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# PLANNING JUSTIFICATION REPORT

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

**12192 Chinguacousy Road  
TOWN OF CALEDON**

Argo Mayfield West V Limited

February 2025

GSAI File: 792-037

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## 1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by Argo Mayfield West V Limited on behalf of Gurbinder Dhaliwal, Harjinder Dhaliwal, Kamaljit Dhaliwal, Kiranjit Dhaliwal, and Gurnam Dhaliwal (registered owners) to assist with obtaining Draft Plan of Subdivision and a Zoning By-law Amendment (submitted under a separate cover) and approval for the lands located on the west side of Chinguacousy Road, municipally known as 12192 Chinguacousy Road, in the Town of Caledon (the "Subject Lands" or "Site"), legally described as follows:

PT LT 18 CON 3 WHS CHINGUACOUSY AS IN RO1101303; CALEDON

The Subject Lands and adjacent lands have been brought into the Region of Peel and Town of Caledon Settlement Area by way of the 2022 Region of Peel Official Plan and recently adopted Future Caledon Official Plan (2024). To advance the planning and development of the area, in November 2022, several landowners within the area bounded by the Highway 413 Corridor to the north and west, Chinguacousy Road to the east, and Mayfield Road to the south, assembled a Developers Group, named the Alloo Landowners Group. The Alloo Planning Area includes an area of approximately 750 hectares (1,850 acres) and has an estimated net developable area of approximately 600 hectares (1,500 acres).

An application for a Zoning By-law Amendment is currently under review with the Town under File Number RZ 2024-0031. The purpose of this report is to outline the nature of the proposed amendment and to evaluate the proposal in the context of the policies of the Provincial Planning Statement, the Region of Peel Official Plan, the Town of Caledon Official Plan, the proposed Alloo Secondary Plan and Town of Caledon Zoning By-Law 2006-50.

## 2.0 Site Description

The Subject Lands are generally located on the west side of Chinguacousy Road, north of Mayfield Road, in the Town of Caledon, see **Figure 1: Aerial Context Map**.

The lands have a frontage of approximately 90.92 metres and a total area of approximately 6.18 hectares (15.27 acres). The land is currently used for agricultural purposes and contains a farmhouse and associated farm structures.

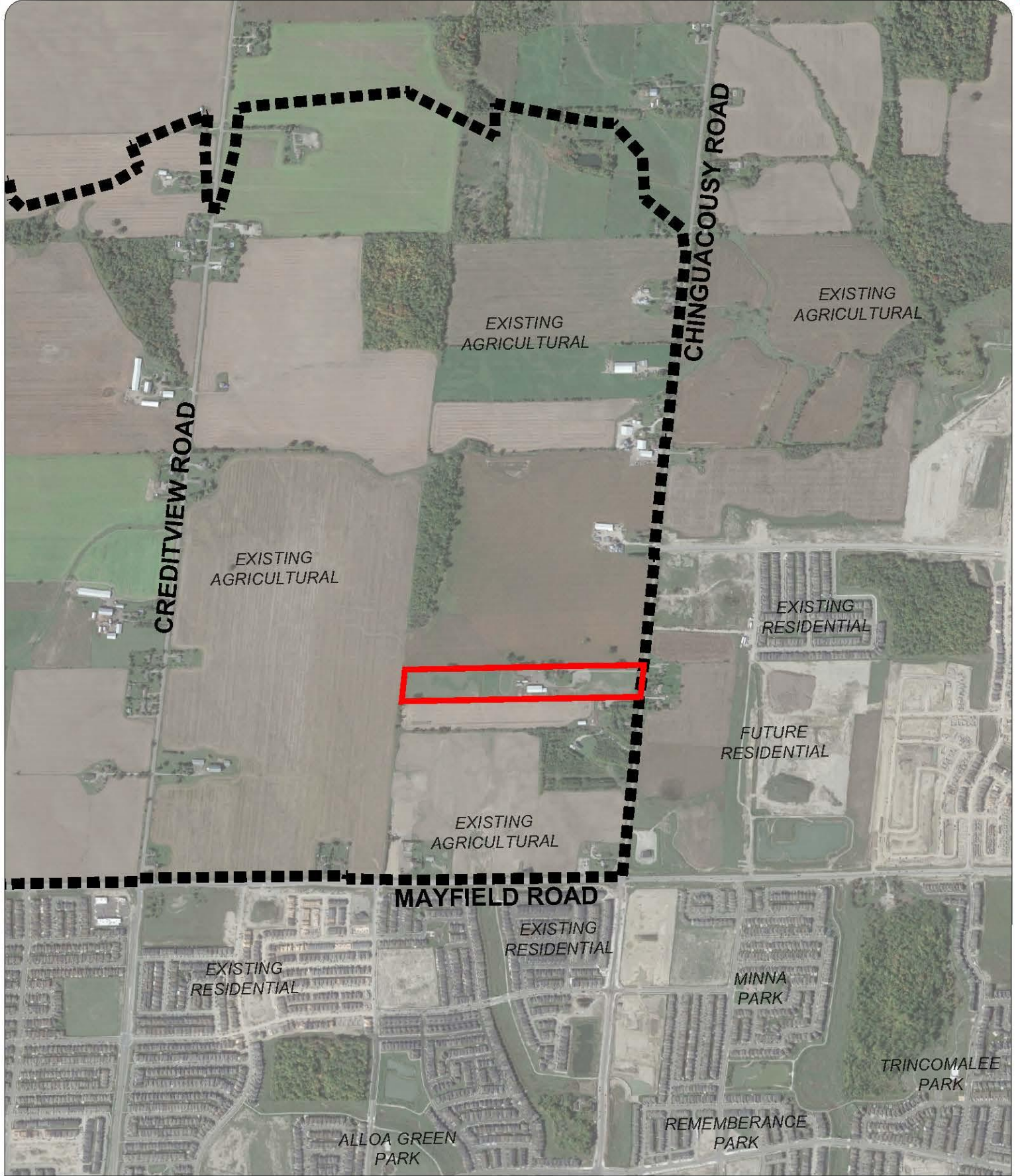
The surrounding land uses are as follows:

- North: Agricultural activity with associated farming structures such as a farmhouse, and barns.
- East: A new residential subdivision part of the Mayfield West Phase 2 Secondary Plan community currently under construction containing single detached homes and townhouses.

- South: Agricultural lands with Agricultural activity with associated farming structures such as a farmhouse, and barns.
- West: Agricultural activity with associated farming structures such as a farmhouse, and barns.

Further north and west of the Subject Lands is the Highway 413 Transportation Corridor which is the border of the proposed Alloa Secondary Plan.

The Subject Land currently receives direct access from Chinguacousy Road. The proposed Draft Plan of Subdivision will introduce a new internal road network to the Subject Lands which includes a proposed residential collector, Alexander Gillespie Avenue, providing north-south access from Mayfield Road. More on the proposed subdivision in Section 3 of the report.



**FIGURE 1** **AERIAL CONTEXT PLAN**  
TOWN OF CALEDON

 Subject Lands  
 Alloo Secondary Plan Boundary

PART OF LOTS 18, CONCESSION 3,  
WEST OF HURONTARIO STREET  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
DECEMBER 13, 2024

## 2.1 Transportation Network

The Subject Lands are generally located between two arterial roads running north-south, including, Creditview Road (Town Arterial), and Chinguacousy Road (Town Arterial). Chinguacousy Road is identified for expansion from two to four lanes by 2031<sup>1</sup> and the Town of Caledon is currently undertaking a Schedule “C” Municipal Class Environmental Assessment for Chinguacousy Road in this area. Within the current agricultural context, there are no existing east-west roadway connections.

Furthermore, the Subject Lands are north of Mayfield Road, which is classified as a Regional Arterial and extends east-west across the Region of Peel. The section of Mayfield Road between Chinguacousy Road and Mississauga Road is planned to be expanded from two to five lanes, with completion in 2027<sup>2</sup>. The section of Mayfield Road between Chinguacousy Road and Hurontario Street is planned to be expanded from two lanes to six, with completion in 2025<sup>3</sup>.

Through the design of both the Mayfield Road and Chinguacousy Road expansion projects, multi-use trails and pedestrian infrastructure are proposed along both roadways. It is expected that as development along Mayfield Road continues, Mayfield Road will come to serve as a higher-order transit corridor capable of accommodating rapid transit service. In reviewing the type of public transit service available along other major east-west arterial roads in the Region (Bovaird Drive, Queen Street, Steeles Avenue), all provide existing Züm Bus Rapid Transit Service. Additional roadways are capable of providing transit service within the surrounding area communities, including Tim Manley Avenue.

## 3.0 Draft Plan of Subdivision

As illustrated in the proposed Draft Plan of Subdivision, see **Figure 2: Draft Plan of Subdivision** Argo Mayfield West V Limited is proposing to develop the Subject Lands for a mix of low, medium-high density residential in the detached singles, and diverse types of townhouses. The Draft Plan of Subdivision also demonstrates a proposed local road network including an extension of Alexander Gillespie Avenue that further extends to Mayfield Road through the neighbouring subdivisions.

The proposed Draft Plan of Subdivision includes:

- 84 lots of single detached residential units with a mix of lot widths of 12.8 metres, 13.27 metres, and 15.24 metres, covering a total area of 2.15 hectares (5.36 acres);
- 16 units of street townhouses, covering a total area of 0.29 hectares (0.72 acres);
- 48 back-to-back to townhouse, covering a total area of 0.39 hectares (0.96 acres);
- Residential reserve blocks, covering a total area of 0.87 hectares (2.15 acres);
- Road widening blocks totalling 0.07 hectares (0.17 acres);

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<sup>1</sup> Mayfield West Phase 2 Stage 2 Transportation Assessment (Paradigm Transportation Solutions, January 2018)

<sup>2</sup> Region of Peel Capital Project #22262

<sup>3</sup> Region of Peel Capital Project #55247

- 0.3m reserve blocks totalling 0.02 hectares (0.05 acres);
- Local ROW, totalling 2.18 hectares (5.39 acres); and
- Collector R.O.W, totalling 0.20 hectares (0.49 acres);

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

### **Single Detached Lots**

The Draft Plan of Subdivision comprises a total of 84 Single Detached Residential lots, featuring a mix of widths: 12.8 metres (53 units), 13.71 metres (11 units), and 15.24 metres (20 units) frontages. Each single detached unit will have direct frontage and access to the internal streets. Every dwelling will include a private garage and driveway, accommodating the required vehicular parking on the lot. Private outdoor amenity space will be provided through a rear yard for each lot.

### **Street Townhouse Blocks**

The Draft Plan proposes 4 townhouse blocks, which comprise 16 residential units. The townhouses will have a minimum lot width of 7.30 metres. These townhouses will face Zulu Road, Herbert Street, and Alexander Gillespie Avenue, which continues to Mayfield Road. The townhouses will be developed on individual lots with direct access to the street. Each townhouse will generally have two parking spaces: one in an attached garage and another in the driveway. Private outdoor amenity space will be provided in the form of a rear yard for each lot.

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

A total of 4 back-to-back townhouse blocks are being proposed, which will consist of 48 units. The back-to-back townhouses will have a minimum lot width of 5.6 meters. These townhouses will be developed on individual lots with front-loaded access to the street. Amenity space will be provided via second-floor terraces or balconies.

### **Residential Reserve**

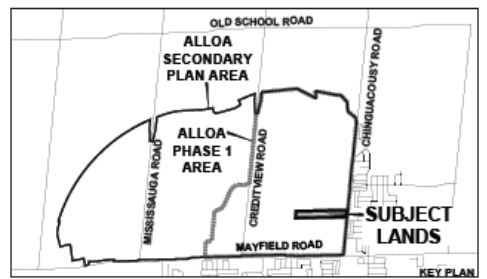
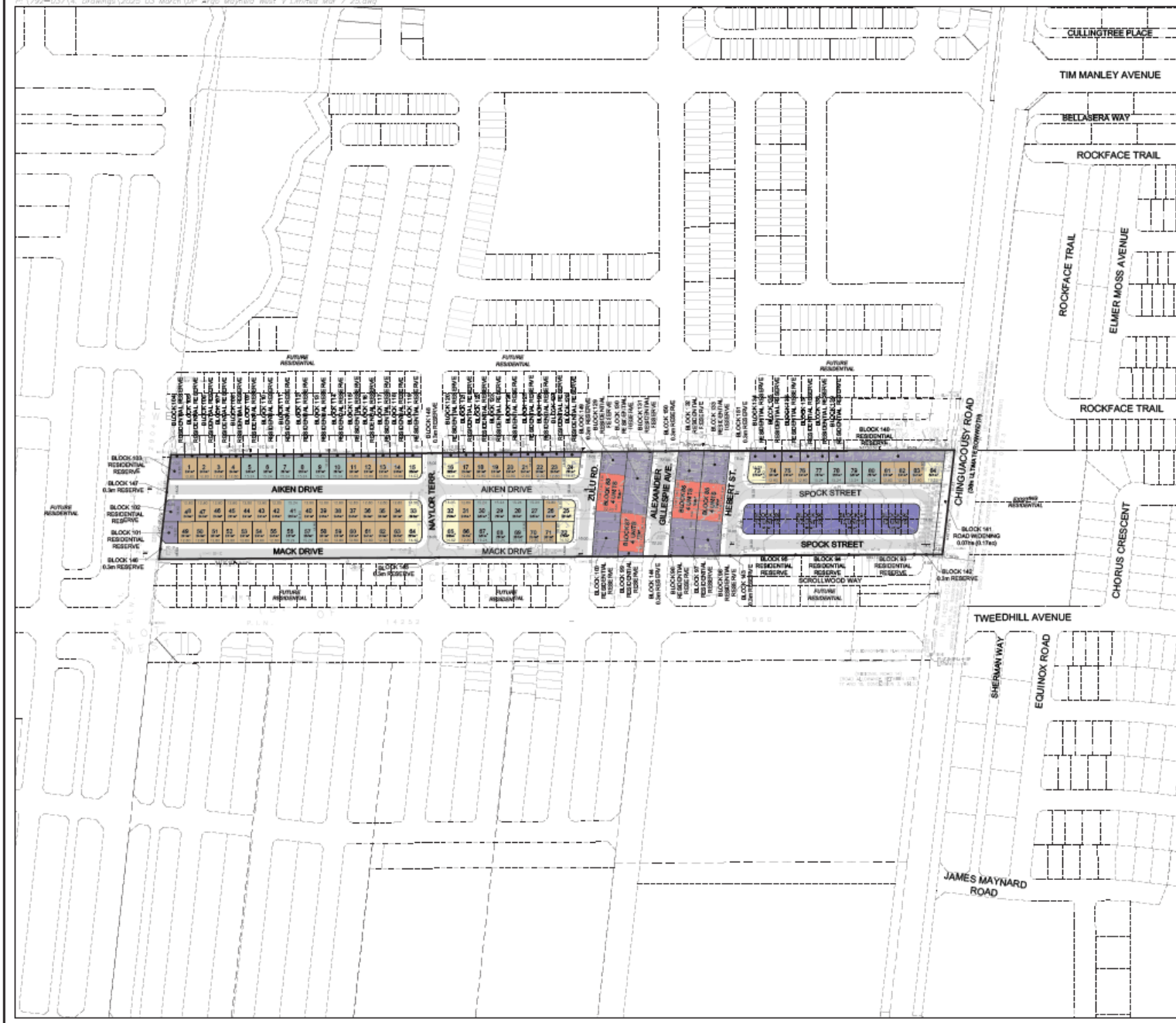
The Draft Plan of Subdivision includes several Residential Reserve Blocks situated along the periphery of the Subject Lands. These blocks are intended for future residential development featuring a variety of built forms. The timing and design of their development will be coordinated with adjacent landowners. Notably, the lands immediately to the north and south are owned by the same owner as the Subject Lands, facilitating seamless planning and integration. This collaborative approach ensures a cohesive and well-coordinated expansion of the subdivision, supporting future growth and accommodating diverse housing needs.

