a range of housing forms within a predominantly low-density residential area. The proposed development also contributes to achieving the overall housing mix, population targets, and unit supply anticipated for the South Hill Area, while respecting environmental constraints and minimizing impacts on surrounding neighbourhoods.

Further, the Secondary Plan expressly provides flexibility to refine unit counts, building heights, and population figures through the subdivision approval process without requiring an amendment to the Official Plan, provided the overall intent of the Plan is maintained. In this context, the proposed density reflects a reasonable planning response to the physical constraints of the site and is consistent with the broader objectives of the Bolton South Hill Secondary Plan, the 1978 Caledon Official Plan, and applicable provincial policy.

As identified above, the Proposed Development is being advanced through a draft plan of subdivision and may be implemented in phases. While the proposed net density results in a medium-density residential form when assessed on a net hectare basis, the development is anticipated to be constructed in discrete residential building blocks, each containing ten (10) or fewer dwelling units.

Pursuant to Section 41 of the *Planning Act*, as amended by Bill 23 (More Homes Built Faster Act, 2022) and Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023), site plan control does not apply to residential buildings containing ten (10) or fewer dwelling units. This statutory exemption prevails notwithstanding municipal policy or site-specific density considerations. Consistent with this legislative framework and Policy 7.2.5.1.6 of the Bolton

Area Secondary Plan, the Proposed Development is not subject to site plan control approval.

Detailed building design, servicing, grading, and access matters will be addressed through the subdivision approval and building permit processes, as appropriate.

Environmental Policy Area

Policy 7.2.7.1 of the Official Plan requires that development comply with the Environmental Performance Measures in Section 3.2.5 and the Environmental Policy Area policies in Section 5.7.

The Environmental Impact Study (EIS), prepared by Cambium Inc., identifies a woodland feature adjacent to the subject lands and delineates the woodland dripline through field investigations and agency-confirmed feature staking. The EIS establishes a site-specific, dynamic setback from the woodland dripline to maintain ecological function and avoid negative impacts, consistent with Sections 3.2.5 and 5.7.

The Geotechnical Investigation prepared by Forward Engineering identifies a slope along the site and establishes the Long-Term Stable Top of Slope (LTSTOS), which is appropriately accommodated within the development framework to ensure long-term stability and environmental protection.

The proposed development appropriately identifies and protects natural heritage features and hazard constraints through site-specific setbacks and design measures. Accordingly, the proposal conforms with Sections 3.2.5, 5.7, and 7.2.7.1 of the Official Plan and represents appropriate development. The following provides an overview of the applicability of 3.2.5 and 5.7 in the 1978 Caledon Official Plan.

3.2.5 Performance Measures:

Policy 3.2.5.1 of the Official Plan requires that all development satisfy the Environmental Performance Measures, with development adjacent to an Environmental Policy Area demonstrating compliance through appropriate technical studies. In addition, Policies 3.2.5.3, 3.2.5.6, 3.2.5.9, 3.2.5.12, and 3.2.5.13 establish a comprehensive framework for the protection, management, and restoration of woodlands, environmentally significant areas, valley and stream corridors, and groundwater resources.

The applicable performance measures and management objectives have been addressed through a comprehensive suite of supporting studies, including an Environmental Impact Study (EIS), Functional Servicing and Stormwater Management Report, Geohydrological Report, Arborist Report and Tree Inventory and Preservation

Plan, and a Global Slope Stability Assessment. Together, these studies identify environmental features and hazard constraints, delineate the woodland dripline, valley and stream corridor limits, and the Long-Term Stable Top of Slope, and establish site-specific development limits and mitigation measures consistent with the Town's ecosystem principle and good environmental planning practices.

In accordance with Sections 3.2.5.3.3 to 3.2.5.3.5, the EIS evaluates opportunities for woodland protection, enhancement, and restoration, including measures to maintain and enhance native vegetation, protect woodland edges, and support the long-term sustainability of adjacent forest ecosystems. Where appropriate, restoration and enhancement measures are proposed and would be implemented through detailed plans and conditions of approval, consistent with Good Forestry Practices and the guidance of applicable agencies.

Consistent with Section 3.2.5.6, no development is proposed within identified or potential Environmentally Significant Areas, and the EIS confirms that the proposed development will not negatively impact such features. Similarly, the study framework addresses the protection and management requirements for valley and stream corridors under Section 3.2.5.12, including the exclusion of these features from development, the management of erosion and slope stability risks, and the maintenance of surface water quality and quantity entering these systems.

Groundwater protection objectives under Section 3.2.5.13 have been addressed through the Geohydrological Report, which confirms that groundwater recharge, discharge, and groundwater-surface water interactions will be protected and maintained through appropriate stormwater management, grading, and servicing design. No adverse impacts to groundwater resources or baseflow contributions are anticipated.

Where multiple environmental and hazard constraints coincide, the recommendations of the supporting studies have been applied collectively through the site design to establish appropriate development setbacks, limit disturbance, and ensure long-term environmental protection. Accordingly, the proposed development conforms with the Environmental Performance Measures and related management policies of Section 3.2.5 of the Official Plan and represents appropriate development that is consistent with the Town's ecosystem principle and environmental objectives.

5.7 Environmental Policy Area (EPA)

Section 5.7 of the Official Plan establishes a comprehensive policy framework for the protection, management, and implementation of Environmental Policy Areas (EPA), while also recognizing that the precise limits of EPA are subject to refinement through

more detailed environmental analysis conducted as part of the development review process.

Policies 5.7.3.1.1 and 5.7.3.1.2 prohibit new development within lands designated EPA, except for limited permitted uses. Importantly, the proposed development does not include any development within lands ultimately identified and protected as EPA. Rather, environmentally sensitive features and associated buffers are being excluded from development and are proposed to be conveyed and protected as a dedicated Environmental Protection Block through the Draft Plan of Subdivision, with corresponding zoning to be implemented through the Zoning By-law Amendment, consistent with Policy 5.7.3.1.3.

The 1978 Caledon Official Plan expressly contemplates that the limits of EPA shown on the Land Use Schedules are conceptual and subject to refinement. Policy 5.7.3.1.4 permits minor refinements, including additions or deletions to EPA boundaries, without an amendment to the Official Plan, where such refinements are supported by approved studies and are satisfactory to the Town and relevant agencies. This policy recognizes that detailed environmental features such as woodlands, valley and stream corridors, hazard lands, and stable slope limits are most accurately defined through site-specific investigations undertaken at the Draft Plan, Zoning and detailed design stages (Building Permit) of the planning and development processes.

In this regard, the Environmental Impact Study (EIS) and associated technical studies have been prepared in accordance with Policies 5.7.3.7.1 through 5.7.3.7.4. These studies identify ecosystem functions, assess potential impacts, refine the limits of environmental features, and recommend appropriate protection, enhancement, and management measures. Where lands have been identified as critical to the long-term ecological integrity of the environmental system, they are being excluded from development and incorporated into an Environmental Protection Block, consistent with Policy 5.7.3.7.3.

The resulting EPA delineation represents a refinement based on more detailed, site-specific information, rather than a major modification to the environmental framework of the Official Plan. The overall intent, function, and extent of environmental protection are maintained and strengthened through the proposed development approvals. Accordingly, the refinement does not constitute a “major modification” as contemplated by Policy 5.7.3.1.5 and therefore does not require an Official Plan Amendment.

Further, the policies of Section 5.7 emphasize implementation through the planning process, including zoning and subdivision approvals, to ensure that EPA lands are appropriately protected, consolidated, and managed (Policies 5.7.3.1.8 and 5.7.3.1.9). The proposal achieves this objective by maintaining EPA lands in a single, contiguous

block, avoiding fragmentation, and ensuring long-term protection through public or common ownership mechanisms, zoning controls, and conditions of approval.

The 1978 Caledon Official Plan policies clearly anticipate that EPA boundaries will be confirmed and implemented through development applications supported by detailed environmental studies, rather than through site-specific Official Plan Amendments in every instance. The proposed approach, refining EPA limits through the Draft Plan of Subdivision, securing those lands through an Environmental Protection Block, and implementing appropriate zoning, fully conforms with the intent and direction of Section 5.7 of the 1978 Caledon Official Plan.

Accordingly, an Official Plan Amendment is not required to permit the proposed development. The proposal represents appropriate development outside of EPA lands, while ensuring the long-term protection, management, and integrity of the environmental system in conformity with the Official Plan.

5.9.5 Transportation System – Albion Vaughan Road & Bolton Arterial Route (BAR) / Maximum Capacity Arterial Road

The Subject Lands are located in proximity to Albion Vaughan Road, which forms part of the Bolton Arterial Road Network and is identified as a Medium Capacity Arterial and proposed Bolton Arterial Route (BAR) on Schedules C and J of the Official Plan. The Town's transportation policies recognize that this corridor is subject to ongoing study and long-term refinement as growth occurs within the Bolton settlement area.

Policy 5.9.5.1 provides that,

Transportation Study Areas provides the Transportation Study Area designation (identified in Schedule J) defines areas within the Town where outstanding issues related to Transportation are unresolved and it is the intention of the Town that further studies are to be undertaken.

Policy 5.9.5.1.c) relating to the *Albion-Bolton Transportation Master Plan* provides that,

the Caledon Area Transportation Study Updated 2009 recommended that an overall transportation master plan study for Albion-Bolton should be undertaken to deal with issues encompassing Bolton Arterial Roads (BAR), improvements for Mayfield Road and Highway 50, the need for east-west connections, a plan or plans for future connections of Highway 427 and traffic passing through the Town, in order to accommodate growth with adequate transportation infrastructure. The Study Area will be determined through the Terms of Reference which will be duly approved by the Town Council.