### **Road Network**

The proposed Draft Plan of Subdivision includes an internal public street network that aligns with the street network outlined in the Tertiary Plan. Alexander Gillespie Avenue serves as the primary north-south connection to surrounding subdivisions. This network is designed to enhance connectivity and effectively accommodate the generated traffic.



The subdivision features a well-planned internal road network that ensures logical traffic flow throughout the area. The collector road is proposed with right-of-way width of 22 metres, while local roads are planned to be 18 metres in width. Furthermore, the proposed laneways will have a right-of-way width of 8 metres.



**DRAFT PLAN OF SUBDIVISION  
ARGO MAYFIELD WEST V LIMITED  
FILE # 21T-\_\_\_C**

PART OF LOT 18, CONCESSION 3,  
WEST OF HURONTARIO STREET  
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEELE

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

SIGNED: *TRUPER KUMARANNINGE*  
A. U. KUMARANNAYAKE, O.L.S.  
R-PE SURVEYING LTD.  
840 CHRISLER ROAD, SUITE 7  
WOODBRIDGE ON, L4L 6A3  
PHONE: (416) 935-0000

DATE: FEB. 26, 2025

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

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

**LAND USE SCHEDULE**

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 13.82m (45')	1-64	1.26	3.16	53	41.6
DETACHED - 13.72m (45')		0.30	0.74	11	35.7
DETACHED - 15.24m (50')		0.57	1.41	20	35.1
STREET TOWNHOUSE - 7.30m (24')	65-84	0.39	0.72	18	55.2
BACK-TO-BACK TOWNHOUSE - 8.53m (28')	85-87	0.39	0.95	48	120.1
RESIDENTIAL RESERVE	89-140	0.87	2.15		
ROAD WEDDING	141	0.07	0.17		
0.3m RESERVE	142-151	0.02	0.05		
18.0m-18.0m LOCAL R.O.W. (LENGTH 1.314m)		2.18	5.39		
22.3m COLLECTOR R.O.W. (LENGTH 9.1m)		0.30	0.49		
<b>TOTAL</b>	<b>151</b>	<b>6.17</b>	<b>15.25</b>	<b>148</b>	<b>93.3</b>

- NOTES**
- LOCAL TO COLLECTOR DAYLIGHT TRIANGLE - 7.5m x 7.5m
  - LOCAL TO LOCAL DAYLIGHT RADI - 5.0m
  - PAVEMENT ILLUSTRATION IS DIAGRAMMATIC
  - ALL INTERSECTION ANGLES ARE 90° UNLESS OTHERWISE NOTED

SCALE: 1:1500  
(24 x 36)  
MARCH 7, 2025



## 4.0 Zoning By-law Amendment

The Town of Caledon passed By-law No. 2024-050 on June 25, 2024, to rezone the subject lands among other by-laws and various other lands in Caledon in an effort to promote the achievement of the Town's Housing Pledge. The approved zoning generally allows for a wide range of community uses, including environmental conservation. The subject lands are zoned as provided in the Town of Caledon Zoning By-law 2006-50.

- **RMD-686-H39A-H39B** (Mixed Density Residential-Special Exception 686 -Holding Provision 39A - Holding Provision - 39B).

A Zoning By-law Amendment (ZBA) application for the subject lands, along with several other parcels, is currently under review by the Town of Caledon under File Number RZ 2024-0031. The proposed amendment largely retains the existing zoning framework, with only two minor modifications to the RMD-686 zone. These changes are intended to support a more efficient and practical delivery of housing units. Notably, there is no EPA1 zoning designation on the subject lands.

A summary of the revisions is provided below:

- Permitted Encroachment into a required Front Yard for a bay, bow or box window with or without foundation or cold cellar is revised from 1 metre to two metres (provided a setback of 0.5 metres is maintained to the front lot line. This encroachment is consistent with existing front yard encroachments in the same zone (for covered or uncovered porch or balcony, terrace, canopy or portico, including stairs or steps).
- Permitted Encroachment into a required Rear Yard is revised to permit 3.5 metres (up to a maximum width of 60% of the lot) for a one-storey component of a main building. This standard previously restricted the same encroachment to one storey components of main buildings at lot depths less than 24 metres.

The proposed Zoning By-law Amendment will implement the proposed Draft Plan of Subdivision, while continuing to achieve the goals and objectives of the Town of Caledon Official Plan, and draft Alloa Secondary Plan.

## 5.0 Consultation Process

A Pre-Application Review Committee (PARC) meeting has been scheduled with the Town of Caledon for February 13, 2025, under file number PRE 2024-0243. Recent legislative changes introduced through Bill 185 have eliminated the mandatory requirement for pre-consultation meetings prior to the submission of a development application. Participation in the pre-application process is now voluntary.

Given that the owners have previously participated in pre-application meetings and submitted development applications for the adjacent lands, we have a strong understanding of the supporting

materials and technical studies typically required to facilitate a comprehensive review of the proposal. The required studies and reports for this complete development submission are outlined in detail in Section 6.0 below.

### Notice of Application

The public engagement process will follow the public notification and engagement procedures as prescribed by the *Planning Act* and guided by the Official Plan. Notice of Application will be placed in the Caledon Enterprise, Caledon Citizen, and Brampton Guardian. In addition, the Notice will be mailed to all landowners within 120 m (393.7 ft) and placed on the Town's website. A Development Notice will also be posted on the property.

### Agency and Department Review

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

### Public Meeting

A public meeting will be scheduled by the Town as required by the Planning Act after submission. This will provide any member of the public with the opportunity to make representations with respect to the current proposal. This application follows closely on the submission of the Alloa Secondary Plan and Phase 1 Tertiary Plan. The grouping of these public meetings might be beneficial for staff and the public to have a holistic discussion. Any relevant concerns raised during the Public Meeting(s) for the aforementioned applications can be addressed during the review cycle of this application.

## **5.1 Indigenous Consultation Process**

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

Initial correspondence with the relevant Indigenous Nation/Communities included a description of the project, location figures, anticipated impact of the project, and a list of studies complete or underway. Follow-up correspondence is anticipated, including circulation of requested material. All engagements will be documented and shared with the Town of Caledon through future stages of the related Secondary Plan process.

## **6.0 Supportive Studies and Reports**

Per communication with Town staff and the requirements of the Official Plan, the below technical studies and reports have been prepared in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment, as discussed below.

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

Strybos Barron King Ltd. to prepare and Arborist Report for the subject property in accordance with the Town of Caledon requirements.

The subject site is mainly composed of working horse farm including residential and farm buildings and structures as well as horse tracks and fields. The majority of the semi-mature to mature trees occur as coniferous hedgerows and remnant windrows along the north and part of the southern property boundary as well as individual trees situated around the existing residential dwelling.

Upon review of the proposed Draft Plan, anticipated grading and servicing requirements, and development connections on adjacent properties, it was determined that all trees internal to the subject site will require removal. A total of one hundred three (103) trees, subject to the Private Tree Bylaw, require removal. Based on the Town's compensation guidelines two hundred forty-two (242) trees will be required. Compensation trees shall be planted in accordance with the Town of Caledon's standard planting details.

### **6.2 Archaeological Assessment**

Archaeological Consultants Canada (ACC) was retained to perform Stage 1 and 2 Archaeological Assessments for a proposed Draft Plan of Subdivision. The study found that the subject lands are located in a historically rich area, with the presence of a historical homestead and proximity to Chinguacousy Road, an early transportation route. Additionally, it was found that 23 archaeological sites have been registered within 1 km of the property.

The Stage 1 background research identified the property as having general archaeological potential due to its well-drained land, suitability for habitation and agriculture, and historical context. A visual property inspection revealed that 1.44 hectares had been disturbed by modern construction, leaving 4.85 hectares with archaeological potential. This area was surveyed through test pits at 5-meter intervals during the Stage 2 assessment.

No artifacts or other archaeological resources were found during the assessment. Therefore, the study recommended that no further archaeological assessment be required for the property.

### **6.3 Environmental Implementation Report / Environmental Impact Study**

Crozier Consulting Engineers (Crozier) was retained by the Alloa Landowners Group to coordinate and prepare an Environmental Impact Report (EIR) in support of the Phase 1 Tertiary

Plan and associated Draft Plans of Subdivision. Additionally, owing to the scale of the study area, a larger Consultant team was retained which includes Urbantech (civil and water resources engineering), GEO Morphix Ltd. (fluvial geomorphology), Azimuth Environmental Consulting Inc. (Azimuth) and Cunningham Environmental Associates (wildlife, fisheries, and terrestrial), Pratus Group (climate adaptation) and Crozier (Hydrogeology).

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

The EIS/EIR found no site-specific natural heritage concerns requiring further review in the Subject Lands. It was further found that the development aligns with the EIS/EIR findings, provided all recommended mitigations are implemented. If constructed as planned, the project will not impact the ecological integrity of the surrounding natural heritage features.

## **6.4 Environmental Site Assessment**

DS Consultants Ltd. (DS) was retained to conduct a Phase I Environmental Site Assessment (ESA) for the subject lands. The ESA was performed to assess potential environmental concerns related to the acquisition and redevelopment of the site for residential purposes. The assessment included a review of historical and regulatory records, site reconnaissance, interviews, and evaluation of findings. The property, currently used for residential and hobby farm activities, had past agricultural use dating back to at least 1860.

Several areas of potential environmental concern (APECs) were identified on the site, including a former heating oil storage tank, potential pesticide use from historical agricultural activities, and a transformer located on the property. The ESA also inferred the possible use of de-icing agents and the presence of contaminants such as petroleum hydrocarbons, pesticides, and metals. Based on these findings, DS Consultants recommended conducting a Phase II ESA to further investigate these environmental concerns and ensure due diligence in the development process.

The Phase II Environmental Site Assessment (ESA) assessed the presence and concentration of contaminants on the Subject Lands. Soil and groundwater samples were collected from boreholes and analyzed for various contaminants, including petroleum hydrocarbons, pesticides, and metals. The findings included topsoil, fill material, and clayey silt to silty clay layers, with groundwater levels measured between 0.68 and 3.81 metres below ground surface.

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

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

concepts described in the Alloa Tertiary Plan – Phase 1 Functional Servicing Report (September 2024).

The letter demonstrated that wastewater servicing for the Site is accommodated through the existing 750 mm trunk sewer on Brisdale Drive, with sanitary drainage directed south to the Brisdale sewer outlet. Additionally, the development falls within the Fletcher’s Creek watershed, with stormwater drainage managed by SWM Pond 1 and additional ponds discharging via culverts constructed as part of the Mayfield Road widening project. Roof and foundation drainage from the east section will be directed to a new clean water storm sewer on Chinguacousy Road. Municipal water service will be supplied via Peel Region’s lake-based water system (Zone 7W) through a network of local watermains connected to regional services. The letters of compliance attached as part of the submission package include a Storm Servicing Plan, a Sanitary Drainage Plan, and a Water Servicing Plan.

## **6.6 Geotechnical Report**

DS Consultants Ltd. was retained to perform a preliminary geotechnical investigation for a proposed Draft Plan of Subdivision. The investigation aimed to assess subsurface conditions at six borehole locations to provide recommendations for the geotechnical design of underground utilities and subdivision roads, as well as to evaluate foundation conditions for housing. The study followed standard practices for geotechnical assessments in Ontario, with laboratory testing adhering to recognized standards. Six boreholes were drilled to depths of 6.7 to 7.0 metres using continuous flight augers, and samples were collected for further examination and testing.

While drilling in boreholes BH24-4 and BH24-5, water was observed at depths of 2.3 to 4.6 metres below the ground surface. Long-term groundwater level monitoring was established in boreholes BH24-1, BH24-2, and BH24-6, with water levels recorded on December 23, 2024, ranging from 1.0 to 5.7 metres below the surface, corresponding to elevations between 258.6 and 255.3 metres.

The report recommended that the Site be prepared by stripping topsoil and proof-rolling the subgrade, while the fill must be compacted to 100% Standard Proctor Maximum Dry Density and inspected continuously. Furthermore, the report emphasized that compliance with geometry, bearing capacity, and safety regulations is crucial, along with protection against environmental disturbances.

## **6.7 Healthy Development Assessment**

NAK Design Strategies has prepared a Healthy Development Assessment (HDA) to support the Alloa Secondary Plan. The HDA confirms that the development will emphasize sustainability and active transportation. The HDA evaluated how the Alloa Secondary Plan development contributes to fostering health-promoting communities. The Secondary Plan achieves a gold score of 57/60, or 95%.

## **6.8 Hydrogeological Study**

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

## **6.9 Noise Study**

Valcoustics Canada Ltd. (VCL) was commissioned to conduct an Environmental Noise Feasibility Study to support the proposed Draft Plan of Subdivision application. The study found that there are no stationary noise sources in the vicinity that could affect the site.