Policy 5.9.5.2 Provincial Freeway and Road Network provide,

The Town of Caledon's road network consists of the Town's local roads, Regional roads and Provincial highways. The Town will work with appropriate jurisdictions to ensure that the Town's road network is geared to respond to the changing urban development patterns and travel demands. The role and function of each element of the road system should be well-defined within an effective road classification system to support the provision of an efficient, safe and accessible road network with adequate capacity for both passengers and goods movement.

Policy 5.9.5.2.9.c) provides the following characteristics for Medium Capacity Arterials:

- i) Are roadways under Regional or Town jurisdiction.*
- ii) Serve moderate volumes of medium distance traffic at moderate speeds with limited property access.*
- iii) Will have a 20 to 36 metre road allowance with 2 to 4 lane capability.*
- iv) On-street parking will be discouraged.*

Policy 5.8.5.2.12 provides, to maintain and protect the traffic capacity of all arterial and collector roadways, the Town will:

- b) Control future land uses that would have adverse effects on congested roads and intersections; and,*
- c) Generally, require submission of Traffic Impact studies for development proposals that the Town considers significant traffic generators, or that have proposed locations which contribute traffic to roadways which are experiencing congestion problems.*

Section 5.9.5.4 provides,

In light of current and future growth planned in and around Caledon, and new Provincial policy directions requiring more compact and complete communities, a key future component of the Town's transportation system is the role of public transit. With greater Provincial emphasis on transit, the Town must continue to work with the Region, the Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions for the provision of transit services to key growth areas within the Town. These policies are intended to support the enhanced use and accessibility of public transit in general, and specific policies have been formulated with regard to the provision of expanded GO Bus Service, provision of GO Rail Service to Bolton, the optimum location of a GO rail station in Bolton, bringing Hurontario Street higher order transit into the Mayfield West community

and advocating an expanded role for the Region of Peel in addressing the Town's transit needs.

Policy 5.9.5.4.1 provides the Town may examine from time to time the need for a public transit service, as warranted by economic feasibility and service demand, and will incorporate the transit function in the planning and development process by:

- a) Establishing a grid system for roads as development occurs, to enable effective transit use for community services, the efficient movement of traffic and emergency vehicle access.
- b) Including future public transit facilities in the formulation of secondary plans.
- c) Providing future transit facilities in staging settlement expansions and future development.
- d) Locating high density residential or commercial developments on anticipated transit routes or within 400 metres of those routes.

Policies under 5.9.5.11 speak to implementation and monitoring of *Transportation Study Areas*.

Policy 5.9.5.11.1 provides,

A comprehensive implementation strategy is needed along with financial commitment to ensure that the transportation objectives of this Plan are met. The Town's capital budget indicates priorities for improving transportation facilities. Furthermore, the Town will investigate and implement, as appropriate, new capital and operating programs as required to increase the level of service throughout the Town.

Policy 5.9.5.11.2 provides,

The transportation system will be monitored through regular measurement of traffic characteristics that affect the efficiency of the road network and the demand for public transit services. The network monitoring will assist in the planning and scheduling of system improvements. Council may also initiate studies, to provide for a transportation review. Such studies will provide the necessary background information needed for official plan amendments, where necessary, to update the transportation plan and its policies.

A Traffic Impact Study (TIS) prepared by BA Group has been submitted in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The TIS evaluates existing and future traffic conditions and confirms that the proposed development represents a modest traffic generator that can be accommodated within the existing and planned road network. No adverse impacts to the function or capacity of Albion

Vaughan Road, Old King Road, or the surrounding arterial and collector road system are anticipated.

Consistent with Section 5.9.5 of the Official Plan, the BA Group report acknowledges that Albion Vaughan Road is intended to function as a key corridor for future transportation improvements, including potential transit connections and enhanced east-west linkages, including connections to Old King Road. The proposed development does not preclude or compromise these long-term transportation objectives and allows for the continued evolution of the corridor in accordance with Town-led transportation planning initiatives.

The TIS further supports the Town's policy direction toward complete and multimodal communities by identifying opportunities for pedestrian connectivity to Albion Vaughan Road to the east, enhancing access to future transit and supporting active transportation. These connections can be secured and refined through the detailed design stage.

Overall, the proposed development conforms with the intent of Section 5.9.5 of the Official Plan. Transportation impacts have been appropriately addressed through a site-specific Traffic Impact Study, while broader transportation system planning for the Albion Vaughan Road corridor and BAR network remains a Town-led, long-term initiative. Accordingly, the proposal represents appropriate development that integrates with and supports the Town's evolving transportation system.

Interpretation

Pursuant to Policy 6.6.1 of the 1978 Town of Caledon Official Plan, the text, tables, schedules, and figures together form the Official Plan and must be read collectively, rather than in isolation. Accordingly, the interpretation and application of any land use designation or policy must be guided by the overall intent and structure of the Plan, rather than a rigid or literal reading of individual schedules.

Policy 6.6.2 further clarifies that the boundaries of land use designations shown on the Land Use Schedules are approximate, except where they coincide with definitive physical features, and that minor land use boundary adjustments which maintain the general intent of the Plan do not require an Official Plan Amendment. This policy explicitly establishes that the schedules are not determinative on their own, and that flexibility in implementation is anticipated where the overall planning objectives are maintained.

In this regard, the 1978 Official Plan is not prescriptive with respect to contemporary residential densities, built form, or housing mix within Settlement Areas and Rural Service

Centres. As such, the Plan does not function as a restrictive regulatory instrument requiring amendment for each evolution in development form, particularly where growth is directed to identified settlement areas and serviced communities. The Subject Lands are located within the Bolton settlement area, which is identified as a Rural Service Centre and a primary focus for residential growth. Accordingly, the proposal represents an implementation of the Plan's overarching growth strategy rather than a departure from it. On this basis, an Official Plan Amendment is not required, as the proposal does not alter the intent, structure, or planning hierarchy established by the Plan, nor does it modify a settlement boundary.

Alternatively, and without prejudice to the foregoing, even if the policies of the 1978 Official Plan are found to apply to the Subject Lands, the Plan contains sufficient policy direction to permit the implementation of higher-density residential development without the need to amend the Land Use Schedules. The Official Plan contemplates residential growth within Rural Service Centres and does not impose fixed or maximum density limits tied to specific schedule designations. When read holistically, the Plan enables a range of residential forms and densities that support the planned function of settlement areas, provided the general intent of the designation is maintained.

The Proposed Development aligns with the 1978 Town of Caledon Official Plan, the Bolton Area Secondary Plan, and provincial policy, while reflecting the long-term growth vision of Future Caledon. The project implements the Residential Policy Area and Rural Service Centre objectives by providing compact, well-integrated housing that contributes to the planned mix, population targets, and efficient use of infrastructure. Environmental features and hazards are appropriately protected through site-specific setbacks, the creation of a dedicated Environmental Protection Block, and compliance with the Town's ecosystem principles. Transportation impacts are addressed, and the proposal accommodates long-term corridor and transit planning.

The development represents an orderly, compatible, and sustainable form of growth within Bolton, advancing established and emerging planning objectives without requiring an Official Plan Amendment or altering the intent, structure, or hierarchy of the applicable planning framework.

6.7 Future Caledon Official Plan, 2025 (Town OP)

On October 22, 2025, the Minister of Municipal Affairs and Housing approved the Future Caledon Official Plan (FCOP) with modifications.

As set out in Policy 1.2.1, Future Caledon (October 2025 Consolidation) replaces the majority of the 1978 Town of Caledon Official Plan and now serves as the primary policy

framework guiding local growth, land use, housing, natural heritage, and infrastructure planning.

Accordingly, the Proposed Development is evaluated for conformity with the applicable objectives and policies of Future Caledon, including those pertaining to settlement structure, intensification, housing choice, environmental protection, and complete community development.

The Town OP provides:

- that the Subject Lands are designated *Urban Area* per Schedule B1 – Town Structure and *Built-Up Area* per Schedule B2 – Growth Management;
- that the Subject Lands are applicable to Policies in Part A, Section 1.2 of FCOP per Schedule B4 – Land Use Designations and Schedule D1 – Natural Environment System;
- that the Subject Lands are in proximity of a *Town Arterial* road (Albion Vaughan Road) and a *Regional Arterial* road (Old King Road), per Schedule C1 – Town-wide Transportation Network;
 - that Albion Vaughan Road and Old King Road are planned as road with *Proposed Local Transit* capacity;
- that the Subject Lands are designated as *Neighbourhood Area* per Schedule H33a – Bolton Community Structure & Land Use (Refer to Figure 14);
- that the rear portion of the Subject Lands are designated as *Natural Features and Areas* per Schedule H33c – Bolton Natural Environment System and *Significant Woodland* per Schedule H33d – Bolton Natural and Supporting Features and Areas (Refer to Figure 15 and 16).

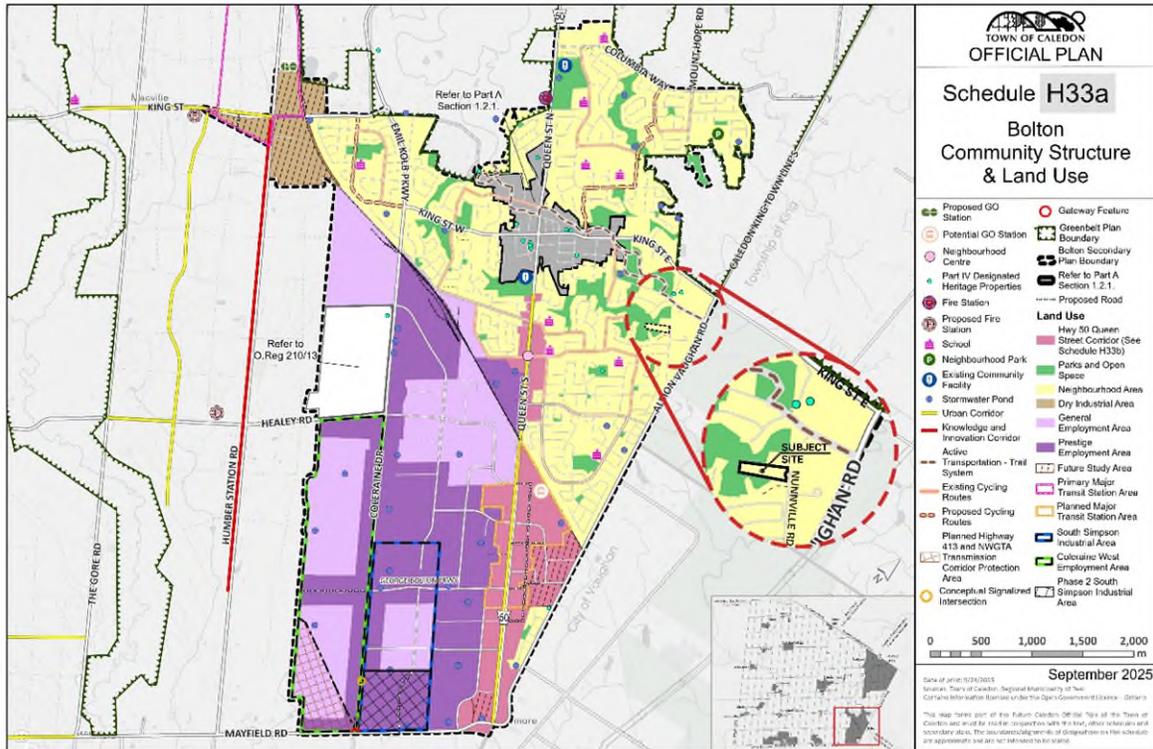


Figure 15 – Schedule H33a, Bolton Community Structure & Land Use

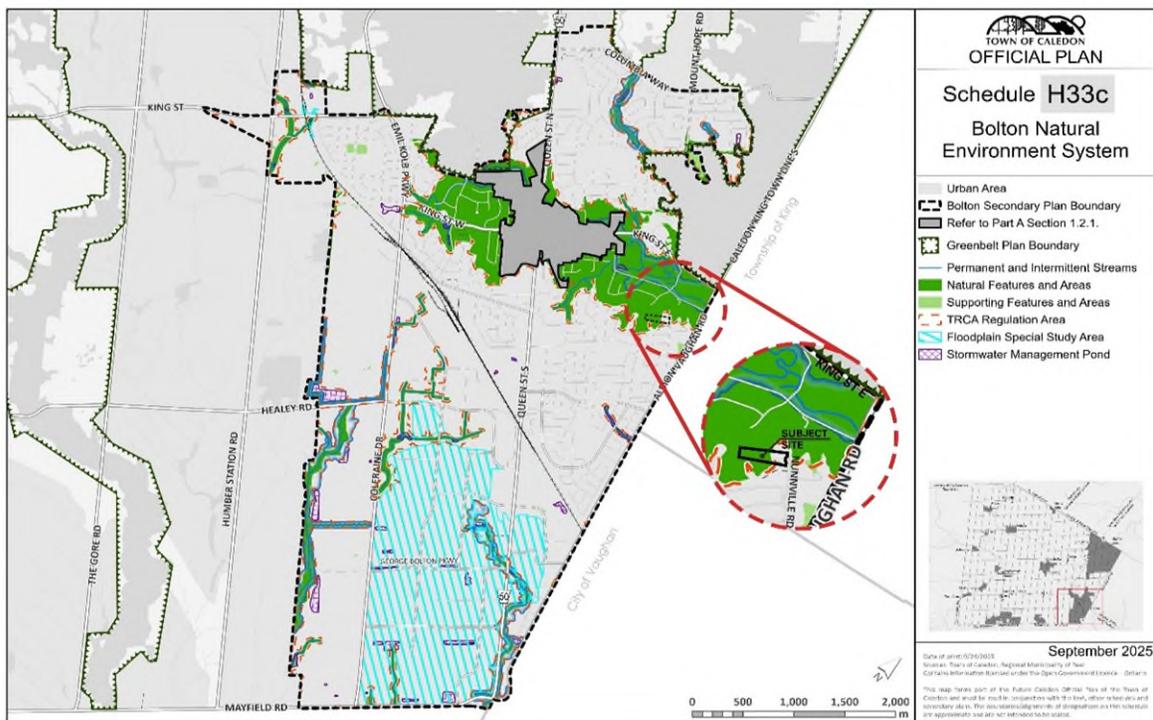


Figure 16 – Schedule H33c, Bolton Natural Environment System

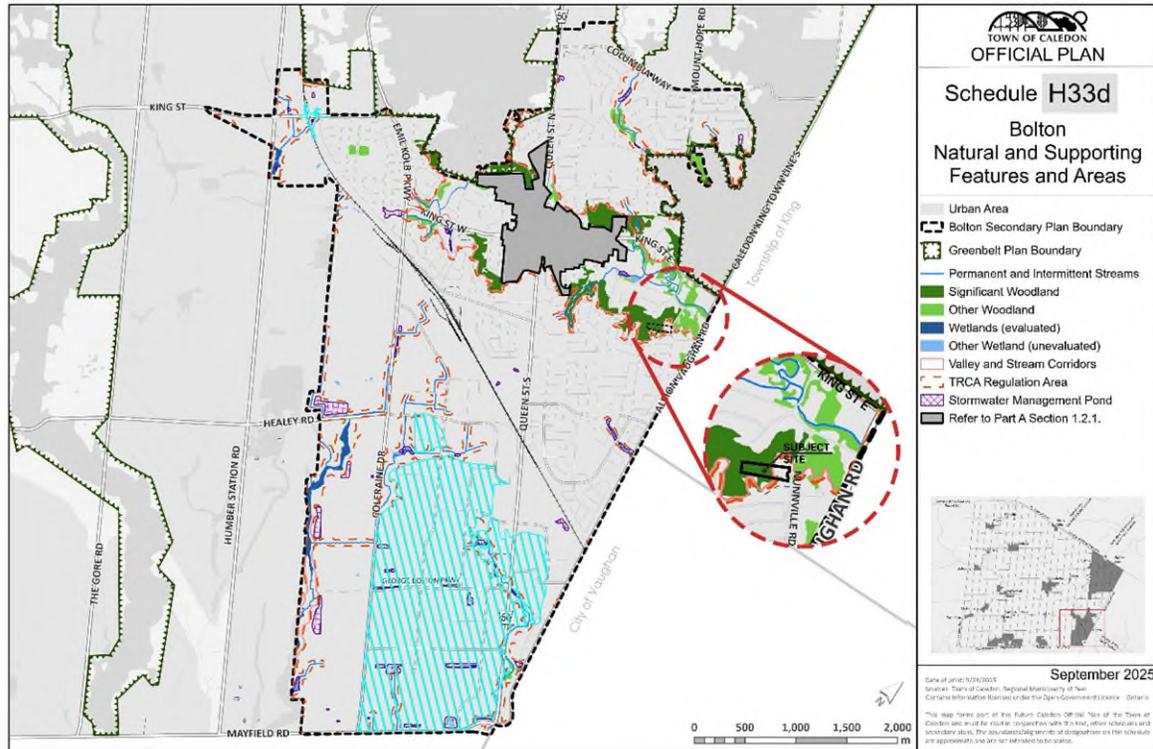


Figure 17 – Schedule H33d, Bolton Natural and Supporting Features and Areas

As identified previously, the new Town Plan / Future Caledon is intended to apply to the entirety of the Town of Caledon and its planning areas; however, Policy 1.2.1 provides that the 1978 Official Plan, as amended, remains in force as of the day before the adoption of the new Town Plan. It references:

- a) lands identified as Rural Service Centre on A1 to the 1978 Official Plan as amended, including:
 - i) the Bolton settlement area, including...associated secondary plan areas (Bolton Centre, Bolton South Hill, West Bolton, North East Bolton, South Simpson Industrial, Coleraine West and Caledon Station) as depicted on Schedules C, C-1, C1A, C-2, C-3, C-4, C-5, C-6, C-7, C-8 to the 1978 Official Plan, as amended.

The Subject Lands are located within the Bolton settlement area and the Bolton South Hill area, as shown on Schedule C-1 of the 1978 Town of Caledon Official Plan, which remains the governing in-force policy framework. This Report has been prepared in the context of the Town's ongoing Bolton Secondary Plan Review and has regard for Draft Official Plan Amendment No. 3 (Draft OPA 3), dated September 2025 and endorsed by Council

on October 14, 2025. As Draft OPA 3 has been appealed to the Ontario Land Tribunal, it is not yet in force.

The Future Caledon Official Plan (OPA 1), ministerially approved on October 22, 2025, establishes the Town's long-term growth vision but does not yet apply to *Rural Service Centres*, including Bolton, until replacement secondary plans are implemented. Both Draft OPA 3 and FCOP may be afforded transitional or contextual weight in considering the Subject Lands, without supplanting the policies of the in-force 1978 Official Plan and Bolton Area Secondary Plan.

The following provides an overview of the related and applicable policies in the Future Caledon Official Plan (FCOP).

Managing Growth and Change

Section 4 of FCOP provides that the Town's population and employment is expected to significantly increase in the next 20 years, and that *growth is predominately planned to be accommodated within the Urban Area*, where full municipal services are available or planned.

It plans to 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.*

Furthermore, FCOP plans that the Town's *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.*

Table 4-1 of FCOP provides the Town's minimum population, number of household units and population growth forecast to the planning horizon of 2051.

Table 4-1: 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.

Figure 18 – Table 4-1: Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

The Subject Lands are located in the *Urban System and delineated built-up area*, locations of the Town that are planned to accommodate population and employment growth to the planning horizon of 2051, per policy 4.1.3.