The report also recommended that air conditioning is mandatory for dwellings located near Chinguacousy Road and required for those near Alexander Gillespie Avenue to meet noise guidelines. To mitigate indoor noise for homes along Chinguacousy Road, the report suggests using exterior walls with a Sound Transmission Class (STC) rating of 37 and windows with an STC rating of 30. For other areas, standard construction is adequate. Further, it was found that sound barriers are not necessary for noise control within the development.

## **6.10 Traffic/Transportation Impact Study, Parking Plan and Pedestrian Circulation Plan**

A Transportation Impact Study (TIS) (Crozier, October 2024) was prepared in support of the Alloa Phase 1 Tertiary Plan. The TIS comprehensively evaluated the impacts of the Alloa Phase 1 Lands from a transportation perspective, identifying required mitigation measures as warranted. The Tertiary Plan was designed to comprise the intended individual Draft Plans, such that the Tertiary Plan's Road network and land use layout were reflective of the respective Draft Plans for each parcel.

Crozier has also prepared a Transportation Compliance Letter in support of the development proposal on the subject lands. This letter confirms that the proposed Draft Plan of Subdivision can be aligned with the findings and recommendations of the TIS submitted for the Alloa Tertiary Plan.

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

## **6.11 Waste Management Plan**

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



## 6.12 Housing Assessment

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

### Proposed Development

The proposed draft plan of subdivision is expected to accommodate a diverse population, reflecting the growing housing demand in both the Greater Toronto Area (GTA) and the Town of Caledon. The need for larger, family-oriented units has increased significantly across the GTA, including in Caledon, driven by demographic trends such as population growth and shifting household preferences. The proposed plan responds to this trend by focusing on ground-orientated units aimed at larger families, growing families, and families which include multigenerational households.

The draft plan has been designed to provide a variety of housing options, built form, unit size, and pricing. The range of permitted residential forms includes single-detached dwellings and various types of townhouse products. This range ensures that households of different sizes, including larger families, will have access to suitable housing.

*Table 1: Unit and Population Estimate*

<b>Draft Plan Unit and Population Estimate</b>				
	<b># of Units</b>	<b>PPU<sup>4</sup></b>	<b>Population</b>	<b>Unit %</b>
Total Population	148	-	516.96	
Single Detached	84	3.64	305.76	56.76%
Townhouses	64	3.3	211.2	43.24%

Overall, the proposed draft plan reflects a forward-thinking approach to urban planning by promoting a mix of housing types that will cater to different demographic groups. It aligns with the Town of Caledon's vision to deliver a well-balanced community with housing options for households at various life stages and income levels. This development will enhance housing choice, help address regional housing pressures, and contribute to building a vibrant, inclusive community.

### Affordability

On May 1, 2024, the Province of Ontario released the 2024 Affordable Residential Units Bulletin, a key policy document outlining the thresholds that define housing affordability across the province. The bulletin distinguishes between market-based thresholds and income-based thresholds to assess the affordability of residential units. These benchmarks are applied across

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<sup>4</sup> 2024 Town of Caledon Development Charges Background Study

various housing types, serving as a critical reference for municipalities, including the Town of Caledon, in their efforts to plan and regulate housing development.

A unit would be considered affordable when the purchase price is at or below the lesser of:

- Income-based purchase price: A purchase price that would result in annual accommodation costs equal to 30% of a household's gross annual income for a household at the 60th percentile of the income distribution for all households in the local municipality; and
- Market-based purchase price: 90% of the average purchase price of a unit of the same unit type in the local municipality.

The proposed development primarily focuses on providing ground-oriented homes designed for larger families. While these units may not meet the criteria for affordable housing as defined by local or provincial standards, their inclusion in the market addresses a significant demand for family-oriented housing in Caledon. By increasing the overall supply of such homes, the proposal indirectly supports housing affordability. Over time, as supply grows to better match demand, market pressures may ease, contributing to greater affordability for families seeking larger living spaces in the community. This approach aligns with the broader goal of diversifying housing options and accommodating varying household needs, even if it does not directly address affordability thresholds for lower-income households.

### Planning Rational

This Assessment provides an overview and analysis of the relevant Provincial, Regional, and local housing-related policy framework that applies to the Draft Plan of Subdivision, including the Provincial Planning Statement (2024), the Region of Peel Official Plan (2022), and the Future Caledon Official Plan (2024).

#### ***Provincial Planning Statement (2024)***

The Provincial Planning Statement, 2024 (PPS 2024) sets out guiding principles and policies to support long-term success and improve the quality of life for all Ontarians. The PPS defines affordable ownership housing as the least expensive of:

- 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income household; or*
- 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality;*

As noted, the Provincial Affordable Residential Units bulletin discussed above is consistent with the PPS definition of affordable ownership housing.

## **Section 2.1 Planning for People and Homes**

The proposed development advances complete communities by providing a mix of housing types, which includes single-detached homes and townhomes, accommodating diverse needs (age groups, family sizes, and income levels). Promoting walkable neighbourhoods that integrate residential, and recreational uses. Supporting proximity to services such as schools, parks, and transit, which contributes to a high quality of life and access to daily needs within close distances.

## **Section 2.2 Housing**

The development responds directly to the policy direction that municipalities maintain a sufficient supply and mix of housing options to meet projected demand. The development proposal provides a range of market-based housing, meeting the needs of diverse socio-economic groups, consistent with PPS 2024 goals for inclusivity and housing accessibility. The development aligns with the need for compact and efficient growth through higher-density zoning provisions and making use of available services, minimizing urban sprawl.

## **Section 2.9 Energy Conservation, Air Quality and Climate Change**

The proposal prioritizes energy-efficient building practices and climate-resilient design. Encouraging green building technologies and low-impact development (LID) features to manage stormwater and reduce environmental impacts where feasible and possible. Integrating parkland and green spaces, facilitating natural stormwater infiltration, and contributing to community well-being.

## **Section 3 Infrastructure and Public Facilities Overview**

The proposal will facilitate a development that is supported by existing and proposed facilities, amenities, and infrastructure networks, including public transit and active transportation networks. It is our opinion that the Proposed Development is consistent with the housing policies of the PPS.

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

The Region of Peel Official Plan ('ROP') provides policy related to long-term planning and growth management in the Region of Peel to the year 2051. The ROP identifies a Regional Structure (Schedule E-1), which outlines a growth strategy across the Region. In accordance with the Regional Structure, the Subject Lands are identified as "Urban System" and thus as an appropriate and desirable location for redevelopment to occur. The following policies apply:

There are several policies that guide housing development that are applicable.

- 5.4.8 *To support planning for complete communities in Peel that are compact, well designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

- 5.6.19.5 *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*
- 5.6.20.14.8 *To ensure development in the 2051 New Urban Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- 5.9.7 *Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.*

<i>Target Area</i>	<i>Targets</i>
<i>Affordability</i>	<i>That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households.</i>
<i>Rental</i>	<i>That 25% of all new housing units are rental tenure.</i>
<i>Density</i>	<i>That 50% of all new housing units are in forms other than detached and semi-detached houses.</i>

- 5.9.13 *Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more-bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing needs as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.*
- 5.9.27 *Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.*
- 5.9.36 *Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.*
- 5.9.51 *Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.*

As per the Housing Assessment submitted in support of the Secondary Plan, the Draft Plan of Subdivision intends to contribute to a complete community that provides accessibility to multiple land uses and needs for future residents in the 2051 New Urban Area. The Draft Plan of the

Subdivision further intends to provide a range of unit sizes that are suitable for larger households and families, which may include two or more-bedroom units.

It is understood that the housing unit targets within the ROP are intended to be Peel-wide and not project-specific. The Proposed Development contributes to these targets by providing a mix of unit types and densities within the local context of the surrounding neighbourhood. The Draft Plan of Subdivision further intends to provide a range of unit sizes that are suitable for larger households and families. The development proposal includes 64 townhouse units which represents 43% of the total number of units within the development proposal. The development proposal contributes positively to the density target by exceeding the 50% target of all new housing units in forms other than detached and semi-detached houses.

As the Proposed Development offers greater choice for households of different sizes, incomes, and life stages, it is our opinion that it conforms to the applicable policies of the ROP.

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

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

- 9.2.6        *To support the diversification of the housing stock, the Town will work with the Region to:*
- a) *achieve a target of 50 percent of all new residential units to be in a form other than detached and semi-detached housing in strategic growth areas identified in Part B and identified as major transit station areas on Schedule C1, Town-wide Transportation Network, of this Plan;*
  - b) *development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;*
  - c) *encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,*
  - d) *consider flexible, innovative housing types and tenures.*
- 9.2.7        *All proposed housing developments will be subject to review based on the Green Development Standards established in accordance with Section 5.4 of this Plan.*
- 9.2.8        *The Town will require a housing assessment in support of a development application proposing more than 50 dwelling units. The housing assessment will be prepared by the applicant as part of a complete application and will demonstrate*

*conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:*

- a) contributions made to all housing targets identified by the Town and Region;*
- b) the availability of an appropriate range and mix of housing types, densities, sizes, and tenure that contribute to the supply of affordable housing;*
- c) identification and conveyance strategy for affordable housing in consultation with the Region of Peel; and,*
- d) where the proposed development is contributing toward supportive, shared, or residential care units, demonstrate the contributions towards universal accessibility objectives.*

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

The development proposal contributes positively to the Future Caledon Official Plan by contributing to the density target, providing a mix of housing types and providing more the units other than single detached units.

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

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

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

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

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

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

The proposed subdivision of 84 single-detached homes and 64 townhouse units aligns with the Future Caledon Official Plan by contributing to housing diversity and supporting the Town's vision for complete communities. While all units will be market-based, the mix of single-detached and townhouse units offers a range of housing options to meet the needs of different household types. Townhouses, in particular, provide a relatively more attainable housing option, enhancing overall affordability and expanding choices for future residents.

The subdivision's proximity to transit-supportive areas aligns with the Town's goal of improving accessibility and connectivity. By increasing the availability of diverse housing types in a strategic growth area, the development contributes to the Town's objective of achieving a balanced, sustainable, and inclusive community.

## **7.0 Policy Context**

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

### **7.1 Planning Act, R.S.O 1990 c.P. 13**

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

*(2) The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:*

*(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

*(h) the orderly development of safe and healthy communities;*

*(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

*(j) the adequate provision of a full range of housing, including affordable housing;*

*(p) the appropriate location of growth and development;*

*(r) the promotion of built form that,*

*(i) is well-designed,*

*(ii) encourages a sense of place, and*

*(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

Based on a review of Section 2 of the Planning Act, the approval of the proposed development would not conflict with the above-mentioned matters of provincial interest. The proposed residential subdivision ensures the efficient provision of municipal services, including water, wastewater, stormwater management, waste collection, and transportation, infrastructure, in

alignment with municipal capacity and sustainability goals. It supports a range of housing options, while emphasizing high-quality urban design that creates a sense of place through attractive, vibrant, and accessible public spaces.

Other matters of provincial interest identified in Section 2 of the Planning Act are not relevant to this application. Adherence to this proposal to these matters outlined above is spoken throughout this Report. On this basis, it is our opinion that the proposed Amendments have regard for matters of provincial interest under the Planning Act.

## **7.2 Provincial Planning Statement (2024)**

The Provincial Planning Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

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

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

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

### ***Planning for People and Homes***

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

*4.To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

*a) maintain at all times the ability to accommodate residential growth*



*for a minimum of 15 years through lands which are designated and available for residential development; and*

*6. Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

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

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

### ***Housing***

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

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

- b) permitting and facilitating:*
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including the*

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

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

The proposed development prioritizes ground-oriented housing forms, with an emphasis on larger family homes to accommodate Caledon’s evolving demographic needs.

Designed to optimize existing and planned infrastructure, the residential subdivision promotes a cost-effective and efficient development pattern. It will provide strong connectivity to a planned new park, multi-use pathways, and recreational areas, enhancing accessibility and walkability within the surrounding community. Additionally, the proposed density exceeds the minimum target for the Designated Greenfield Area, ensuring an efficient use of land.

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

### ***Settlement Areas***

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

#### **2.3.1 General Policies for Settlement Areas**

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;*
  - b) optimize existing and planned infrastructure and public service facilities;*
  - c) support active transportation;**
- 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in*

*the necessary infrastructure and public service facilities.*

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

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

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

### ***Infrastructure and Public Facilities Overview***

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

Section 3.2 of the PPS outlines the need for safe, energy-efficient transportation systems that meet projected needs and support transit and active transportation. The proposed development is strategically near Mayfield and Chinguacousy Road, which are Urban Corridors with a Planned Major Transit Station Area on Hurontario Drive. A Transportation Study prepared by Crozier provides an analysis of the impact the proposed draft plan will have on the transportation infrastructure.

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

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

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

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

As announced by Paul Calandra on behalf of the Minister of Municipal Affairs and Housing on April 10, 2024, as of July 1, 2024, the Region’s status as an upper-tier municipality with planning responsibilities under the Planning Act has been removed. This means that lower-tier municipalities will assume planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends Peel’s Official Plan and approval is provided by the Province.

The Region of Peel Official Plan (“ROP”) was adopted by Regional Council on April 28, 2022 and was adopted with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022. In conformity with the Growth Plan, the 2051 population forecast for the Region is 2,280,000 persons – including 300,000 expected in the Town of Caledon. Similarly, the employment forecast is 1,070,000 – including 125,000 jobs expected in the Town of Caledon.

The Subject Lands, together with adjacent lands, have been brought into the Region of Peel and Town of Caledon Settlement Area by way of the 2022 Region of Peel Official Plan and recently adopted Future Caledon Official Plan (2024).