Policy 4.2.1 provides that *intensification will be supported in appropriate locations within Caledon's existing delineated built-up area, as identified on Schedule B2, Growth Management, in accordance with the policies of this Plan.*

Policy 4.2.2 provides that *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.*

Policy 4.2.3 provides that,

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.

Policy 4.4.2 provides,

Development and redevelopment within the Urban System will proceed according to the growth management and phasing policies of the Region of Peel Official Plan, planned servicing and the Town's Growth Management and Phasing Plan. Development and redevelopment will be staged and coordinated in alignment with the Region of

Peel's Water and Wastewater Master Plan, Transportation Master Plans, and Capital Plans.

Policy 4.4.3 provides the Growth Management and Phasing Plan will sequence development to:

- b) ensure that development in designated growth areas is planned, designated, zoned, and designed in a manner that:
 - i) supports the achievement of complete communities;
 - ii) supports sustainable transportation;
 - iii) provides for the protection of the natural heritage system and water resource system;
 - iv) schedule and finance the infrastructure required to support growth in conformity with the planned Town structure;
 - v) provides for the orderly transition from agriculture, agricultural activities and related uses to support the continuation of agricultural uses for as long as practical;
 - vi) identifies areas that can provide affordable housing and community infrastructure; and,
 - vii) identifies opportunities for alternative and renewable energy systems, including district energy systems.
- c) ensure that development is prioritized in areas with existing or planned higher residential or employment densities to optimize return on investment and financial sustainability, efficiency and viability of existing and planned services, such as transit and low carbon energy systems;
- d) direct new development to occur adjacent to the existing built-up area and ensure that these areas have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities;
- e) ensure that sufficient employment lands in appropriate locations will be available for employment growth in the planning period;
- f) optimize wherever possible the use of existing infrastructure (sewer, water and roads);
- g) address the improvement of live-work relationships, unit mix, and housing targets;
- h) plan for a range of employment types
- i) provide opportunities to locate population-related employment, institutional, and residential uses in higher density, mixed-use areas that are served by transit;
- j) provide infrastructure that is feasible, efficient and financially sustainable, considering fiscal impacts to the Region and the Town; and,
- k) identify priority areas for development.

Policy 4.4.6 provides that the Growth Management and Phasing Plan will identify development priority areas for the 2021 to 2036 period. These areas have been prioritized

because they best support the continuing evolution of Caledon into a more complete community.

The Proposed Development on the Subject Lands is consistent with the growth management and intensification objectives articulated in Section 4 of Future Caledon (FCOP). Located within the Urban System and the delineated built-up area, the Subject Lands are identified as locations intended to accommodate population and employment growth to 2051, in accordance with Policy 4.1.3 and Table 4-1 of FCOP. The proposal directly supports the Town's objective to establish complete communities by contributing to a compact, well-integrated residential form that reinforces local and planned context, offers a mix of housing types, and supports transit accessibility, walking, and cycling connections.

Consistent with Policies 4.2.1 to 4.2.3, the development represents appropriate intensification through infill on a partially underutilized site, achieving a net density that aligns with the South Hill Area planning framework while ensuring compatibility with surrounding low-density residential areas. The proposal also contributes to the Town's minimum intensification targets, directing new residential growth within the delineated built-up area and optimizing the use of existing municipal services.

In alignment with Policies 4.4.2 and 4.4.3, the development is coordinated with servicing capacity, transportation infrastructure, and broader growth management planning, ensuring that municipal water, wastewater, and transportation systems are effectively utilized. The proposal supports complete community objectives by providing housing that meets diverse needs, maintaining and enhancing adjacent natural heritage and Environmental Protection Areas, and contributing to a well-connected, functional urban structure. The compact form and efficient layout of the development optimize land use and infrastructure, while minimizing conflicts with agricultural and environmental lands, in accordance with FCOP's emphasis on orderly transitions and sustainability.

The Proposed Development on the Subject Lands represent a logical and appropriate priority area for development within the Town's growth management and phasing framework (Policy 4.4.6). The development advances FCOP objectives related to the efficient provision of municipal services, transit-supportive land use patterns, and the creation of complete, fiscally responsible communities that accommodate population growth, employment, and housing diversity. The proposal reflects a coordinated, policy-consistent response to FCOP's growth management and intensification policies, advancing the Town's long-term vision while maintaining environmental, social, and fiscal sustainability.

Urban Forest

Policies in 5.5.5 of the FCOP provides the following:

Through the development review process the Town will conserve and enhance its urban forest resilience by ensuring:

- a) no net negative impacts by requiring an arborist report/tree inventory and protection plan, as necessary, that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement to the satisfaction of the Town in compliance with any Town Tree Conservation By-law and associated tree compensation requirements;*
- c) the protection of mature tree canopies in existing settlement areas is prioritized over removal and replacement or monetary compensation to the greatest extent practical, to help maintain the ecological benefits they provide and the character of an area;*
- d) where healthy trees are to be protected, appropriate tree protection zones, grading, and building setbacks are provided to ensure their long-term health;*
- e) the value of healthy mature trees notable for their age, distinctive character, species, rarity, size, and form will be prioritized by striving to protect and integrate them into public spaces;*
- f) encouraging the protection of trees that are part of significant hedgerows and cultural heritage landscapes, particularly through their protection and integration within the public realm;*
- g) appropriate planting locations and sustainable growing environments for trees are provided through suitable landscaped areas that include high quality soil and adequate soil volumes;*
- h) the application of best management practices and green infrastructure techniques where trees are proposed to be planted in areas of hardscape, such as medians, sidewalks, plazas, parking lots and other public spaces to ensure their long-term survival, growth, and health;*
- i) a diversity of tree species is used, including species resilient to a changing climate; and,*
- j) non-native tree and shrub species that are invasive are not used.*

Policy 5.5.6 provides,

Required tree replacement/compensation plantings do not replace the normal landscape planting requirements as part of the approval of any development or site alteration. Where tree replacement cannot be accommodated on-site, the Town may require cash-in-lieu of replacement trees elsewhere.

Policy 5.5.8 provides,

Development and implementation of woodlot management plans may be required prior to the conveyance of woodlands to the Town.

Cultural Heritage

Policies in Section 6.4 of FCOP comment on Archaeological Resources. As identified in this Report, the site is subject to prior disturbance through existing development and site alteration.

In accordance with Policy 6.4.3, archaeological assessments are required where development may impact known archaeological resources or areas of archaeological potential. Given the disturbed condition of the site and the absence of identified archaeological resources or mapped areas of archaeological potential, an archaeological assessment is not warranted at this time. As such, the proposed development is not anticipated to result in impacts to archaeological resources.

Should archaeological resources be encountered during construction, appropriate measures would be undertaken in accordance with applicable Provincial standards and legislation. Based on the information available at this time, the proposed development is generally consistent with the archaeological resource policies of FCOP.

Policies in Section 6.8 of FCOP provides a framework for the identification and conservation of cultural heritage landscapes, including valleylands and other landscape features that may contribute to cultural heritage value. The Subject Lands are not identified as a designated or listed cultural heritage landscape under the Ontario Heritage Act, nor are they identified on the schedules of this Plan; however, it is acknowledged that the rear portion of the Subject Lands contain urban valleyland features and are applicable to the policies in Section 6.8.

Policies 6.8.5 through 6.8.7 direct the careful consideration of development within, adjacent to, or in the vicinity of cultural heritage landscapes, including the conservation of culturally important vistas, viewsheds, pathways, and historic landscape features. The Proposed Development has been designed to respect the existing valleyland context through appropriate siting, setbacks, and development measures intended to minimize visual and physical impacts.

Based on the information available at this time, the proposal is not anticipated to adversely affect any identified or potential cultural heritage landscapes and appears to be generally consistent with the cultural heritage landscape policies of FCOP.

Design

Section 7 of FCOP outlines the design-related policies advancing the Town's three key design principles for all new growth and distinct resilient and complete communities: *preservation and integration; sustainable, quality, compact development; and community focused design*. The Proposed Development on the Subject Lands aims to meet and exceed the relevant and applicable planning objectives for design in 7.1 of FCOP.

The following policies are relevant and applicable to the Proposed Development on the Subject Lands:

Policy 7.2.3 provides that *all development in the Urban System will:*

- a) *achieve a high quality public realm, architectural design, prioritize sustainability and contribute to a high quality of life; and,*
- b) *adhere to the design policies in Part F, Urban Systems*

Policy 7.2.6 provides,

All industrial, commercial and residential buildings should include dedicated outdoor amenity areas located and sized appropriately to provide the health and well-being benefits associated with these areas. The size must be directly proportional to the number of staff or residents intended to access these areas, or as stipulated in the implementing zoning or Town-wide Design Guidelines.

Policy 7.3.2 provides that *new streets will be public streets unless otherwise determined by the Town. Private streets, if deemed appropriate by the Town, will be designed to meet the objectives of new public streets.*

Policy 7.3.3 provides New streets will be designed to:

- a) *provide access and municipal street addresses for new developments;*
- b) *extend site lines and view corridors;*
- c) *divide larger sites into smaller blocks;*
- d) *include pedestrian and cyclist amenities to promote active transportation; and,*
- e) *balance the needs and priorities of various users and uses within the right-of-way*

Policy 7.3.10 provides,

Street tree planting will include a variety of native tree species, and where appropriate and necessary, hybrid species to ensure resiliency to avoid a monoculture of tree species.

Policy 7.3.12 provides,

Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street will be provided in new and infill developments, to establish pedestrian linkages between the sidewalk and building entrances, and improve access for pedestrians, cyclists, and public transit users.

Policy 7.7 provides that *the Town will ensure the design objectives of this Plan are achieved through the design of new sites and redevelopment of existing sites.*

Policies in 7.7.1 of the FCOP were reviewed and considered in the design of the Proposed Development on the Subject Lands. We anticipate that the Proposed Development will be refined and finalized through the detailed design stages of the planning and development process.

Policies in Section 7.8 of FCOP speak to *built form, massing and scale* of development and design. The general policies contained in Section 7.8 were reviewed and considered in the completed design and Proposed Development on the Subject Lands.

Policy 7.9 *Built Form – Building Types* provides *new development will include a range of building types: low-rise, mid-rise and high-rise buildings. The Town-wide Design Guidelines will provide further guidance to ensure that new development is designed to fit within its existing and planned context.*

Policy 7.9.1 provides that *a low-rise building is generally no taller than four storeys in height.*

The Proposed Development achieves a high-quality public realm and contributes to a high quality of life consistent with Policy 7.2.3. The development is located within the Urban System and is planned with a compact, low-rise built form that efficiently utilizes urban land and municipal services while remaining compatible with the surrounding context. The layout, scale, and orientation of development blocks are intended to support a cohesive streetscape and an attractive pedestrian environment, and the proposal adheres to the broader design framework set out in Part F of the FCOP.

Consistent with Policy 7.2.6, the Proposed Development includes dedicated outdoor amenity areas appropriate to a low-rise residential community. Individual dwelling units

are anticipated to provide private outdoor amenity space. These spaces are appropriately scaled to serve future residents and support health and well-being.

The Draft Plan of Subdivision establishes a public street network in accordance with Policy 7.3.2, providing clear access, municipal addressing, and connectivity within the site. The proposed street design responds to Policies 7.3.3 and 7.3.12 by dividing the site into smaller, functional development blocks, supporting pedestrian connectivity between buildings and the public realm, and accommodating a balanced range of users within the right-of-way. Building entrances are oriented to establish visible and direct pedestrian connections to the street and sidewalk system.

Policies in Section 7.7 and 7.8 of FCOP were reviewed and considered in the design of the Proposed Development. The proposal reflects appropriate attention to site design, built form, massing, and scale, with the understanding that detailed architectural and landscape elements will be refined through subsequent stages of the planning and development process.

Finally, the Proposed Development conforms with Policy 7.9 and 7.9.1 by incorporating low-rise residential building forms that are generally no more than four storeys in height. The scale and form of development are appropriate for the Subject Lands and align with the intent of the Town-wide Design Guidelines to ensure compatibility with the existing and planned context.

Housing

Section 9 of FCOP provides direction on creating *opportunities for a diversity of housing types, affordability, and tenures for the current and future needs of residents*. The Proposed Development on the Subject Lands aims to achieve planning objectives for housing, which include:

- meeting the diverse housing needs of the Town, different income groups, people with additional needs and accessibility requirements and the needs of people through all stages of their lives;
- encouraging gentle density and additional residential units in existing residential areas;
- increase the number of residential units that incorporate universal design features; and,
- promote energy efficiency measures and alignment with the Town's Green Development Standards.

The Proposed Development supports the Town's objective to accommodate future population growth and housing demand, consistent with Policy 9.2.1, by contributing additional low-rise residential units in a serviced urban area. The development efficiently utilizes designated residential land and existing or planned municipal infrastructure, thereby supporting the Town's ability to maintain an adequate supply of residential land and units as contemplated by Policies 9.2.2 and 9.2.5.

The Proposed Development introduces a form of housing that diversifies the Town's housing stock through low-rise townhouse units, which represent a form of ground-oriented housing other than detached and semi-detached dwellings. In this regard, the proposal aligns with Policies 9.2.5 and 9.2.6 by providing a compact, efficient, and family-oriented housing form that supports a broader mix of unit types and sizes and responds to evolving household needs. The townhouse form also contributes to the supply of "missing middle" housing, consistent with Policy 9.3.1, by offering relatively attainable housing options within an established residential context.

The scale of the Proposed Development does not exceed 50 residential units and, therefore, a housing assessment is not required pursuant to Policy 9.2.8. Notwithstanding, the proposal contributes to broader Town and Regional housing objectives by delivering ground-related housing that supports affordability, efficient land use, and long-term community sustainability. Policies related to future inclusionary zoning, affordable housing strategies, and Regional housing initiatives have been reviewed and are acknowledged, with the understanding that these matters will continue to evolve through future Official Plan updates and implementing regulations.

In accordance with Policy 9.2.7, the Proposed Development has been planned with consideration of the Town's Green Development Standards. The compact development form, efficient use of land, protection of natural heritage features, and integration within the existing urban area collectively support reduced environmental impacts and long-term sustainability objectives. Detailed measures related to energy efficiency, stormwater management, landscaping, and site servicing will be further addressed and refined through subsequent stages of the development review process, as appropriate.

The Proposed Development conforms with the intent and objectives of Chapter 9 of the Caledon Official Plan by contributing to housing supply, promoting housing diversity, supporting missing middle housing, and aligning with the Town's sustainability and green development objectives.

Infrastructure

The Proposed Development on the Subject Lands conforms with the intent and objectives of the Official Plan's infrastructure policies, which recognize municipal infrastructure as essential to economic vitality, community health and safety, and environmental protection (Section 12.0). It has been planned to ensure the safe, coordinated, and cost-effective delivery of municipal services, consistent with the infrastructure objectives set out in Section 12.1, including the protection of public health and safety, the avoidance and mitigation of impacts to the natural heritage and water resource systems, and the provision of infrastructure that is financially viable and sustainable over its full lifecycle.

Water and sanitary sewer servicing have been evaluated to ensure services are planned and utilized efficiently, promote the optimization of existing municipal and regional capacity, and are aligned with comprehensive municipal and regional servicing strategies, consistent with policies 12.3.3, 12.3.4, and 12.3.5. The development will proceed only subject to confirmation of servicing availability and the execution of the required Servicing Agreement with the Region, in accordance with Section 12.3.6.

Stormwater management for the proposed development has been planned in conformity with the Town's stormwater management framework in Section 12.5. The servicing approach is informed by watershed-based planning principles and is designed to protect water quality and quantity, manage flood risk, maintain pre-development water balance, and mitigate impacts associated with climate change and extreme weather events, consistent with policies 12.5.1 and 12.5.2. The proposed stormwater strategy incorporates best practices in low impact development, green infrastructure, and climate resilience, while protecting the features and functions of the Natural Environment System and Water Resources System identified in Section 13. The proposal avoids inappropriate intensification within flood-vulnerable areas and ensures that stormwater servicing is integrated with broader municipal infrastructure planning, consistent with policy 12.5.11.

Accordingly, the proposed development represents a coordinated, sustainable, and policy-compliant approach to infrastructure planning and conforms with Section 12 of the Official Plan.

Natural Environment System

The Proposed Development on the Subject Lands has been designed to align with the Natural Environment policies of the Future Caledon Official Plan (FCOP). The following

details how the proposal conforms to the specific policy requirements regarding the natural environment.

In accordance with Policy 1.2 of the FCOP and the current status of the area-specific secondary plan, it is recognized that the 1978 Caledon Official Plan remains the primary statutory document in effect for these lands. However, as required by the Town's transition protocols, the following demonstrates how the proposal has "taken into consideration" the FCOP policies to ensure the development is future-proofed and consistent with the Town's emerging natural heritage objectives.

The rear portion of the Subject Lands contains portions of a Deciduous Forest (FOD) community, which is identified as part of the Town and Region's Natural Environment System (NES).

Natural Features and Areas (Policies 13.3.1, 13.3.4 and 13.3.6):

In conformity with Policy 13.3.4, the development has been designed to ensure "no negative impacts" on the natural feature or its ecological function through:

- **Avoidance:** The residential building envelopes are primarily situated within the "Fill/Disturbed Soil" areas identified in the Geotechnical Report (Forward Engineering, 2026), directing development away from the core woodland to the greatest extent possible;
- **Mitigation:** As outlined in the Scoped EIS prepared by Cambium Inc., impacts are mitigated through strict sediment and erosion controls and the establishment of a Limit of Development (LOD) that respects the feature's boundary; and,
- **Adjacent Lands:** In accordance with Policy 13.3.6 and Table 13-1, the EIS evaluated the adjacent lands within 120 metres of the Significant Woodland. The EIS concludes that the proposal will not result in negative impacts on the feature's ecological or hydrologic functions.

Supporting Features and Minimum Buffers (Policies 13.4.3 and 13.9):

The EIS screened the site for Supporting Features and Areas, including Significant Wildlife Habitat (SWH) and Habitat of Endangered/Threatened Species.

In alignment with Policy 13.9 and Table 13-3, the development implements the following minimum buffers:

- **Significant Woodland:** A buffer has been established from the dripline to protect the root zones and canopy of the forest community (Polygon P1); and,

- Preservation Zone: The Tree Inventory and Preservation Plan, prepared by Kuntz, identifies seven individual trees and one woodland polygon for preservation, utilizing Standard No. 606 (Tree Preservation) fencing to ensure no encroachment during site alteration.

Woodland Management (Policy 13.12.4):

The woodland resources were evaluated under Policy 13.12.4. While the development requires the removal of 32 trees to accommodate the proposed lots and infrastructure, these removals are concentrated in areas with lower ecological value or disturbed soils.

- Evaluation: The significant portion of the woodland (P1) is retained and protected; and,
- Invasive Species: In line with Policy 13.12.4(c), the management of the woodland edge will prioritize the removal of invasive species to ensure the projected natural succession of the native community is not threatened.