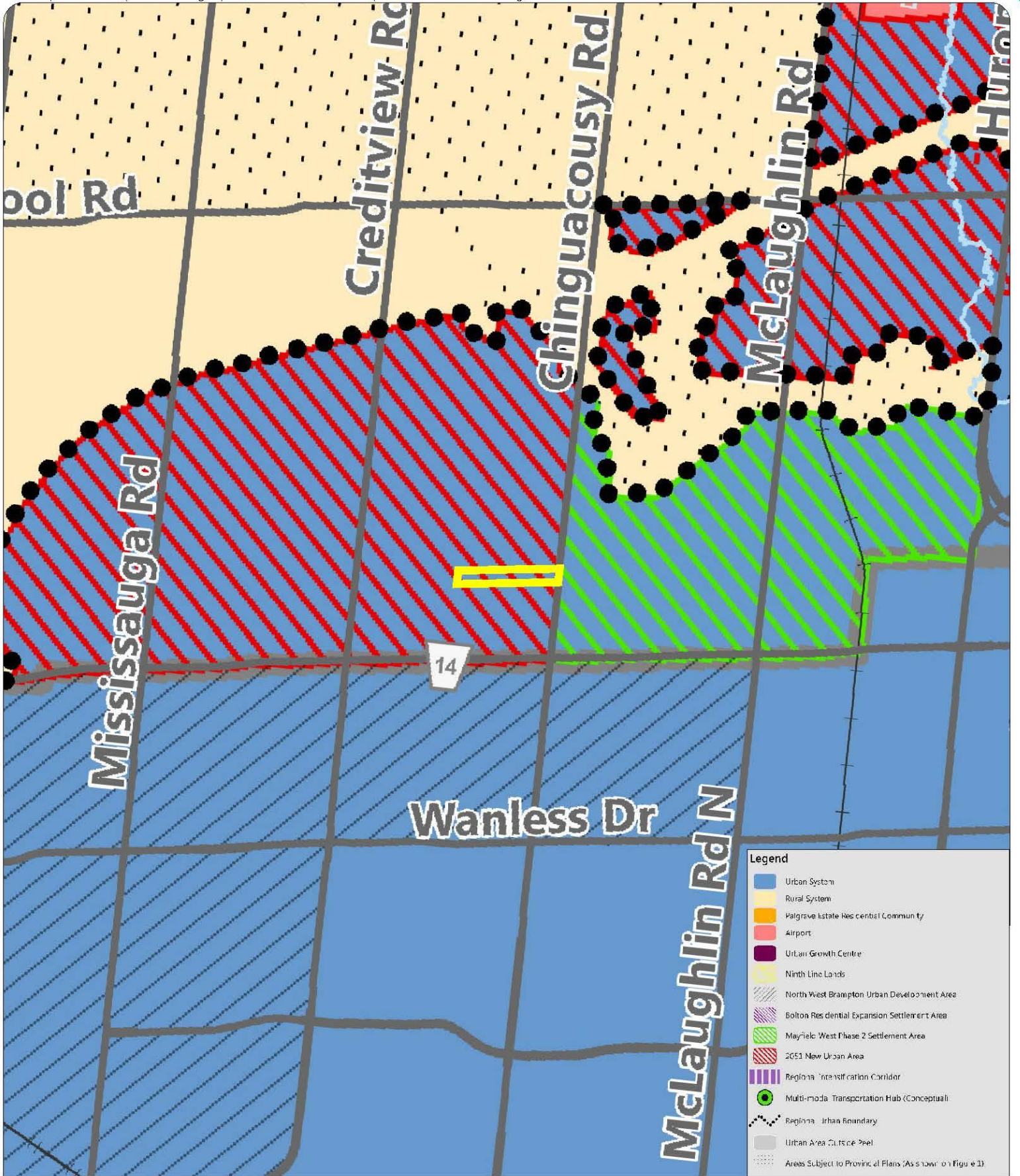
The Subject Lands fall within the “Urban System” designation with a 2051 New Urban Area Overlay per Schedule E-1 of the ROP, as illustrated in **Figure 3: Region of Peel Official Plan Schedule E-1 Regional Structure**. Furthermore, the Subject Lands are designated as “Designated Greenfield Area” per Schedule E-3: Growth Plan Policy Areas.

Section 5.6.20 of the ROP Designated Greenfield Areas as key locations for accommodating new residential communities and employment areas up to 2051. These areas will be carefully planned to develop as complete communities that support active transportation and ensure the integration and sustained viability of transit services. This comprehensive planning approach will include diverse amenities, services, and employment opportunities to meet the daily needs of future residents. Local municipalities will implement these policies through detailed secondary planning. The Alloo Secondary Plan has been submitted and is currently under review.

Section 5.6.20.14 of the ROP states that “*Development of the 2051 New Urban Area will address the protection of cultural heritage and archaeological resources, support energy and emission reductions, develop healthy communities with neighbourhood centres and high quality urban form and coordinate the location of retail and Employment Areas to multi-modal transportation options.*”

The supporting studies through the Alloa Secondary Plan and the supporting studies included in this submission package addressed the protection of cultural heritage and archaeological resources, supports energy and emission reductions, and promoted the development of healthy communities.





**Legend**

- Urban System
- Rural System
- Palgrave Estate Residential Community
- Airport
- Urban Growth Centre
- Ninth Line Lands
- North West Brampton Urban Development Area
- Bolton Residential Expansion Settlement Area
- Mayfield West Phase 2 Settlement Area
- 2051 New Urban Area
- Regional Inter-station Corridor
- Multi-modal Transportation Hub (Conceptual)
- Regional Urban Boundary
- Urban Area Clusters Peel
- Areas Subject to Provincial Plans (As shown on Figure 3)

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

Subject Lands

PART OF LOTS 18, CONCESSION 3,  
 WEST OF HURONTARIO STREET  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 DECEMBER 13, 2024

## 7.4 Future Caledon Official Plan (2024)

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

As illustrated in **Figure 4: Schedule B1: Town Structure**, the Subject Lands are designated as part of the Urban Area in terms of the council adopted Official Plan. On **Schedule B2: Growth Management** as illustrated in **Figure 5**, the subject lands are designated as part of the Designated Greenfield Area. These areas include lands within the settlement area, earmarked for accommodating anticipated growth within the 2051 horizon year of the Official Plan.

### *Growth Management*

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

- 4.1.4 *Population and employment growth will be:*
- a) *Focused in:*
    - i) *the Urban System;*
    - ii) *delineated built-up areas as shown on Schedule B2, Growth Management;*
    - iii) *strategic growth areas, including major transit station areas and locations with existing or planned transit, with a priority on higher order transit; and,*
    - iv) *areas with existing or planned public service facilities.*

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

### *General Policies*

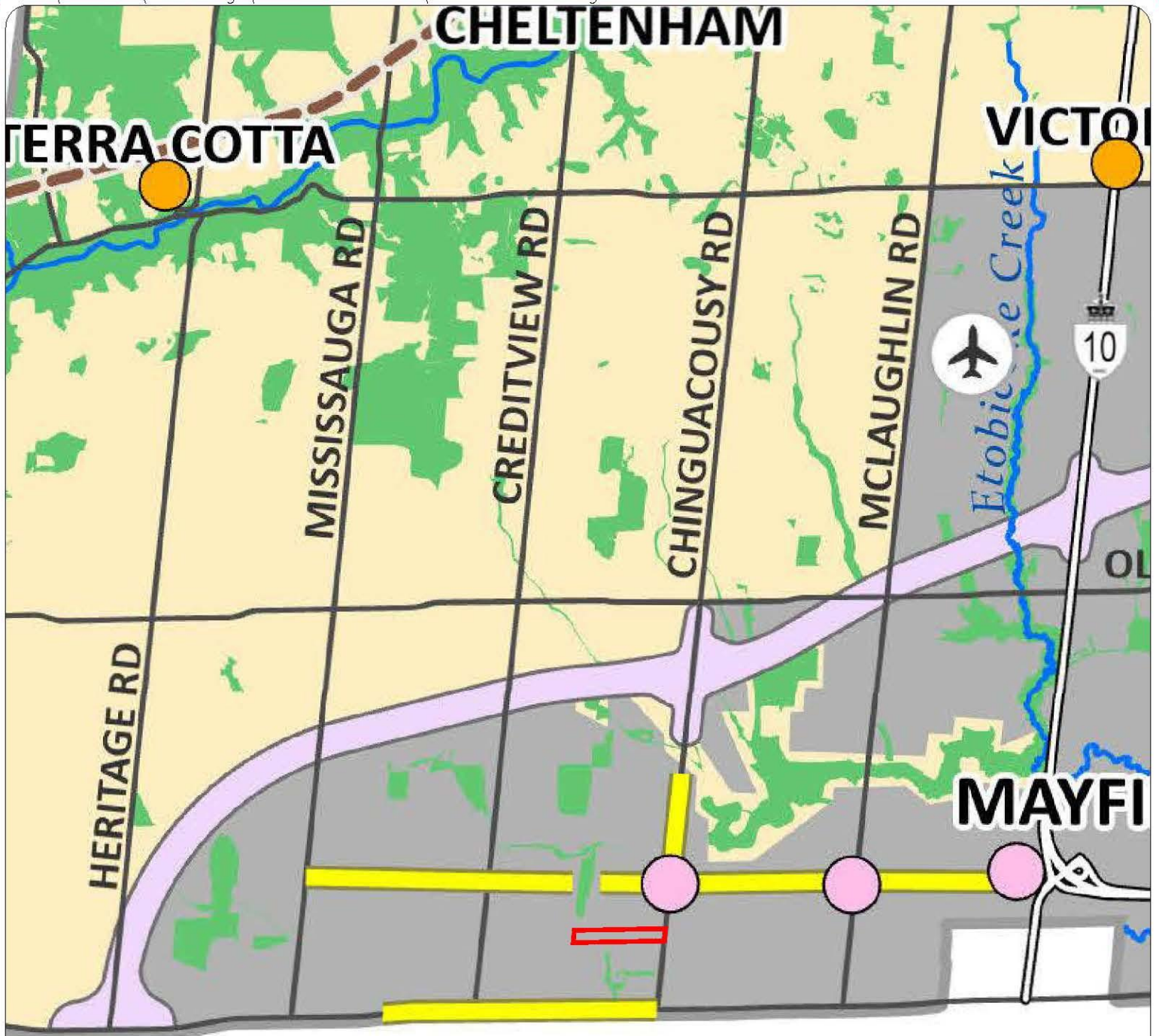
Section 5 of the Official Plan outlines policy regarding climate change adaptation and mitigation. Section 5.2 details policy on low carbon communities, including:

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

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

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





Urban System	Rural System
Brampton-Caledon Airport	Village
Future Caledon GO Station	Hamlet
Downtown Bolton	Rural Employment Centre
Urban Centre	Palgrave Estate Residential Community
Neighbourhood Centre	Agricultural Area and Rural Lands
Urban Corridor	<b>Natural Environment System</b>
Knowledge and Innovation Corridor	Natural Features and Areas
Primary Major Transit Station Area	<b>Other Map Elements</b>
Urban Area	Caledon Trailway
	Planned Highway 413 Transportation Corridor

**FIGURE 4 CALEDON OFFICIAL PLAN**  
SCHEDULE B1 - TOWN STRUCTURE

Subject Lands

PART OF LOTS 18, CONCESSION 3,  
WEST OF HURONTARIO STREET  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
DECEMBER 13, 2024

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

- 5.3.1 *To enhance the adaptive capacity of infrastructure, the Town will:*
- a) *apply the Town's Risk and Vulnerability Assessment to inform decision-making;*
  - b) *ensure that subwatershed planning informs the protection of water resource systems in the Town's new urban areas through secondary planning and subsequent development approvals;*
  - c) *undertake stormwater management planning that, among other things, assesses the impacts of extreme weather events and provides direction for green infrastructure and low impact development;*
  - d) *promote development patterns that conserve, integrate and enhance natural heritage system and water resource system features, areas, and functions;*
  - e) *align with the climate adaptation requirements of Infrastructure Canada's Investing in the Canada Infrastructure Program, as amended; and,*
  - f) *integrate green infrastructure and low impact development such as green roofs, and permeable surfaces into the design of infrastructure, where possible.*

In support of the conformity with the above policy, an EIR (Crozier 2024) and Functional Services Report (Urbantech, September 2024) have been prepared in support of the Alloa Phase 1 Tertiary Plan. The EIR defined the existing flood hazard mapping informed the extent of the natural heritage system and informed the delineation of the Natural Environment System Area and protected for during the proposed draft plan of subdivision. Notable there are no flood hazards or environmental areas on the Subject Lands. The stormwater management strategy and the Natural Environment System Area designation together are intended to protect and enhance the natural heritage system. Green infrastructure and Low Impact Development measures will be considered and implemented where possible through development. Climate adaptation measures are considered in the Study, including potential impact on flood hazards, erosion, stormwater management, storm sewers, irrigation, roadways, site water balance, and environmental features.

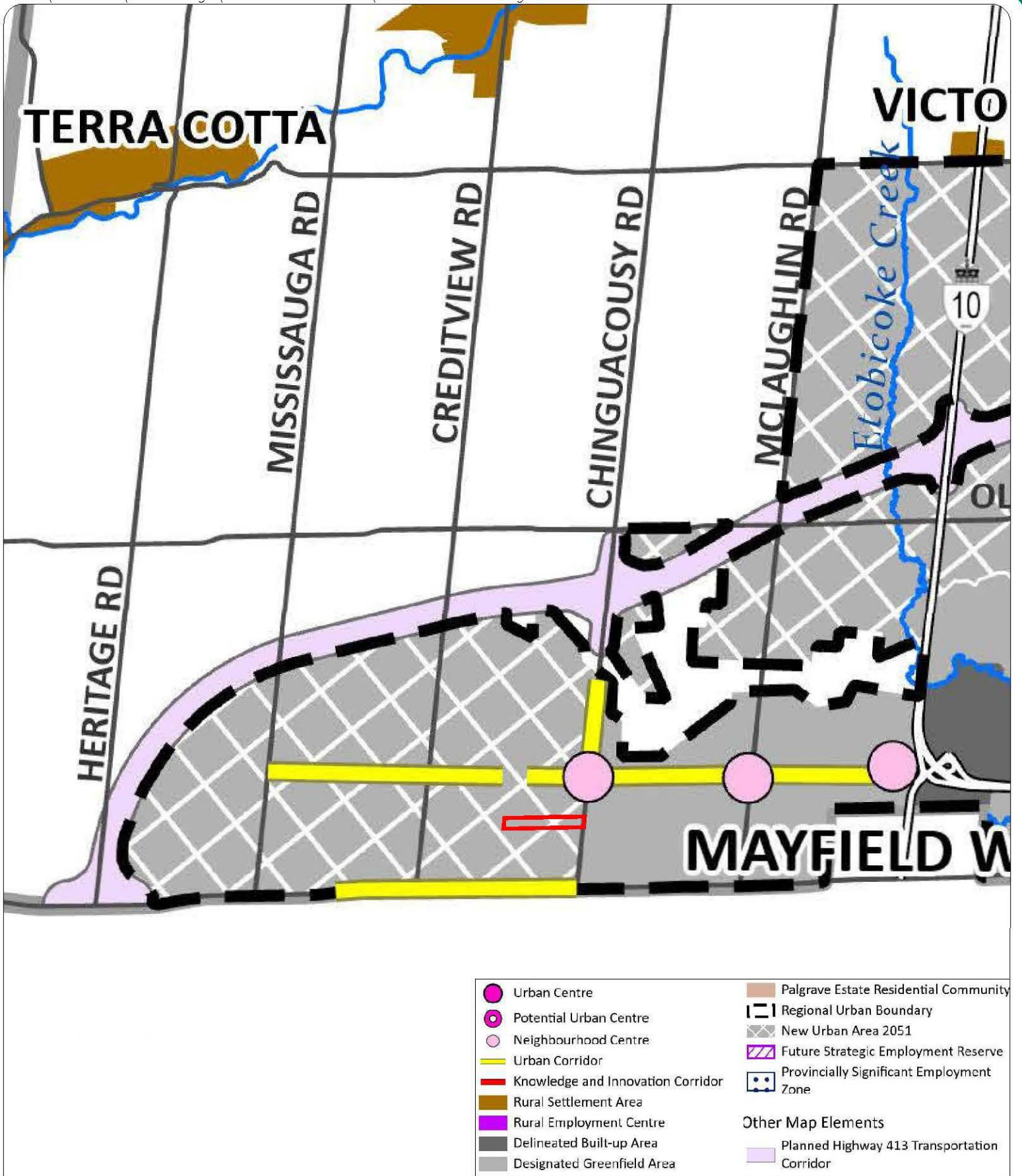
All lands within the Natural Environment Area designation close to the Subject Lands are intended to be zoned to prevent development and ensure the land remains primarily in a natural state and/or be restored and enhanced, in accordance with the recommendations of the EIR and FSR.