Enhancements and Cumulative Impacts (Policies 13.13.3, 13.13.8 and 13.13.9):

The Proposed Development on the Subject Lands satisfies the FCOP's requirements for system-wide enhancements:

- Cumulative Impacts (13.13.3): The EIS provides an assessment of impact based on existing conditions, concluding that the small-scale nature of the subdivision will not contribute to significant cumulative degradation of the local natural heritage system;
- Hydrologic Function (13.13.8): The Functional Servicing and Stormwater Management Report, prepared by Schaeffers Engineering and Geohydrology Report, prepared by Forward Engineering propose infiltration galleries to maintain the water balance. This enhancement supports groundwater recharge and ensures the moisture regime of the woodland is preserved; and,
- Native Species (13.13.9): As a condition of development, all restoration and landscape plantings within or contiguous to the NES will utilize native species to improve biological and habitat diversity.

Transition and Implementation (Policy 13.14):

Consistent with Policy 13.14.2, this planning application is supported by an EIS and Arborist Report that meet the Town's terms of reference. Although the 1978 Official Plan is the current governing document, the adherence to FCOP standards for buffers, water

balance, and feature protection ensures that the development is consistent with the Town's long-term vision for the Natural Environment System.

Natural Hazards

The Proposed Development on the Subject Lands has been evaluated to ensure the protection of public health and safety from natural hazards. It is consistent with PPS 2024 and conforms to the objectives and policies of Chapter 16 (Natural and Human-Made Hazards) of the FCOP.

General Hazard Policies (Policies 16.1 and 16.2):

In accordance with Policy 16.1.1, the development ensures that site alteration is not permitted in areas posing a danger to public safety.

- Hazard Identification (16.2.1): The development footprint is located outside of the regulatory flood plain and any erosion hazard limits identified by the TRCA;
- Safe Access (16.2.1 d): The Site Servicing Plan (SS-1) confirms that the proposed lots have direct, safe access to the existing municipal road network. The grading plan ensures that no areas of the development become inaccessible during peak flooding or erosion events;
- Mitigation through SWM (16.2.2 b): To mitigate potential hazards related to runoff and erosion, the Functional Servicing and Stormwater Management Report, prepared by Schaeffers, implements Low Impact Development (LID) measures. The proposed development manage water at the source, reducing the risk of downstream erosion and maintaining the site's natural hydrologic balance.

Ravine, Valley, and Erosion Hazards (Policy 16.3):

Consistent with Policy 16.3.1, the development prevents risk associated with slope instability and erosion.

- Stable Slope Evaluation (16.3.4): The Geotechnical Investigation, prepared by Forward Engineering involved drilling boreholes (including BH/MW-6) which identified a subsurface profile of "very stiff to hard" brown clayey silt fill and silty clay till. This dense till provides a stable foundation and indicates that the tableland is not subject to inherent slope instability;
- Erosion Hazard Limit: The development is set back from the top-of-bank/dripline of the adjacent woodland/valley system. As per Policy 16.3.4(a), the proposed buildings are located outside the long-term stable slope line; and,

- No New Hazards (16.3.4 c): The grading plan has been designed to avoid the creation of additional tableland through grading within valleylands. All earthworks are confined to the existing stable tableland, ensuring no negative impact on the Natural Environment System.

The Proposed Development on the Subject Lands demonstrates a coordinated approach to land use and hazard management. By adhering to the recommendations of the Geotechnical and Stormwater reports, the project ensures that no new hazards are created, and existing features are protected in accordance with Provincial and Town standards.

Urban System

The Proposed Development on the Subject Lands is consistent with the planning framework for the Urban System established in Part F of the Future Caledon Official Plan, which implements the Town Structure and provides direction for how and where growth is to occur to the year 2051 (Section 21.0). The Subject Lands are located within the Urban System as identified on Schedule F1 and are intended to accommodate the majority of future population and employment growth through compact, complete, and well-planned urban development. The proposal aligns with the Plan's vision for the Urban System by supporting orderly growth within the existing urban fabric and by contributing to the efficient use of land, infrastructure, and services.

In accordance with Section 21.2, the policies of the former 1978 Official Plan, as amended, continue to apply to existing community and employment areas within the Urban System until such time as updated land use designations and policies are incorporated into the Future Caledon Official Plan through Town-initiated amendments. The proposed development has been evaluated in this context and is consistent with the applicable in-force planning framework, while also aligning with the broader vision, guiding principles, and growth management objectives of the Future Caledon Official Plan. The proposal anticipates and supports the Town's planned transition toward updated Urban System policies and designations, consistent with Sections 21.2.1 and 21.2.2, and can be appropriately accommodated within future land use reviews and policy updates.

The Proposed Development on the Subject Lands conforms with the intent and policy direction of Part F of the Future Caledon Official Plan and represents an appropriate form of development within the Urban System.

Community Areas – Neighbourhood Area Designation

The Proposed Development on the Subject Lands conforms with the Community Areas framework established in Chapter 22 of the Future Caledon Official Plan, which implements the Town Structure and directs the majority of growth within the Urban System to existing and planned Community Areas to the year 2051 (Section 22.0). The proposal has been planned in accordance with the applicable planning framework and is consistent with the intent of Section 22.1.1, which permits development within Community Areas where it is supported by the policies of this Plan and the applicable secondary planning context.

The Proposed Development on the Subject Lands aligns with the intent of the Neighbourhood Area designation, which is intended to accommodate a broad range of housing types and forms in a compact, complete, and integrated neighbourhood setting (Section 22.7). It contributes to the Town's projected housing needs by providing new residential opportunities while supporting a mix of housing types and tenure, consistent with the objectives of Sections 22.7.1 (a) and (b).

The development is structured to support complete communities by integrating residential uses with access to parks, open spaces, community facilities, and neighbourhood-scale services, in accordance with Sections 22.7.1 (c) and (d). It has been designed to ensure compatibility with surrounding land uses while reinforcing the neighbourhood function and character envisioned by the Plan.

The layout and design of the proposed development reflect the *Neighbourhood Area* development policies in Section 22.7.3 by promoting a connected street network, pedestrian-oriented built form, and high-quality public realm. Streets and blocks are arranged to support walkability and connectivity, with appropriate consideration given to sidewalks, trails, and pedestrian linkages within and beyond the site (Sections 22.7.3(a), (c), (d), (i), and (j)). The built form is scaled and oriented to frame the existing and proposed streets and creates a human-scale environment that prioritizes pedestrian comfort and safety (Sections 22.7.3(e), (f), (h), (n), and (o)). The proposal also supports active transportation, transit-supportive design, and the creation of neighbourhood focal points and private and shared amenity spaces / open spaces that contribute to a sense of place and community identity, consistent with Sections 22.7.3(g), (k), (l), (m), and (p).

Overall, the proposed development represents an appropriate and policy-compliant form of development within a *Neighbourhood Area* designation, advancing the Future Caledon Official Plan's objectives for housing delivery, complete communities, and high-quality neighbourhood design. Accordingly, the proposal conforms with Chapter 22 of the Future Caledon Official Plan.

As identified in this Report, the Proposed Development on the Subject Lands meets the intent and purpose of FCOP and conforms to provincial policy and the policies of the 1978 Caledon Official Plan. An Official Plan Amendment (OPA) is not required to either the FCOP of the 1978 Caledon Official Plan to facilitate the Proposed Development on the Subject Lands.

6.8 Town of Caledon Zoning By-law 2006-50

The Town of Caledon Zoning By-law 2005-50 ('By-law 2005-50') zones the Subject Lands as *Residential One – Exception 56 (R1-56)*, *Residential Townhouse – Exception 131 (RT-131)* and *Environmental Policy Area 1 Zone (EPA1)*, which provides varying direction regarding permitted uses on the Subject Lands.

A Zoning By-law Amendment Application is sought to rezone the Subject Lands to Residential Townhouse Zone with site-specific exceptions and Environmental Policy Area 1 Zone, to reflect the Proposed Development on the Subject Lands.

7.0 Urban Design Review and Justification

This section of the Planning Justification Report responds to the Urban Design Terms of Reference issued by the Town of Caledon in support of the Proposed Development on the Subject Lands.

The previous sections of this Report provide contextual information that fulfills the requirements of Sections 1 (Planning & Policy Context) and 2 (Site & Surrounding Context) of the Town's Terms of Reference. This includes a thorough description of the subject site's location, the natural heritage features on-site, surrounding built form, open space networks, and an overview of existing and proposed planning policy frameworks. The following subsections provide detailed responses to Section 3: Built Form and Section 5: Sustainable Design of the Urban Design Terms of Reference.

The Proposed Development of the Subject Lands conforms to the following applicable policy frameworks:

- 1978 Town of Caledon Official Plan and future policy directions of FCOP, supporting compact, complete, and context-sensitive communities that promote efficient use of land and infrastructure while protecting the natural environment;
- Region of Peel Official Plan, which reinforces growth management and sustainable design objectives within serviced settlement areas.

- Town-Wide Design Guidelines (2017), aligning with key design principles, sustainability, accessibility, community safety, complete streets, and heritage conservation, by integrating walkable streetscapes, accessible design, and tree preservation;
- Green Development Standards (2023), incorporating housing diversity, active transportation, light pollution reduction, and green-infrastructure targets in the design of landscaped and open-space areas; and,
- Active Transportation Master Plan (2024), Ensuring continuous pedestrian connections and safe linkages to nearby trails, schools, and parks, meeting sidewalk and bicycle-parking requirements.

Collectively, the proposal advances the Town's vision of sustainable growth and contributes to the creation of a healthy, resilient community consistent with Provincial and Regional policy directions.

Opportunities and Constraints:

The vision for the Proposed Development on the Subject Lands was shaped through a detailed review of the site's context and its relationship to the surrounding urban fabric. This assessment identified the key physical, environmental, and design factors that will guide how the site evolves. The findings define the site's development potential, along with the primary opportunities and constraints summarized below.