- 5.3.3 *To reduce the urban heat island effect, the Town will:*
- a) *implement measures to protect, maintain or enhance the urban forest as set out in Section 5.5, Urban Forest; and,*
  - b) *promote green roofs and white roofs on residential, commercial, industrial, office and institutional rooftops.*

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

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





**FIGURE 5** CALEDON OFFICIAL PLAN  
SCHEDULE B2 - GROWTH MANAGEMENT

▭ Subject Lands

PART OF LOTS 18, CONCESSION 3,  
WEST OF HURONTARIO STREET  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
DECEMBER 13, 2024

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

Section 5.4 of the Official Plan outlines policy regarding the Town of Caledon's Green Development Standards, including:

5.4.1 *The Town will establish Green Development Standards, to be implemented through the development application requirements in Chapter 27, Development Application Requirements, of this Plan.*

5.4.3 *The Green Development Standards will encourage all new development to exceed the energy performance criteria of the Ontario Building Code, as well as establishing zero-emissions building standards.*

All new development within the proposed subdivision will be required to implement the metrics outlined in the Town's Green Development Standards. A completed GDS Checklist forms part of the submission package.

Per Section 6.4.3, an archaeological assessment may also be required in support of development applications. A Stage 1-2 Archaeological Assessment was completed for the Subject Lands by Parslow Heritage Consultancy Inc. No artifacts or other archaeological resources were identified during the Stage 2 archaeological assessment.

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

7.2.3 *All development in the Urban System will:*  
a) *achieve a high quality public realm, architectural design, prioritize sustainability and contribute to a high quality of life; and,*  
b) *adhere to the design policies in Part F, Urban System.*

A Community Design Plan has been prepared in support of the Secondary Plan by NAK to demonstrate conformity, dated July 2024. The proposed draft plan of subdivision will implement the design features as proposed. Part F, Urban System, of the Official Plan is discussed in further detail below.

7.2.4 *New communities will:*  
a) *be designed as complete communities through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes;*  
b) *demonstrate development of an integrated, connected and pedestrian focused public realm, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;*  
c) *align new streets in a grid pattern wherever possible to create pedestrian-scaled development blocks to ensure connectivity and better provide for active transportation;*

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

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

The proposed street network is responsive to the existing transportation network of the surrounding area, as well as Regional and Town roadways. It generally follows the conceptual network illustrated in Schedule C1 (*Town Wide Transportation Network*) and C4 (*2051 Town Wide Transit Network*) of the Future Caledon Official. This road network has been designed and analyzed through the supporting Transportation Study, prepared by Crozier (October 2024) in support of the Alloa Phase 1 Tertiary. Community design within this framework has been detailed through the Community Design Plan, prepared by NAK Design Strategies (July 2024).

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

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

A guiding principle of the Community Design Plan, prepared by NAK (July 2024), is the creation of pedestrian friendly streetscapes and placemaking. The Plan provides design direction for the development of the Subject Land. A Pedestrian Circulation Plan has been prepared by GSAI and forms part of the submission package.

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

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

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

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

- 9.2.6 *To support the diversification of the housing stock, the Town will work with the Region to:*
- b) development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;*
  - c) encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,*
  - d) consider flexible, innovative housing types and tenures.*

The development proposal meets the above policy requirements. The proposed unit mix and types will provide more than the required family units of 2 and 3 bedroom and accommodate a variety of household needs. Please refer to Section 5.13 of this report relating to the Housing Assessment. A diverse range of housing, across unit type, and size will increase the supply of housing options.

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

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

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

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

The transportation network within the proposed Draft Plan, has been planned in alignment with the Town’s grid system and is discussed in the Traffic Impact Study prepared by Crozier (October 2024) for the Alloa Phase 1 Tertiary. The network is intended to implement the Town’s complete streets design principles and support active and public transportation. The Draft Plan proposes one north- south Collector Road- Alexander Gillespie Avenue. A logical mostly grid-formation Local Road network is being proposed. Additionally, the development will complement and enhance the existing transit infrastructure by providing direct access to transit routes within urban areas, promoting the efficient use of both current and future transit services. This approach ensures that the development supports the Town’s broader goals of sustainable mobility, accessibility, and the reduction of transportation-related impacts on surrounding neighbourhoods.

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

- 12.3.3 *Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.*
- 12.3.4 *The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.*
- 12.3.5 *Sewer and water systems will be planned and commissioned in a manner that: a) can be sustained by the water resources upon which such services rely; b) prepares for the impacts of a changing climate; c) is feasible, and financially viable over the lifecycle; and, d) protects human health and safety and the natural environment.*

A FSR (September 2024) has been prepared by Urbantech in support of the Alloa Phase 1 Tertiary. A letter of compliance has been submitted for the draft plan confirming that services can be made available as per the study done for the secondary plan. The Subject Lands can be serviced by extensions of existing or planned municipal infrastructure and will supply demand under all operating scenarios. Phase 1 of the Secondary Plan (where the Subject Lands are located) is sufficiently serviced by water and sanitary to support development. Climate change adaptation and Low Impact Development measures are considered in the Study.

### ***Urban System***

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

Section 21.1.7 of the Official plan states that *“Applications for development within the designated greenfield area should only be submitted where a secondary plan is in effect, or the Town’s Chief Planner deems an ongoing secondary planning process to be sufficiently advanced. A complete*

*application will be required to include written confirmation to this effect.”*. In our professional opinion, the Secondary Plan has been sufficiently advanced, as it has been deemed complete and is underpinned by detailed technical studies. This degree of advancement reflects the thorough and diligent process undertaken to ensure that all aspects of the plan conform to the necessary municipal and regional standards. The technical studies, which include environmental assessments, transportation analyses, and servicing studies, provide robust support to the Secondary Plan, confirming the feasibility and sustainability of future development.

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

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

### ***Alloa Secondary Plan***

The Alloa Landowners Group has initiated a privately-initiated Official Plan Amendment to establish the Alloa Secondary Plan for the area in which the Subject Lands are located. The Secondary Plan area is bounded generally by Mayfield Road to the south, Chinguacousy Road to the east, and the Highway 413 Transportation Corridor to the north and west. The Secondary Plan is further intended to be advanced in two Phases (Phase 1 and Phase 2). The subject lands are located in Phase 1. The Official Plan Amendment was submitted on July 5, 2024.

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

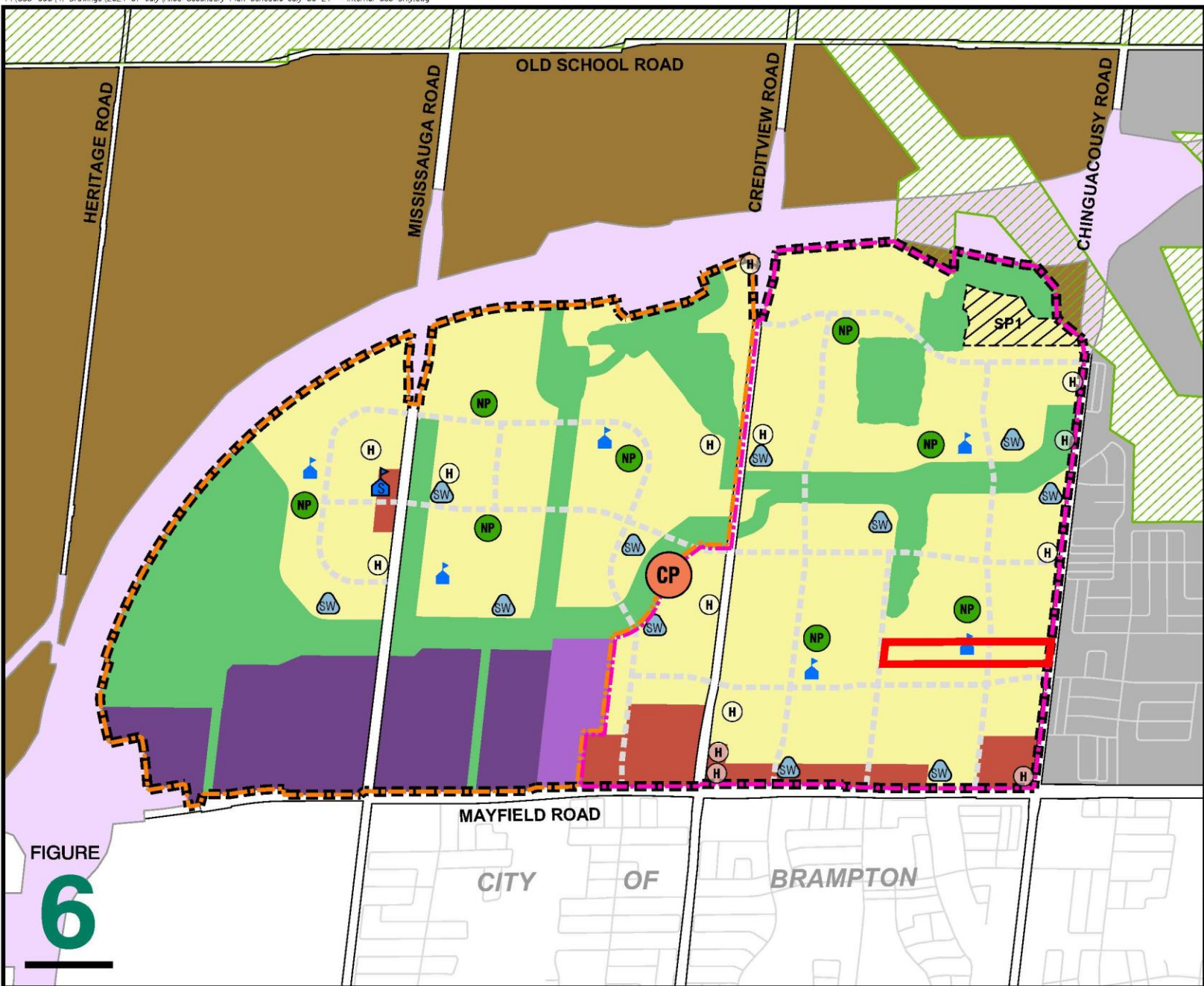
The Alloa Secondary Plan (see **Figure 6**) designates the subject lands as Neighbourhood Area and also indicates the general location of the stormwater management facility, neighbourhood park, and school to be accommodated on the Subject Lands.





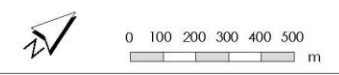
**TOWN OF CALEDON  
OFFICIAL PLAN**

**Schedule XX  
Alloa Secondary Plan:  
Land Use Plan**



- Land Use**
- Neighbourhood Area
  - Major Commercial / Mixed-Use Area
  - Prestige Employment Area
  - General Employment Area
  - Natural Environment System Area
  - Prime Agricultural Area
  - Urban Area
  - Greenbelt Plan Area
  - NP Neighbourhood Park
  - CP Community Park
  - Elementary School
  - Secondary School
  - SW Stormwater Management Pond
  - H Potential Heritage Resource
- Other Map Elements**
- Secondary Plan Boundary
  - Phase 1 Boundary
  - Phase 2 Boundary
  - Planned Highway 413 Transportation Corridor
  - Collector Road
  - Special Policy Area

**FIGURE  
6**



Date of print: 7/30/2024 July 2024  
 This map forms part of the Future Caledon Official Plan of the Town of Caledon and must be read in conjunction with the text, other schedules and secondary plans. The boundaries/alignments of designations on this schedule are approximate and are not intended to be scaled.





## Residential Designations

The Neighbourhood Area designation constitutes a significant area of the Secondary Plan and is intended for a wide range of community land uses. This designation permits the following:

- a) residential uses;
- b) long term care homes and retirement homes;
- c) public service facilities including but not limited to places of worship, child care centres, libraries, schools, community centres and public recreation facilities; and,
- d) neighbourhood scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.

Three residential designations are permitted within the Neighbourhood Area. Low Density Residential permitting detached and semi-detached built forms and an approximate residential density of 30 units per net residential hectare. Medium Density Residential permitting townhouse-built forms and an approximate net residential density of 60 units per hectare. Medium-High Density permitting stacked townhouse and apartment-built forms and an approximate residential density of 150 units per net residential hectare.

The residential uses within this designation are intended to include a variety of housing options, including ownership and rental tenure, as well as secondary and accessory units and a range of sizes to meet various income levels. Residential uses are proposed to comprise predominantly ground-oriented housing and generally not exceed three storeys in height.

The development proposal for detached dwellings and diverse townhouses is thus considered to be in line with the vision of the Secondary Plan.

## Community Amenities

The Secondary Plan identifies conceptual locations for community amenities, such as schools and parks. Initially, both the proposed Secondary Plan and Tertiary Plan identified a conceptual school site within this draft plan of subdivision. However, through ongoing updates to these plans, it was determined that a school would be more appropriately and logically situated on Tim Manley Avenue. As a result, the proposed draft plan does not include provisions for a school site.

From a broader community perspective, a park and potential trail network are planned within the Natural Heritage System (NHS) located north west, providing recreational opportunities and enhancing connectivity for future residents of the Subject Lands.

## **7.5 Town of Caledon Zoning By-law**

Per the Town-initiated Draft Zoning By-law Amendment, the Subject Lands are zoned “Mixed Density Residential – Exception 686 (RMD-686)”. Additionally, two Holding Provisions have been applied (H39A; H39B). Holding Provision H39A shall not be lifted until, among other conditions, a secondary plan is approved for the applicable land. Holding Provision H39B shall



not be lifted until an Environmental Impact Study is submitted to the satisfaction of the Town, which confirms the extent of the Natural Environment System.

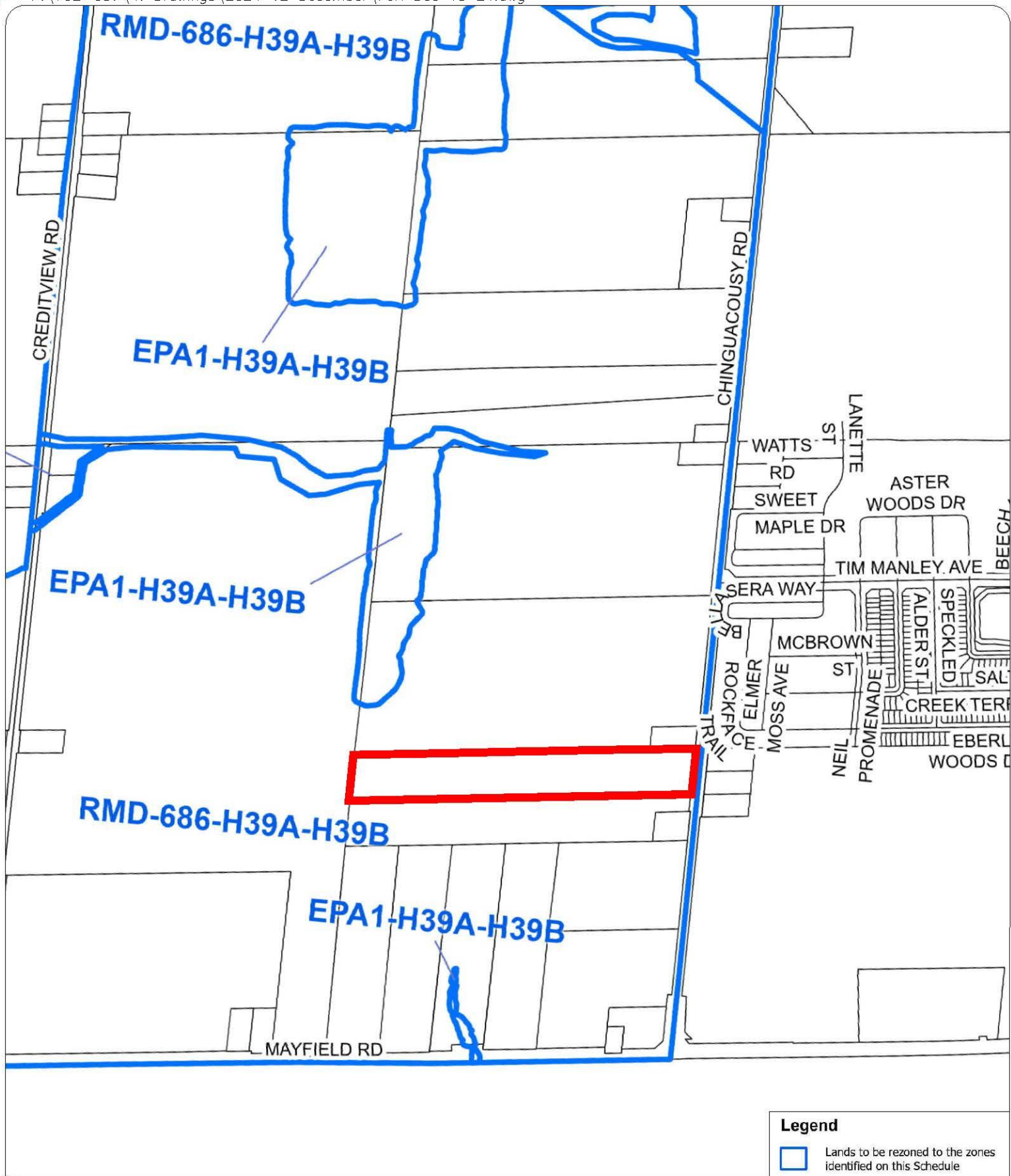
RMD zoning generally allows for a range of residential uses including single detached lots, dual frontage townhouses, rear lane townhouses, and back-to-back townhouses.


A Zoning By-law Amendment (ZBA) application for the subject lands, along with several other parcels, is currently under review by the Town of Caledon under File Number RZ 2024-0031. The proposed amendment largely retains the existing zoning framework, with only two minor modifications to the RMD-686 zone. These changes are intended to support a more efficient and practical delivery of housing units. No modifications are proposed for the EPA1 zone, and the only adjustment relates to aligning zoning boundaries with the proposed draft plan(s) to ensure consistency. Notably, there is no EPA1 zoning designation on the subject lands.

A summary of the revisions is provided below:

- Permitted Encroachment into a required Front Yard for a bay, bow or box window with or without foundation or cold cellar is revised from 1 metre to two metres (provided a setback of 0.5 metres is maintained to the front lot line. This encroachment is consistent with existing front yard encroachments in the same zone (for covered or uncovered porch or balcony, terrace, canopy or portico, including stairs or steps).
- Permitted Encroachment into a required Rear Yard is revised to permit 3.5 metres (up to a maximum width of 60% of the lot) for a one-storey component of a main building. This standard previously restricted the same encroachment to one storey components of main buildings at lot depths less than 24 metres.

The proposed Zoning By-law Amendment will implement the proposed Draft Plan of Subdivision, while continuing to achieve the goals and objectives of the Town of Caledon Official Plan, and draft Alloo Secondary Plan.



**Legend**  
 Lands to be rezoned to the zones identified on this Schedule

**FIGURE**  
**8**

**CALEDON ZONING BY-LAW**  
**SCHEDULE A - ZONING BY-LAW 2024-50**

 Subject Lands

PART OF LOTS 18, CONCESSION 3,  
 WEST OF HURON TARIO STREET  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
 DECEMBER 13, 2024

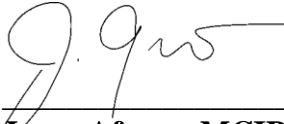
## 8.0 Conclusion

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

1. Is consistent with the Provincial Planning Statement, 2024 as the development promotes efficient land use, and supports growth and economic development. Additionally, the development supports a mix of residential land uses.
2. It conforms to and promotes the policies of the Region of Peel Official Plan, has not impact on NHS, and achieves the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of residential densities and a compact form that supports sustainable growth.
3. The proposed development conforms to the broader policies of the Town of Caledon Official Plan as it contributes to the creation of a complete community with a range of housing options located close to planner community infrastructure while integrating and providing opportunities for various modes of transportation.
4. The proposed Draft Plan of Subdivision conforms to the Alloa Phase 1 Tertiary Plan, Alloa Secondary Plan, and Future Caledon Official Plan by implementing the Neighbourhood Land Use designation, which encourages a balanced mix of residential uses. In a broader community context, the proposed draft plan achieves the goals for sustainable, livable, and well-connected neighbourhoods. Additionally, the thoughtfully designed street network ensures efficient connectivity and supports active transportation, aligning with both the Secondary Plan and Official Plan's vision for a complete, accessible, and vibrant community.
5. The proposed multimodal transportation network reduces reliance on personal vehicles and contributes to the development of complete communities.
6. The draft plan exceeds the residential growth targets at all policy scales.
7. A broad range of housing types are permitted to provide options for future residents.
8. Planned community services and facilities will be available to serve future residents as outlined in the Secondary Plan.
9. The draft plan will utilize extensions of existing transportation and servicing infrastructure from surrounding areas and continue an efficient pattern of development.

Respectfully submitted,

**GLEN SCHNARR & ASSOCIATES INC.**



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**Jason Afonso, MCIP, RPP  
Partner**



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

# APPENDIX



**Appendix I: Draft Zoning By-law**

**THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. 2024-\_\_\_\_\_**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lots 18, 19 and 20 Concessions 3, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

**WHEREAS** Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

**AND WHEREAS** the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lots 18 and 19, Concessions 3, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel for mixed use residential purposes;

**NOW THEREFORE** the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50 as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1