Opportunities

- Located within the built boundary and in a low-density residential neighbourhood. The Proposed Development is designed to fit cohesively within the evolving neighbourhood context, complementing nearby residential applications. Adjacent lands at 13290 Nunnville Road are subject to a Draft Plan of Condominium proposing 15 three-storey townhouse units with shared elements such as a private road, sidewalks, and parking areas. Similarly, 13247 and 13233 Nunnville Road are planned to accommodate 29 single-detached dwellings fronting onto a new public cul-de-sac;
- Connect to the existing municipal infrastructure and road connections such as Proximity to Albion-Vaughan Road, an arterial road that allows for access to the Subject Site via Nunnville Road;
- Integrate a connected pedestrian and landscape network linking to Nunnville Road. Located within 500 metres or a five-minute walk from two neighbourhood parks Hubert Corless Park to the south and Russel & Joan Robertson Park to the northwest;
- A pedestrian connection located immediately east of the Subject Site provides access to a trail linking to Old King Road and, further north, to the Humber Valley

Heritage Trail. This trail is not maintained by the Town and appears to have a steep grade. According to the Town of Caledon Transportation Master Plan (TMP), it is not identified as part of the existing pedestrian network;

- Pedestrian sidewalks are present along surrounding streets, including Nunnville Road and Old King Road. Given the low traffic volumes on these local roads, cycling can also be safely accommodated within the roadway; and,
- Retain mature vegetation and woodland edge as a soft transition to the natural heritage area.

Constraints:

- Topographic transition from the developable tableland to the environmental lands requires sensitive grading design;
- Woodland buffer and vegetation protection limits reduce developable area;
- Need for stormwater and erosion control measures along the rear slope to protect natural features; and,
- Mitigation through landscape buffers, LID practices, and careful site grading will ensure long-term ecological and visual compatibility.

Contextual Compatibility:

The proposed built form is compatible with the surrounding residential context in height, massing, and rhythm. The townhouse blocks are positioned to maintain privacy and minimize overlook while providing a clear, active street edge. Architectural articulation and material transitions will create visual interest consistent with the Town-Wide Design Guidelines.

The public realm will be enhanced through coordinated boulevard landscaping, street trees, and low-level planting. The interface with the natural heritage area will be softened with native species and a defined buffer that contributes to a "soft edge" condition, ensuring the natural area remains visually and ecologically protected while providing residents with visual access to green space.

The result is a compact, pedestrian-friendly community that aligns with the Town's goal of complete neighbourhoods with safe and attractive public and private realms.

Development Vision:

The vision for the proposed development is to establish a contemporary, human-scaled townhouse enclave that seamlessly integrates into the surrounding neighbourhood and complements the adjacent environmental lands. The design promotes:

- Connectivity – continuous pedestrian links to Nunnville Road and trail systems;
- Sustainability – energy-efficient built form and integrated stormwater strategies; and,
- Livability – shared open spaces and cohesive streetscapes that foster community interaction.

The Site Plan demonstrates the following key design elements:

- Defined building orientation and active frontages along internal roads;
- Sidewalks and landscaped walkways providing safe pedestrian movement; and,
- Landscape buffers and tree planting contributing to microclimate and visual comfort.

7.1 Built Form

7.1.1 Built Form Principles

The proposed development consists of three townhouse blocks configured around a private internal road in a T-shaped layout, designed to optimize site functionality, resident livability, and compatibility with adjacent development. The proposed built form responds to the following key principles:

- Human-scaled massing: All townhouse blocks do not propose greater than 4-storeys in height, consistent with adjacent low-rise neighbourhoods;
- Consistent street edges: The proposed layout creates an active and defined street frontage along the internal road through the orientation of unit frontages toward the internal street and private driveways;
- Transition and compatibility: The proposal respects surrounding single-detached dwellings and proposed medium-density townhouse developments by maintaining appropriate side and rear yard setbacks, and by placing townhouse blocks away from sensitive natural features through clear top-of-bank setbacks;
- Amenity and privacy: Each unit is designed with a private rear yard amenity space, ensuring high levels of privacy, daylight access, and outdoor usability; and,
- Complete community integration: The site design provides internal connectivity, visitor parking, and convenient access to nearby community amenities, including parks, schools, and public transit.

7.1.2 Compliance with Town-Wide Design Guidelines (TWDG)

The proposed townhouse development aligns with relevant sections of the Town of Caledon Town-Wide Design Guidelines (2017) as follows:

- Section 4.0 – Low and Medium Density Residential Design:
 - Units are oriented toward the internal street, enhancing streetscape animation and passive surveillance;
 - Building massing and spacing ensure that sunlight penetration and privacy are maintained between units and adjacent properties; and,
 - Garage-forward designs are moderated by architectural detailing, landscape screening, and front porches to minimize visual impact and maintain pedestrian scale.

- Section 6.0 – Natural Heritage and Open Space:
 - The proposal preserves and buffers the existing woodlot and natural features along the western portion of the site; and,
 - Environmental protection lands will be conveyed to public ownership for long-term protection, consistent with open space and ecological connectivity objectives.

- Section 8.0 – Site Planning:
 - The internal road network maximizes safe vehicular circulation, emergency access, and resident walkability;
 - Visitor parking is clustered strategically and screened by landscape buffers; and,
 - Pedestrian-friendly design is prioritized, ensuring clear, safe, and accessible connections from each unit to the sidewalk and road.

7.1.3 Corner, Gateway, and Flankage Treatments

The Subject Property is located at the terminus of a cul-de-sac and does not directly front onto a significant public street intersection or community gateway. However, the design provides a “gateway treatment” at the site entrance from Nunnville Road through the following:

- A dual-lane entry drive with a landscaped median island to create a sense of arrival;
- Enhanced landscape planting and signage flanking the entry;

- Building 1, located immediately adjacent to the entrance, incorporates architectural detailing on the street-facing elevations to present a strong edge condition; and,
- At the internal “T” intersection, open views and soft landscaping contribute to visual interest and site legibility.

7.2 Sustainable Design

The proposed development incorporates several green development initiatives in support of the Town’s Green Development Standards (GDS) and the Region of Peel’s Healthy Development Assessment (HDA). These include:

Green Development Standards (Town of Caledon)

- **Energy Efficiency:** All units will be designed to meet or exceed Ontario Building Code (OBC) energy efficiency standards, with potential for Energy Star-rated appliances and mechanical systems;
- **Tree Preservation & Native Plantings:** Significant vegetation retention is proposed within the natural heritage system. New landscape plantings will prioritize native and drought-tolerant species;
- **Stormwater Management:** A low-impact development approach has been integrated, including onsite stormwater controls, permeable surfaces where feasible, and buffering to natural features; and,
- **Lighting & Dark Sky Compliance:** Exterior lighting will be shielded and downward directed, in accordance with dark sky principles to reduce light pollution.

Healthy Development Assessment (Region of Peel)

- **Proximity to Parks & Open Space:** The site is within walking distance of Russell and Joan Robertson Park and several neighbourhood parks to the south, supporting physical activity and mental well-being;
- **Access to Schools & Services:** The subject lands are less than 500m from two schools and within 1 km of community services and recreational facilities, aligning with compact community objectives;
- **Active Transportation:** While sidewalks exist along Nunnville Road, internal pathways and unit orientation enhance walkability within the site; and,
- **Transit Accessibility:** The site is within walking distance of transit service along Highway 50, contributing to reduced car dependency and increased mobility options.

A completed Green Development Standards Checklist and Healthy Development Assessment Summary will be included as part of the application package.

7.3 Summary

The proposed townhouse development at 13286 Nunnville Road demonstrates a thoughtful and context-sensitive approach to urban design, grounded in local and regional policies and best practices. The site layout, built form, sustainability features, and integration with the surrounding neighbourhood collectively support the Town of Caledon's vision for complete, compact, and livable communities.

8.0 PUBLIC CONSULTATION STRATEGY

The Planning Applications will seek to obtain input on the Proposed Development in accordance with the *Planning Act*. Public consultation is vital part of the planning process and is intended to inform the Proposed Development and as part of the planning and development process.

Following the acceptance of the Planning Applications, a date for the statutory public meeting will be provided by the Town of Caledon.

9.0 PLANNING SUMMARY

This section of the Report restates the land use planning policies and regulations, and highlights the contextual elements of the Subject Lands.

9.1 *Planning Act*

Section 2 of the *Planning Act* requires that all land use planning activities under the *Act* shall have regard for matters of Provincial Interest. The Planning Applications have regard for Section 2 of the *Planning Act* in that:

Provincial Interest	Planning Response
<i>(a) Protection of ecological systems, including natural areas, features and functions</i>	The proposed townhouse development has been designed to respect and protect adjacent ecological features through appropriate setbacks, buffering, and mitigation of identified natural heritage features. Supporting studies confirm that no

	adverse impacts on ecological functions are anticipated.
<i>(d) Conservation of features of significant architectural, cultural, historical, archaeological or scientific interest</i>	The Subject Lands do not contain any known features of significant architectural, cultural, historical, archaeological, or scientific interest. Should resources be identified during construction, appropriate mitigation measures and reporting protocols will be implemented in accordance with municipal and provincial requirements.
<i>(f) Adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</i>	The development will be serviced by existing and planned municipal infrastructure, ensuring the efficient use of available water, wastewater, transportation, and communication services. The proposed townhouse form represents an efficient and cost-effective use of infrastructure within the existing settlement area.
<i>(h) Orderly development of safe and healthy communities</i>	The proposal represents orderly and compatible infill development that integrates with the surrounding built form. The townhouse design promotes pedestrian safety, passive surveillance, and a high-quality living environment, contributing to a safe and healthy community.
<i>(i) Adequate provision and distribution of educational, health, social, cultural and recreational facilities</i>	The Subject Lands are located within reasonable proximity to existing educational, recreational, and community facilities. The development will support the efficient use of these facilities and contribute to their long-term viability by adding population within the service catchment.
<i>(j) Adequate provision of a full range of housing, including affordable housing</i>	The proposed townhouse development contributes to housing diversity by introducing ground-oriented, family-sized units that are generally more attainable than low-density housing forms. This supports the provision of a broader range of housing options within the community.
<i>(p) Appropriate location of growth and development</i>	The Subject Lands are located within a designated settlement area where growth is planned and supported by municipal policy. The proposal represents an appropriate location for residential intensification that utilizes existing services and infrastructure.

<p>(q) Promotion of sustainable, transit-supportive, and pedestrian-oriented development</p>	<p>The townhouse development is designed to support sustainable land use patterns through compact built form, reduced reliance on private vehicles, and enhanced pedestrian connectivity. The proposal is transit-supportive and contributes to walkable neighbourhood design.</p>
<p>(r) Promotion of well-designed built form that encourages a sense of place and high-quality public spaces</p> <p>(i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, accessible, attractive and vibrant.</p>	<p>The proposed built form is well-designed, with articulated façades, consistent massing, and high-quality architectural treatment. The development fosters a sense of place through streetscape-oriented design and provides attractive, accessible, and functional outdoor spaces for residents and visitors.</p>

Under Part VI – Subdivision of Lands and Section 51 – Plan of Subdivision approvals, Subsection 51(24) of the *Planning Act* sets out the criteria for assessing and considering Plans of Subdivision. Table xx of this Report outlines the applicable legislation in Subsection 51(24) and provides responses to respective legislation in this subsection in relation to the Proposed Development on the Subject Lands.

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

Planning Act Criterion	Response
<p>(a) Effect on matters of provincial interest (s.2)</p>	<p>The proposed draft plan is consistent with matters of provincial interest under Section 2 of the <i>Planning Act</i>. The development supports the provision of a range of housing types, represents efficient use of land and existing infrastructure, and promotes orderly, well-planned development. Natural heritage features are protected through the delineation of an Environmental Protection Block, ensuring conservation of natural resources and environmental integrity.</p>
<p>(b) Prematurity / Public Interest</p>	<p>The proposed subdivision is not premature and is in the public interest. The lands are within an established settlement area, are</p>

	planned to be serviced, and are designated for appropriately scaled residential development. The proposal advances municipal and provincial objectives for housing supply while integrating appropriate environmental protection and compatible built form.
<i>(c) Conformity with Official Plan and adjacent plans</i>	The draft plan conforms to the applicable Official Plan policies respecting residential development, environmental protection, and compact urban form. The development is compatible with surrounding residential uses and does not conflict with any approved or registered plans of subdivision in the surrounding area.
<i>(d) Suitability of the land</i>	The lands are suitable for residential subdivision development. The developable area is appropriately configured for townhouse blocks, with environmental constraints identified and excluded from development through the Environmental Protection Block. The site's size, shape, and access support the proposed form of development.
<i>(d.1) Affordable housing (if applicable)</i>	While no units are proposed as dedicated affordable housing, the development provides ground-related townhouse units that contribute to housing diversity and expand overall housing supply, consistent with broader affordability objectives through market delivery.
<i>(e) Highways, roads, access, grades and elevations</i>	The proposed internal road configuration, access points, and road widenings are appropriate for the scale and function of the development. The plan provides safe and efficient vehicular and pedestrian access and integrates with the existing public road network. Detailed grades and elevations will be addressed through detailed engineering and site plan approval.
<i>(f) Dimensions and shapes of lots/blocks</i>	The proposed residential blocks are of sufficient size and appropriate configuration to accommodate townhouse development, internal circulation, parking, servicing, and amenity areas. Block dimensions reflect efficient land use and facilitate orderly development.
<i>(g) Restrictions on land or buildings</i>	Any restrictions required to address environmental protection, access, servicing, or shared facilities will be implemented through appropriate zoning provisions, subdivision conditions, and/or easements. No restrictions are proposed that would negatively affect adjoining lands.
<i>(h) Conservation of natural resources and flood control</i>	Natural heritage features are protected through the designation of an Environmental Protection Block, ensuring no adverse impacts to the environmental features. This approach conserves

	natural resources, protects ecological functions, and addresses flood and drainage considerations in accordance with applicable policies.
<i>(i) Adequacy of utilities and municipal services</i>	Municipal water and sanitary services are available and adequate to support the proposed development. Stormwater management, grading, and servicing will be addressed through detailed engineering submissions to the satisfaction of the Town and Region.
<i>(j) Adequacy of school sites</i>	The development does not preclude the operation or expansion of existing school facilities. The scale of development can be accommodated within the broader school catchment area, subject to review by the applicable school boards.
<i>(k) Lands conveyed or dedicated for public purposes</i>	The draft plan includes land dedication for public purposes, including road widenings and the Environmental Protection Block. These dedications ensure appropriate public access, infrastructure accommodation, and long-term environmental stewardship.
<i>(l) Energy conservation and efficiency</i>	The compact form of townhouse development promotes efficient use of land, infrastructure, and energy. The subdivision design supports reduced vehicle travel, efficient servicing, and opportunities for energy-efficient building design at the site plan and building permit stages.
<i>(m) Relationship to site plan control</i>	The subdivision design establishes an appropriate framework for subsequent site plan control approvals. Matters such as building placement, landscaping, grading, servicing, parking, and amenity areas will be refined through site plan applications, ensuring coordinated and integrated development.



9.2 Provincial Planning Statement

PPS 2024 provides policy direction on matters of provincial interest and mandates that all municipal decisions affecting planning matters must be consistent with provincial policy statements and conform to provincial plans. This Report addressed relevant PPS 2024 policies as they pertain to the proposed gentle intensification and low-rise residential development on the Subject Lands within a large and fast-growing municipality.

The Proposed Development aims to meet the housing needs of current and future residents by providing appropriately scaled residential lands uses that supports the creation of complete communities that transit-supportive, within proximity to planned transit infrastructure and are appropriately sited avoiding and mitigating impacts to the natural heritage features on the Subject Lands.

PPS 2024 also stresses the importance of sustainable development, including the use of green infrastructure, energy conservation, and climate change considerations. The Proposed Development aims to incorporate these principles through the use of low-impact development strategies, active transportation, and efficient use of existing infrastructure. The Proposed Development's sustainability and green infrastructure framework will be developed further through development phasing and detailed design exercises.

9.3 Peel Region Official Plan, 2022

As identified in this Report, Peel Region's planning authority under the *Planning Act* was substantially impacted and modified through provincial policy changes. As a result of these changes enacted through Bill 185, an amendment to ROP 2022 is not required to facilitate the Proposed Development on the Subject Lands. Notwithstanding the changes to the Region's planning authority under the *Planning Act*, the Proposed Development has given regard to the planned growth and intensification frameworks provided by ROP 2022 in respect of provincial interest and objectives to guide growth and development to areas with existing and planned municipal infrastructure.

9.4 1978 Town of Caledon Official Plan

The Proposed Development is primarily governed by the 1978 Town of Caledon Official Plan, as amended, which remains the in-force policy framework for the Bolton Rural Service Centre pursuant to Policy 1.2.1.a) of OPA 1. The proposal implements the objectives of Policy 5.10.3.2, reinforcing Bolton's role as a primary growth area through compact, well-integrated residential form. While the Bolton South Hill Secondary Plan designates the lands as *Low Density Residential*, the proposed net density of ~42.6 units per hectare (UPH) is consistent with the locational criteria for higher-density forms established in Policy 5.10.3.27.8.b).iii), given the site's proximity to arterial roads and community amenities. Furthermore, the refinement of the Environmental Policy Area (EPA) boundaries follows the technical process outlined in Policy 5.7.3.1.4, ensuring that all development occurs outside of sensitive features. Consequently, the proposal conforms to the 1978 Plan in its entirety, and no Official Plan Amendment is required.

9.5 Future Caledon Official Plan (FCOP)

Notwithstanding the continued application of the 1978 Plan, the Proposed Development has been designed to advance the long-term vision of Future Caledon (FCOP / OPA 1), approved on October 22, 2025. By providing intensified residential use within a defined settlement area, the project supports the Town's transition toward the 2051 planning horizon and the urban structure framework articulated in OPA 1. This alignment ensures that the Subject Lands contribute to the Future Caledon goal of creating efficient, transit-supportive, and diverse housing stock. Moreover, the development is consistent with the PPS 2024, which mandates the optimization of land and infrastructure within settlement boundaries. By bridging the gap between legacy policy and the emerging 2051 vision, the proposal represents a logical and forward-looking evolution of the Bolton South Hill community.

9.6 Town of Caledon Zoning By-law 2006-50

The Town of Caledon Zoning By-law 2006-50 ('By-law 2006-50') zones the Subject Lands as *Residential One – Exception 56 (R1-56)*, *Residential Townhouse – Exception 131 (RT-131)* and *Environmental Policy Area 1 Zone (EPA1)*, which provides varying direction regarding permitted uses on the Subject Lands. A Zoning By-law Amendment Application is sought to rezone the Subject Lands to Residential Townhouse Zone with site-specific exceptions and Environmental Policy Area 1 Zone, to reflect the Proposed Development on the Subject Lands.

10.0 CONCLUSION

It is my professional opinion that the Draft Plan of Subdivision and Zoning By-law Amendment Applications:

- Are consistent with PPS 2024;
- Have regard to ROP 2022;
- Conform to the Caledon Official Plan; and,
- Considers Zoning By-law 2006-50.

It is my opinion that the Draft Plan of Subdivision and the Zoning By-law Amendment Applications represent good planning and urban design and should be approved. It is my further opinion that the Proposed Applications should be advanced and considered through the regulatory review process for approval.

Respectfully submitted,

Innovative Planning Solutions



Mathew Halo, BURPL, MCIP, RPP
Associate