<b>Zone Prefix</b>	<b>Exception Number</b>	<b>Permitted Uses</b>	<b>Special Standards</b>
RMD	AAA	<ul style="list-style-type: none"> <li>- <i>Accessory Uses</i></li> <li>- <i>Adult Day Centre</i></li> <li>- <i>Amusement Arcade</i></li> <li>- <i>Animal Hospital</i></li> <li>- <i>Apartment, Accessory</i></li> <li>- <i>Art Gallery</i></li> <li>- <i>Artist Studio and Gallery</i></li> <li>- <i>Bakery</i></li> <li>- <i>Bed and Breakfast Establishments</i></li> <li>- <i>Building, Apartment</i></li> <li>- <i>Building, Apartment, Senior Citizens</i></li> <li>- <i>Building, Mixed Use</i></li> <li>- <i>Business Office</i></li> <li>- <i>Clinic</i></li> <li>- <i>Community Centre</i></li> <li>- <i>Conference Centre</i></li> <li>- <i>Convenience Store</i></li> <li>- <i>Crisis Care Facility</i></li> <li>- <i>Cultural Centre</i></li> <li>- <i>Day Care, Private Home</i></li> </ul>	<p><b>1.0 DEFINITIONS</b></p> <p><b><i>Amenity Space</i></b> For the purposes of this zone, means an outdoor area used exclusively for the enjoyment of the outdoor environment and may include landscaping areas, patios, porches, privacy areas, balconies, terraces, decks and similar areas.</p> <p><b><i>Dwelling, Multiplex</i></b> For the purposes of this zone, means a residential building with up to eight units. In order to qualify as a Multiplex, at least one dwelling unit must be entirely or partially above another. A dwelling unit within a multiplex is not a principal dwelling that can contain an Additional Residential Unit.</p> <p><b><i>Dwelling, Stacked Townhouse</i></b> For the purposes of this zone, means a building containing four or more dwelling units in which</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> <li>- Day Nursery</li> <li>- Drive-Through Service</li> <li>- Facility</li> <li>- Dry Cleaning or Laundry Outlet</li> <li>- Dwelling, Back-to-Back Townhouse</li> <li>- Dwelling, Detached</li> <li>- Dwelling, Detached, Rear-Lane</li> <li>- Dwelling, Multiplex</li> <li>- Dwelling, Semi-Detached</li> <li>- Dwelling, Semi-Detached, Rear-Lane</li> <li>- Dwelling, Stacked Townhouse</li> <li>- Dwelling, Townhouse</li> <li>- Dwelling, Townhouse, Rear-Lane</li> <li>- Emergency Service Facility</li> <li>- Environmental Management</li> <li>- Farmers Market</li> <li>- Financial Institution</li> <li>- Fitness Centre</li> <li>- Forest Management</li> <li>- Funeral Home</li> <li>- Furniture Showroom</li> <li>- Government Office</li> <li>- Grocery Store</li> <li>- Home Occupation</li> <li>- Hospital</li> <li>- Hotel</li> <li>- Laboratory, Medical</li> <li>- Laundromat</li> <li>- Library</li> <li>- Live-Work Unit</li> <li>- Long-Term Care Facility</li> <li>- Medical Centre</li> <li>- Merchandise Service Shop</li> <li>- Motor Vehicle Gas Bar</li> <li>- Motor Vehicle Washing Establishment</li> <li>- Museum</li> <li>- Non-Market Housing</li> <li>- Outdoor Seasonal Garden Centre, Accessory</li> <li>- Outdoor Display or Sales</li> </ul>	<p>each dwelling unit is divided both horizontally and vertically from another dwelling unit by a common wall;</p> <p><b>Finished Grade</b> For the purposes of this zone, <i>Finished Grade</i>, with reference to a building, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such building.</p> <p><b>Lane</b> For the purposes of this zone, means a public or private thoroughfare, whether or not improved for use, which has a reduced right of-way width and which affords a means of access for vehicular traffic to abutting lots.</p> <p><b>Live-Work Unit</b> For the purposes of this zone, means a <i>dwelling unit</i> within a <i>building</i> divided vertically, containing not more than 8 units, in which the portion of the <i>building</i> at grade level may be used as a business establishment and whereby each “live” and “work” component within the <i>dwelling unit</i> may have independent entrances from the outside. “Live” and “Work” components may share common hallways, stairways and rooms for mechanical systems on the ground floor.</p> <p><b>Lot Depth</b> For the purposes of this zone, means the shortest horizontal distance between the <i>front lot line</i> and the <i>rear lot line</i>.</p> <p><b>Lot Frontage</b> For the purposes of this zone, in the case of a <i>corner lot</i>, the <i>lot frontage</i> shall be calculated as if the <i>front</i> and <i>exterior side lot lines</i> were extended to their point of intersection.</p> <p><b>Lot Line, Front</b> For the purposes of this zone, where a lot contains a Rear-Lane Dwelling the Front Lot</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> <li>- Area, Accessory</li> <li>- Park</li> <li>- Patio, Outdoor</li> <li>- Personal Service Shop</li> <li>- Pharmacy</li> <li>- Place of Assembly</li> <li>- Place of Entertainment</li> <li>- Place of Worship</li> <li>- Printing and Processing Service Shop</li> <li>- Private Club</li> <li>- Public Transit Depot</li> <li>- Recreation, Non-Intensive</li> <li>- Restaurant</li> <li>- Retail Store</li> <li>- Retail Store, Accessory</li> <li>- Sales, Service and Repair Shop</li> <li>- School</li> <li>- Seniors Retirement Facility</li> <li>- Shopping Centre</li> <li>- Supermarket</li> <li>- Training Facility</li> <li>- Veterinary Hospital</li> <li>- Video Outlet/Rental Store</li> <li>- Wellness Centre</li> </ul>	<p>Line shall be the lot line opposite to the lot line traversed by a driveway.</p> <p><b>Non-Market Housing</b> For the purposes of this zone, means housing that is owned or subsidized by government, a non-profit society, or a housing cooperative; whereby it is not solely market driven.</p> <p><b>Porch</b> For the purposes of this zone, Porch shall mean a roofed exterior platform attached to a building with or without foundation and/or basement with at least one (1) side open including any guards or railings, as required.</p> <p><b>Rear-Lane</b> For the purposes of this zone, means a dwelling with a driveway access to a private or public street or Lane adjacent to the rear lot line.</p> <p><b>Street</b> For the purpose of this zone, a street shall include a private road or lane.</p> <p><b>GENERAL PROVISIONS</b></p> <p><b>Access Regulations</b> Notwithstanding Section 4.3.1, a rear-lane dwelling and associated accessory structures may be erected on a lot without frontage and access to a public or private street, provided driveway access to the rear lot line is available from a public or private street or Lane.</p> <p>For the purposes of this zone, Sections 4.3.3 (minimum entrance setback) and 4.3.4 (minimum entrance separation) shall not apply.</p> <p><b>Additional Residential Units</b> Notwithstanding the lands identified on Schedule H of Comprehensive Zoning By-law 2006-50, the provisions of Section 4.4 – Additional Residential Units Overlay Zone shall apply to the lands shown on Schedule “A” of this By-law.</p> <p><b>Air Conditioners and Heat Pumps</b> Air Conditioners and Heat Pumps are permitted in all yards provided where an Air Conditioner or</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>Heat Pump is located in a Front Yard or Exterior Side Yard, it shall be screened from public view or located on a balcony.</p> <p><b>Detached or Dual Garage</b>  For the purposes of this zone, a detached or dual garage with driveway access to a lane shall:</p> <ul style="list-style-type: none"> <li>a) Comply with the minimum yard requirements of the lot, except in the case of a dual garage, or portion thereof, no minimum side yard requirement shall apply where a dual garage is divided vertically into 2 separate private garages on a lot line.</li> <li>b) Not be subject to Section 4.2.2</li> <li>c) Not exceed the <i>Building Height</i> of the <i>main building</i> on the <i>lot</i>.</li> </ul> <p><b>Dwellings Per Lot</b>  Section 4.11 shall only apply to a lot containing a detached dwelling, semi-detached dwelling, and/or a freehold townhouse.</p> <p><b>Model Homes and Temporary Sales Structure</b>  Notwithstanding Section 4.24 (Model Homes and Temporary Sales Structures), for the purposes of this <i>zone</i>:</p> <ul style="list-style-type: none"> <li>a) a maximum of ten (10) dry or serviced model homes shall be permitted on lands with draft plan approval.</li> <li>b) Any number of temporary sales <i>structures</i> may be located on lands which are the subject of a draft approved plan of subdivision subject to Subsections 4.24.5 a), b), and c).</li> </ul> <p><b>Motor Vehicle Gas Bars and Washing Establishments, and Drive-Through Service Facilities</b>  Motor Vehicle Gas Bars, Motor Vehicle Washing Establishments, and Drive-Through</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>Service Facilities shall only be located on a lot abutting Mayfield Road</p> <p><b>Non-Market Housing</b>            Shall be permitted in all residential zones, provided that such use, building or structure complies with the standards of the Zone in which it is located.</p> <p><b>Sight Triangles</b>            Notwithstanding Section 4.38.2 (Sight Triangles) no sight triangle shall be required where a curved or triangular area of land abutting a corner lot has been incorporated into the public right-of-way. No minimum yard or setback is required from a lot line abutting such curved or triangular area of land.</p> <p><b>Size of Parking Spaces</b>            For the purpose of this zone, the minimum size of a parking space shall be 2.75 m in width and 5.5 m in length.</p> <p><b>Residential Parking Requirements</b>            Notwithstanding Section 5.2.2 (Residential Parking Requirements), no visitor parking spaces are required for a dwelling, back-to-back townhouse, having frontage on a public street.</p> <p><b>Visitor Parking</b>            In the case of dwellings tied to a common element condominium or on a lot with four or more dwelling units, visitor parking shall be provided at a rate of 0.25 spaces per unit, unless otherwise specified in this zone.</p> <p><b>Planting Strips</b>            A driveway, walkway or retaining wall may extend through a planting strip at any location.</p> <p><b>Use Restriction</b>            Where a dwelling has been legally constructed, the dwelling shall not be used for any purpose other than a domicile, a day care, private home, home occupation, and related accessory use as permitted by the Zoning By-law. All other uses are prohibited.</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Dwelling, Detached and Dwelling, Detached, Rear-Lane:</b></p> <p><b>Lot Area</b> (minimum) N/A</p> <p><b>Lot Frontage</b> (minimum)</p> <p><i>Dwelling, Detached:</i> 8m</p> <p><i>Dwelling, Detached, Rear-Lane:</i> 7.8m</p> <p><b>Building Area</b> (maximum): N/A</p> <p><b>Backyard Amenity Area</b> (minimum): N/A</p> <p><b>Front Yard</b> (minimum)</p> <p>Front wall of attached <i>private garage</i>: 5.75m</p> <p>Front wall of <i>main building</i>: 2.5m</p> <p><b>Exterior Side Yard</b> (minimum):</p> <p>To a <i>private garage</i> facing an <i>exterior side lot line</i>: 5.75m</p> <p>To a <i>main building</i>: 2.0m</p> <p><b>Exterior Side Yard abutting a Lane</b> (minimum):</p> <p>To a <i>private garage</i> facing an <i>exterior side lot line</i>: 5.75m</p> <p>To a <i>main building</i>: 1.2m</p> <p><b>Rear Yard</b> (minimum):</p> <p>For <i>lots</i> with a <i>lot depth</i> of 22m or greater: 6.0m</p> <p>For <i>lots</i> with a <i>lot depth</i> less than 22m: 4.7m</p> <p>To the side wall of a <i>private garage</i>: 0.6m</p> <p>For a <i>Dwelling, Detached, Rear-Lane</i> abutting a <i>Lane</i>: N/A</p> <p>For a <i>Dwelling, Detached, Rear-Lane</i> abutting a</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><i>Street:</i></p> <p>To an attached <i>private garage</i>: 5.5m</p> <p>To a <i>main building</i>: 2.5m</p> <p><b>Interior Side Yard</b> (minimum):</p> <p>One side: 0.6m</p> <p>Other side: 1.2m</p> <p>Abutting a non-residential land use: 1.2m</p> <p><b>Building Height</b> (maximum) 14m</p> <p><b>Landscape Area</b> (minimum) 10% of Front Yard</p> <p><b>Driveway Width</b> (minimum) 2.75m</p> <p><b>Parking Requirements for a Rear-Lane Dwelling</b> (minimum):</p> <p>2 parking spaces per dwelling unit</p> <p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Dwelling, Townhouse:</b></p> <p><b>Lot Area</b> (minimum): N/A</p> <p><b>Lot Frontage</b> (minimum): Interior Lot: 4.5m End Lot or Corner Lot: 5.5m</p> <p><b>Building Area</b> (maximum): N/A</p> <p><b>Backyard Amenity Area</b> (minimum): N/A</p> <p><b>Front Yard</b> (minimum):</p> <p>Front wall of attached private garage: 5.75m</p> <p>Front wall of <i>main building</i>: 2.5m</p> <p><b>Exterior Side Yard</b> (minimum):</p> <p>To a private garage facing an exterior side lot line: 5.75m</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>To a main building: 2.0m</p> <p><b>Exterior Side Yard abutting a Lane</b> (minimum):  To a private garage facing an exterior side lot line: 5.5m</p> <p>To a main building: 1.2m</p> <p><b>Rear Yard</b> (minimum):  To a main building: 4.7m</p> <p>To the side wall of a private garage: 0.6m</p> <p><b>Interior Side Yard</b> (minimum):  To a main building: 1.2m</p> <p>Between attached dwelling units: N/A</p> <p>Abutting a non-residential land use: 1.2m</p> <p><b>Building Height</b> (maximum): 14m</p> <p><b>Landscaping Area</b> (minimum):  10% of Front Yard</p> <p><b>Driveway Width</b> (minimum): 2.75m</p> <p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Dwelling, Townhouse, Rear-Lane:</b></p> <p><b>Lot Area</b> (minimum): N/A</p> <p><b>Lot Frontage</b> (minimum):  Interior Lot: 4.0m  End Lot or Corner Lot: 5.5m</p> <p><b>Building Area</b> (maximum): N/A</p> <p><b>Backyard Amenity Area</b> (minimum): N/A</p> <p><b>Front Yard</b> (minimum): 2m</p> <p><b>Exterior Side Yard</b> (minimum): 2m</p> <p><b>Exterior Side Yard abutting a Lane</b> (minimum):</p>



Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>1.2m</p> <p><b>Rear Yard</b> (minimum): For a Dwelling, Townhouse, Rear-Lane abutting a Lane: 0.0m</p> <p>For a Dwelling, Townhouse, Rear-Lane abutting a Street:</p> <p>To an attached private garage: 5.5m</p> <p>To a main building: 2.5m</p> <p><b>Interior Side Yard</b> (minimum): To a main building: 1.2m</p> <p>Between attached dwelling units: N/A</p> <p>Between attached private garages: N/A</p> <p>Abutting a non-residential land use: 1.2m</p> <p><b>Building Height</b> (maximum): 14m</p> <p><b>Landscaping Area</b> (minimum): 10% of Front Yard</p> <p><b>Driveway Width</b> (minimum): 2.75m</p> <p><b>Parking Requirements</b> (minimum): 1 parking space per dwelling unit</p> <p><b>Amenity Space</b> (minimum): 3.5m<sup>2</sup> per dwelling unit</p> <p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Dwelling, Back-to-Back Townhouse:</b></p> <p><b>Lot Area</b> (minimum): N/A</p> <p><b>Lot Frontage</b> (minimum): Interior Lot: 5.5m</p> <p>End Lot or Corner Lot: 6.7m</p> <p><b>Building Area</b> (maximum): N/A</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b>Backyard Amenity Area</b> (minimum): N/A</p> <p><b>Front Yard</b> (minimum):  Front wall of attached private garage: 5.75m  Front wall of main building: 2.5m</p> <p><b>Exterior Side Yard</b> (minimum): 2.0m</p> <p><b>Exterior Side Yard abutting a Lane</b> (minimum):  To a private garage facing an exterior side lot line: 5.75m  To a main building: 1.2m</p> <p><b>Rear Yard</b> (minimum): N/A</p> <p><b>Interior Side Yard</b> (minimum):  To a main building: 1.2m  Between attached dwelling units: N/A  Abutting a non-residential land use: 1.2m</p> <p><b>Building Height</b> (maximum): 14m</p> <p><b>Landscaping Area</b> (minimum): 10% of Front Yard</p> <p><b>Driveway Width</b> (minimum): 2.75m</p> <p><b>Parking Requirements</b> (minimum):  1 parking space per dwelling unit</p> <p><b>Contiguous Dwelling Units</b> (maximum): 16</p> <p><b>Dimensions of a Contiguous Structure</b> (maximum):  8 dwelling units wide by 2 dwelling units deep</p> <p><b>Amenity Space</b> (minimum):  3.5m<sup>2</sup> per dwelling unit</p> <p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Dwelling, Stacked Townhouse, and</b></p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b>Dwelling, Multiplex:</b></p> <p><b>Lot Area</b> (minimum): N/A</p> <p><b>Lot Frontage</b> (minimum): N/A</p> <p><b>Building Area</b> (maximum): N/A</p> <p><b>Backyard Amenity Area</b> (minimum): N/A</p> <p><b>Front Yard</b> (minimum): 2.5m</p> <p><b>Exterior Side Yard</b> (minimum): 2.4m</p> <p><b>Rear Yard</b> (minimum): 2.4m but 0.5m is permitted to a Lane</p> <p><b>Interior Side Yard</b> (minimum): 0.9m</p> <p><b>Building Height</b> (maximum): 20m</p> <p><b>Landscaping Area</b> (minimum): 10% of the lot</p> <p><b>Driveway Width</b> (minimum): 2.75m</p> <p><b>Parking Requirements</b> (minimum):</p> <p>Residents: 1 parking space per dwelling unit</p> <p>Visitors: 0.15 parking space per dwelling, stacked townhouse unit</p> <p><b>Amenity Space</b> (minimum): 2m<sup>2</sup> per dwelling unit</p> <p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Building, Apartment; Building, Apartment, Senior Citizen, and Building, Mixed Use:</b></p> <p><b>Lot Area</b> (minimum): N/A</p> <p><b>Lot Frontage</b> (minimum): N/A</p> <p><b>Building Area</b> (maximum): N/A</p> <p><b>Front Yard</b> (minimum): N/A</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b>Exterior Side Yard</b> (minimum): N/A</p> <p><b>Rear Yard</b> (minimum): 3m</p> <p><b>Interior Side Yard</b> (minimum): 3m</p> <p><b>Building Height</b> (maximum): N/A</p> <p><b>Landscaping Area</b> (minimum): 10% of the lot</p> <p><b>Parking Requirements</b> (minimum):</p> <p>Residents: 1 parking space per dwelling unit</p> <p>Visitors: 0.15 parking space per dwelling unit</p> <p><b>Amenity Space</b> (minimum): 2m<sup>2</sup> per dwelling unit</p> <p><b>For a Building, Mixed Use</b>, the number of parking spaces required shall be calculated in accordance with the above requirements for residential uses as well as the standards set out in Table 5.2 for non-residential uses multiplied by the percent of the peak period for each time period as follows:</p> <p><b>Percentage of Peak Period (Weekday):</b></p> <p><u>Morning</u></p> <p>Business Office, Clinic, and Financial Institution: 90</p> <p>Retail Store and Service Shop: 80</p> <p>Restaurant: 20</p> <p>Hotel: 70</p> <p>Residential – Resident: 90</p> <p>Residential – Visitor: 20</p> <p><u>Noon</u></p> <p>Business Office, Clinic, and Financial Institution: 90</p> <p>Retail Store and Service Shop: 90</p> <p>Restaurant: 100</p> <p>Hotel: 70</p> <p>Residential – Resident: 65</p> <p>Residential – Visitor: 20</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><u>Afternoon</u>  Business Office, Clinic, and Financial Institution: 95  Retail Store and Service Shop: 90  Restaurant: 30  Hotel: 70  Residential – Resident: 90  Residential – Visitor: 60</p> <p><u>Evening</u>  Business Office, Clinic, and Financial Institution: 10  Retail Store and Service Shop: 90  Restaurant: 100  Hotel: 100  Residential – Resident: 100  Residential – Visitor: 100</p> <p><b>Percentage of Peak Period (Weekend):</b></p> <p><u>Morning</u>  Business Office, Clinic, and Financial Institution: 10  Retail Store and Service Shop: 80  Restaurant: 20  Hotel: 70  Residential – Resident: 90  Residential – Visitor: 20</p> <p><u>Noon</u>  Business Office, Clinic, and Financial Institution: 10  Retail Store and Service Shop: 100  Restaurant: 100  Hotel: 70  Residential – Resident: 65  Residential – Visitor: 20</p> <p><u>Afternoon</u>  Business Office, Clinic, and Financial Institution: 10  Retail Store and Service Shop: 100  Restaurant: 50  Hotel: 70  Residential – Resident: 90  Residential – Visitor: 60</p> <p><u>Evening</u>  Business Office, Clinic, and Financial Institution:</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<div data-bbox="878 262 1528 464"> <p>Retail Store and Service Shop: 10  Restaurant: 70  Hotel: 100  Residential – Resident: 100  Residential – Visitor: 100</p> </div> <div data-bbox="878 499 1495 632"> <p>Each time period shall be totaled for weekday and weekend periods. The highest figure obtained from all time periods shall become the required parking for a Building, Mixed Use.</p> </div> <div data-bbox="1062 663 1338 695"> <p><b>ZONE STANDARDS</b></p> </div> <div data-bbox="878 730 1495 800"> <p><b>For a Seniors Retirement Facility, and Long-Term Care Facility</b></p> </div> <div data-bbox="878 831 1528 863"> <p><b>Lot Area</b> (minimum): N/A</p> </div> <div data-bbox="878 898 1528 930"> <p><b>Lot Frontage</b> (minimum): N/A</p> </div> <div data-bbox="878 963 1528 995"> <p><b>Building Area</b> (maximum): N/A</p> </div> <div data-bbox="878 1031 1528 1062"> <p><b>Front Yard</b> (minimum): N/A</p> </div> <div data-bbox="878 1098 1528 1129"> <p><b>Exterior Side Yard</b> (minimum): N/A</p> </div> <div data-bbox="878 1165 1528 1197"> <p><b>Rear Yard</b> (minimum): 3m</p> </div> <div data-bbox="878 1232 1528 1264"> <p><b>Interior Side Yard</b> (minimum): 3m</p> </div> <div data-bbox="878 1299 1528 1331"> <p><b>Building Height</b> (maximum): N/A</p> </div> <div data-bbox="878 1367 1528 1398"> <p><b>Landscaping Area</b> (minimum): 10% of the lot</p> </div> <div data-bbox="878 1434 1349 1465"> <p><b>Parking Requirements</b> (minimum):</p> </div> <div data-bbox="878 1501 1528 1602"> <p>For a Seniors Retirement Facility:  Residents: 0.5 parking space per dwelling unit</p> </div> <div data-bbox="878 1638 1528 1698"> <p>Visitors: 0.15 parking space per dwelling unit</p> </div> <div data-bbox="878 1734 1528 1795"> <p><b>Amenity Space</b> (minimum): 2m<sup>2</sup> per dwelling unit</p> </div> <div data-bbox="1062 1831 1338 1862"> <p><b>ZONE STANDARDS</b></p> </div>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>For a Live-Work Unit: A Live-Work Unit shall be limited to the following non-residential uses in addition to a dwelling unit:</p> <ul style="list-style-type: none"> <li>a) Art Gallery</li> <li>b) Artist Studio and Gallery</li> <li>c) Business Office</li> <li>d) Clinic</li> <li>e) Day Care, Private Home</li> <li>f) Day Nursery</li> <li>g) Dry Cleaning or Laundry Outlet</li> <li>h) Personal Service Shop</li> <li>i) Restaurant</li> <li>j) Retail Store</li> </ul> <p><b>Lot Area</b> (minimum): N/A</p> <p><b>Lot Frontage</b> (minimum):</p> <p>Interior Lot: 6.0m</p> <p>End Lot or Corner Lot: 7.2m</p> <p><b>Building Area</b> (maximum): N/A</p> <p><b>Backyard Amenity Area</b> (minimum): N/A</p> <p><b>Front Yard</b> (minimum): 2m</p> <p><b>Exterior Side Yard</b> (minimum): 2m</p> <p><b>Exterior Side Yard abutting a Lane</b> (minimum): 1.2m</p> <p><b>Rear Yard</b> (minimum):</p> <p>Abutting a Lane: N/A</p> <p>Abutting a Street:</p> <p>To an attached private garage: 5.5m</p> <p>To a main building: 2.5m</p> <p><b>Interior Side Yard</b> (minimum):</p> <p>To a main building: 1.2m</p> <p>Between attached Live-Work units: N/A</p> <p>Abutting another land use: 1.2m</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b>Building Height</b> (maximum): 14m</p> <p><b>Landscaping Area</b> (minimum): N/A</p> <p><b>Parking Requirements</b> (minimum): 1 parking space per dwelling unit; and 1 parking space per non-residential unit</p> <p><b>Amenity Space</b> (minimum): 3.5m<sup>2</sup> per dwelling unit</p> <p><b>Non-Residential Floor Area, Gross Leasable</b> (minimum): 50m<sup>2</sup> per Live-Work Unit</p> <p style="text-align: center;"><b>ZONE STANDARDS</b></p> <p><b>For a Shopping Centre or Non-Residential Use not otherwise regulated in this zone:</b></p> <p><b>Setback to a Street Line</b> (minimum): 3m</p> <p><b>Setback to another Lot Line</b> (minimum): 6m</p> <p><b>Building Height</b> (maximum): 18m</p> <p><b>Planting Strip</b> (minimum): 3m along a street line or a lot line adjacent to another zone.</p> <p><b>Entrance Width</b> (maximum): N/A</p> <p><b>Parking Requirements for a Shopping Centre</b> (minimum): 1 parking space per 23m<sup>2</sup> of net floor area or portion thereof</p> <p>No part of a lighting fixture shall be closer than 2.5m to a lot line.</p> <p>A loading space shall not be closer than 6m to a street line or 12m to residential land use.</p> <p>Where a lot is used exclusively for a Community Centre, Emergency Service Facility, Hospital, Library, Place of Worship, or School, the provisions of Section 9 (Institutional Zone) shall</p>



Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>apply.</p> <p>Where a lot is used for Environmental Management, Forest Management, and Recreation, Non-Intensive uses, the provisions of Section 11 (Environmental Policy Area Zones) shall apply.</p> <p>Where a lot is used for a park purpose, the provisions of Section 12 (Open Space Zone) shall apply.</p> <p style="text-align: center;"><b>PERMITTED ENCROACHMENTS</b></p> <p><b>Into a required Yard, Front:</b> A covered or uncovered porch or balcony, terrace, canopy or portico, including stairs or steps (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, front.</p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, front.</p> <p><b>For <i>Dwelling, Detached</i> and <i>Dwelling, Detached, Rear-Lane</i>:</b></p> <p>A carport or garbage enclosure, private (maximum):</p> <p>2m, provided a setback of 0.5m is maintained to the lot line, front.</p> <p><b>Into a required Yard, Exterior Side:</b></p> <p>A covered or uncovered porch or balcony, terrace, canopy or portico, including stairs or steps (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, exterior side.</p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum): 1m</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>Exterior below grade stairs (maximum): 1m</p> <p>A fireplace, chimney or vent (maximum): 0.6m</p> <p>Any type of encroachment where the yard, exterior side abuts a lane (maximum): 0.5m</p> <p><b>Into a required Yard, Rear:</b></p> <p><b>In the case of a Dwelling, Detached, Dwelling, Semi-Detached, and Dwelling, Townhouse:</b></p> <p>A one-storey component of a main building: 3.5m up to a maximum width of 60% of the lot</p> <p>A covered or uncovered porch or balcony, canopy or portico, including stairs or steps (maximum): 1m</p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum): 1m</p> <p>An open-roofed porch, uncovered terrace, deck off the main floor, or exterior below grade stairs:  To within 1.2m of a lot line, rear.</p> <p>Stairs or steps associated with an open-roofed porch, uncovered terrace or deck:  To within 0.6m of a lot line, rear.</p> <p>A fireplace, chimney or vent (maximum): 1.2m</p> <p><b>In the case of a Dwelling, Rear-Lane where the lot line, rear abuts a street that is not a lane:</b></p> <p>A covered or uncovered porch or balcony, canopy or portico, including stairs or steps (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, front.</p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum): 1m</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b>Into a Yard, Interior Side:</b></p> <p>A covered or uncovered porch or balcony, canopy or portico, including stairs or steps (maximum):</p> <p>0.6m provided a setback of 0.6m is maintained to the lot line, interior side.</p> <p>A fireplace, chimney or vent (maximum): 0.6m</p> <p><b>In the case of a Dwelling, Rear-Lane:</b></p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum): 0.5m</p> <p><b>Into all Yards:</b></p> <p>Sills, cornices, parapets, or other similar ornamental architectural features (maximum):</p> <p>0.6m extending from a main building wall or permitted encroachment provided that a minimum setback of 0.5m is maintained to a lot line.</p> <p>Eaves (maximum):</p> <p>0.6m from a main building wall or permitted encroachment provided that a minimum setback of 0.2m is maintained to an interior side lot line.</p> <p><b>Within a Private Garage:</b></p> <p>Steps, Stairs, Landings, Ramp, or barrier-free access feature (maximum):</p> <p>0.25m into a required parking space.</p>

2. Schedule "A", Zone Maps 8 and 9 of By-law 2006-50, as amended is further amended for Part of Lots 18 and 19, Concessions 3, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel from Mixed Density Residential Zone – Exception 686 – Holding Provision 39A and Holding Provision 39B (RMD-686-H39A-H39B) and Environmental Policy Area 1 Zone – Holding

Provision 39A and Holding Provision 39B (EPA1-H39A-H39B), to Mixed Density Residential Zone – Exception AAA and Environmental Policy Area 1 Zone in accordance with Schedule “A” attached hereto.

Read three times and finally passed in open Council on the XX day of MONTH, 2024.

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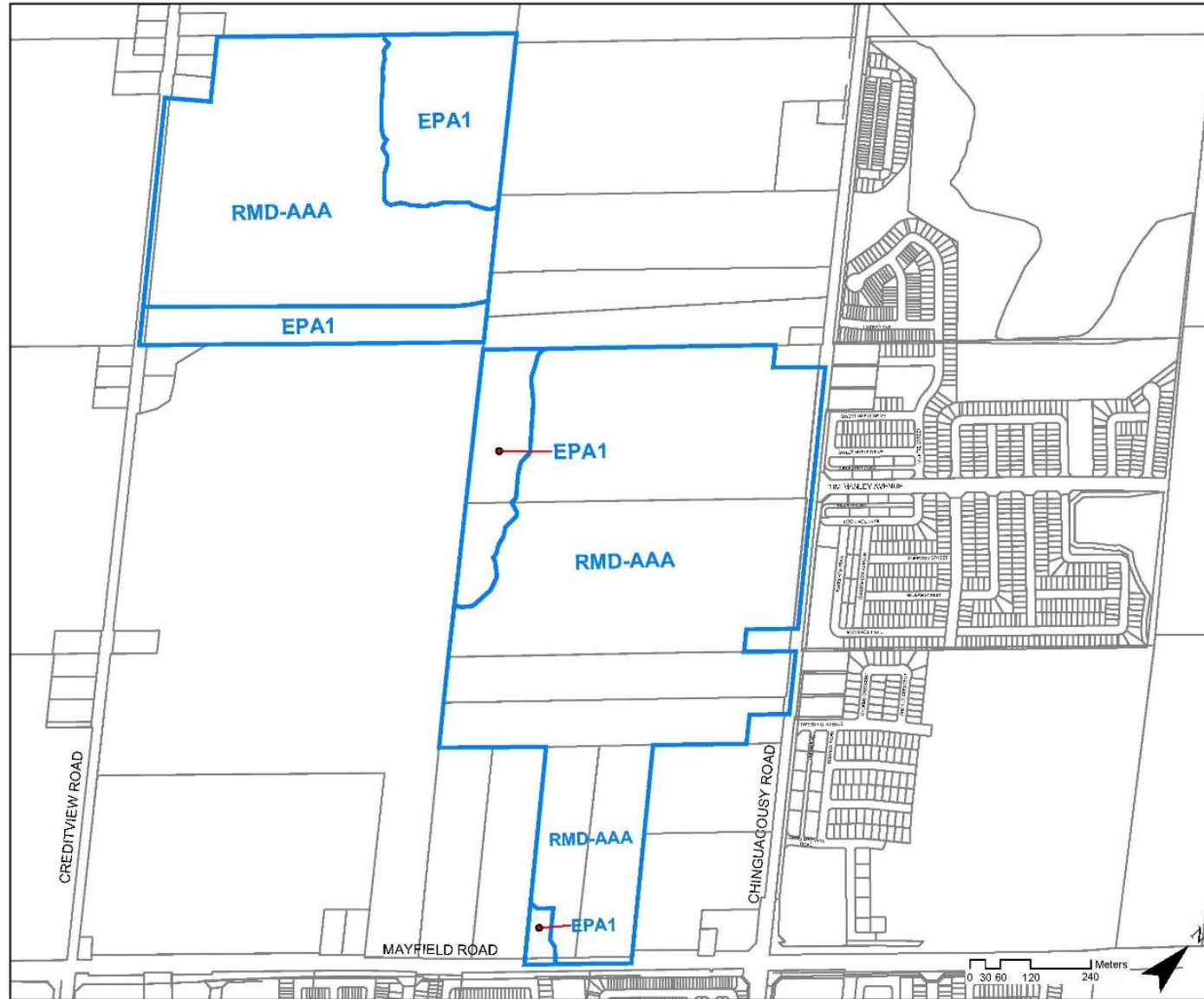
Annette Groves, Mayor

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Kevin Klingenberg,

Clerk

**Appendix: Draft Zoning By-law**



**Schedule A  
By-law 2024-\_\_**

Part of Lots 18, 19 & 20  
Concession 3, W.H.S.  
(Township of Chinguacousy)  
Town of Caledon  
Regional Municipality of Peel

**Legend**  
 Lands to be rezoned to the zones identified on this Schedule

**Key Map**

The key map shows a larger street grid. 'OLD SCHOOL ROAD' runs horizontally at the top. 'MISSISSAUGA ROAD' runs vertically on the left. 'CREDITVIEW ROAD' and 'CHINGUACOUSY ROAD' run vertically on the right. 'MAYFIELD ROAD' runs horizontally at the bottom. A shaded area in the center-right, between Creditview and Chinguacousy roads and between Mayfield and Old School roads, is labeled 'Subject Lands'.

Date: December 19, 2024

File: