



TOWN OF CALEDON
PLANNING
RECEIVED

April 1, 2026

PLANNING JUSTIFICATION BRIEF

APPLICATION FOR DRAFT PLAN OF SUBDIVISION

Alcan Holdings Inc.

**Part of Lot 5, Concession 4,
Designated as Part 1 on Plan 43R-32403**

12879 The Gore Road

April 2026

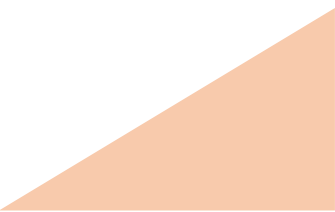
P-3251a

T F

1

TABLE OF CONTENTS

- 1.0 INTRODUCTION..... 1**
- 2.0 SITE AREA AND CONTEXT..... 2**
 - 2.1 DESCRIPTION OF SUBJECT LANDS.....2
 - 2.2 SURROUNDING LAND USES.....2
 - 2.3 BACKGROUND AND HISTORY.....3
- 3.0 PLANNING APPLICATIONS.....5**
 - 3.1 DRAFT PLAN OF SUBDIVISION5
- 4.0 SUPPORTING STUDIES 5**
- 5.0 PLANNING POLICY ANALYSIS..... 9**
 - 5.1 PROVINCIAL POLICY9
 - 5.1.1 THE PLANNING ACT.....9
 - 5.1.2 PROVINCIAL PLANNING STATEMENT (2024) 17
 - 5.2 REGIONAL POLICY18
 - 5.2.1 PEEL REGION OFFICIAL PLAN (2022).....18
 - 5.3 LOCAL POLICY.....22
 - 5.3.1 FUTURE CALEDON OFFICIAL PLAN.....22
 - 5.3.2 HEALEY GORE SECONDARY PLAN AREA.....31
 - 5.3.3 TOWN OF CALEDON ZONING BY-LAW 2024-54..... 33
- 6.0 CONCLUSION 38**



LIST OF FIGURES

FIGURE 1 – CONTEXT MAP

FIGURE 2 – DRAFT PLAN OF SUBDIVISION

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

FIGURE 4 – PEEL REGION OFFICIAL PLAN SCHEDULE C-1 – GREENLANDS SYSTEM

FIGURE 5 – FUTURE CALEDON OFFICIAL PLAN SCHEDULE B1 – TOWN STRUCTURE

FIGURE 6 – FUTURE CALEDON OFFICIAL PLAN SCHEDULE B4 – LAND USE DESIGNATIONS

FIGURE 7 – FUTURE CALEDON OFFICIAL PLAN SCHEDULE C1 – TOWN-WIDE
TRANSPORTATION NETWORK

FIGURE 8 – HEALEY GORE SECONDARY PLAN DRAFT LAND USE PLAN

FIGURE 9 - TOWN OF CALEDON ZONING BY-LAW 2024-054 – SCHEDULE A

1.0 INTRODUCTION

KLM Planning Partners Inc. has been retained by Alcan Holdings Inc. (the “**Owner**”), for the development of their lands located at 12879 The Gore Road, legally described as Part of Lot 5, Concession 4, designated as Part 1 on Registered Plan 43R-32403 in the Town of Caledon (the “**Town**”), in the Region of Peel (the “**Region**”) (the “**Subject Lands**”).

The Subject Lands have a frontage of approximately 433.5 metres (1,422.2 feet) on The Gore Road and 578.0 metres (1,896.4 feet) along Healey Road and are approximately 39.4 hectares (97.4 acres) in size.

This Planning Justification Brief (“**PJB**”) has been submitted in connection with the application for a Draft Plan of Subdivision (“**DPS**”) to create 63 blocks and 785 units, which will include single-detached dwelling units, semi-detached dwelling units and standard townhouse dwelling units, one (1) Park Block, one (1) Stormwater Management Block, one (1) Channel Block, one (1) Natural Heritage System Block, three (3) Arterial Road Buffer Blocks, one (1) Servicing Block, one (1) Road Widening Block and three (3) Reserve Blocks on the Subject Lands (the “**Proposed Development**”). The details of the Proposed Development can be found in [Section 3.0](#) of this Brief.

This PJB is intended to provide an overview of the development proposal as it relates to the applicable Provincial, Regional and Local Land Use planning policies and documents. The brief will also provide an analysis and planning rationale for the Proposed Development, outlining how the proposal represents an appropriate form of development and good land use planning.

This PJB concludes the Proposed Development is consistent with the Provincial Planning Statement 2024 (“**PPS**”), conforms and does not conflict with the relevant policies of the Peel Region Official Plan 2022 (“**PROP**”), which is now deemed to be an Official Plan of the Town, the Future

Caledon Official Plan 2024 (“**FCOP**”), and complies with the Town of Caledon Zoning By-law 2024-54 (the “**Zoning By-law**”).

The Subject Lands are within the boundary of the Healey Gore Secondary Plan Area (“**HGSP**”) and are proposed for residential development. The design of the proposed DPS has been carefully prepared to mirror and reflect the vision, land use designations, and urban structure outlined in the HGSP. Key elements, including street layout, lot configuration, block patterns, parks, stormwater management ponds, and the interface with the Greenbelt, have been deliberately structured to emulate the HGSP’s intent, creating a cohesive and compatible addition to the area.

2.0 SITE AREA AND CONTEXT

2.1 DESCRIPTION OF SUBJECT LANDS

The Subject Lands are located just north of the Wildfield Village Secondary Plan area, within the Healey Gore area of the Town of Caledon, on the east side of The Gore Road, north of the future Highway 413, and south of Healey Road. The Subject Lands are approximately 39.4 hectares in size with approximately 433.5 metres of frontage on The Gore Road and approximately 578.03 metres along Healey Road (see **Figure 1 – Context Map**).

The Subject Lands are currently vacant, with surrounding land uses including vacant lands with rural residential dwellings to the north, the Greenbelt and agricultural uses to the south, agricultural uses to the east and an equestrian facility opposite the Subject Lands on the west side of The Gore Road. Further south of the Subject Lands is the future proposed Highway 413, and the Wildfield Village Secondary Plan area, which is characterized by medium and low-density residential and commercial uses.

2.2 SURROUNDING LAND USES

The surrounding land uses include the following:

North: Healey Road, and Agricultural and Rural uses beyond;

West: The Gore Road and Agricultural Uses beyond;

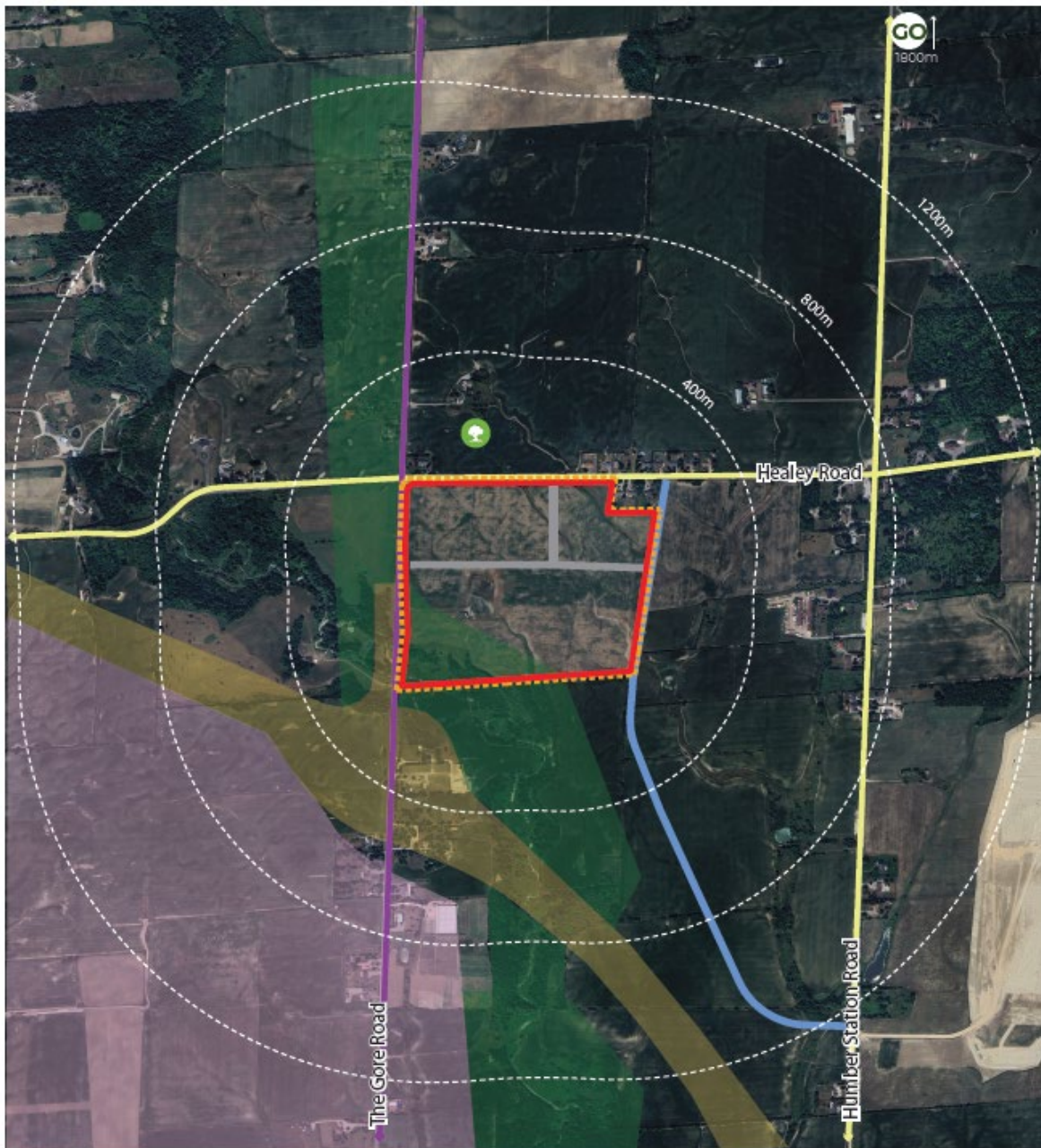
South: Agricultural uses, and the Future Highway 413 beyond;

East: Agricultural uses and Humber Station Road beyond.

It should be noted that a portion of the Subject Lands (Blocks 397 and 399) represent the land holdings within the Greenbelt Area. These Blocks are labelled on the DPS as Natural Heritage System (“NHS”) (Block 399) and Stormwater Management

(“SWM”) (Block 397) and are not proposed for development.

FIGURE 1 – CONTEXT MAP



Context Map (12879 The Gore Road, Caledon, Ontario)	LEGEND			Future Bolton GO Station Town Arterial Road Regional Arterial Road
	Subject Lands Healey Core Secondary Plan Area WildField Village Secondary Plan Area Future Community Park	Future Urban Corridor Future Collector Road Greenbelt Boundary Future Highway 413		
DATE: April, 2026	SCALE: NTS	P NUMBER: P-3251a		

3.0 PLANNING APPLICATIONS

3.1 DRAFT PLAN OF SUBDIVISION

The DPS proposes the residential development of the Subject Lands with 785 residential units consisting of Single-Detached, Semi-Detached and Standard Townhouse dwelling units, as labelled on the DPS, which will support a range of lot configurations, varied price points, and increased housing diversity. Collectively, these housing typologies will offer a range of housing opportunities to provide families and individuals with options throughout the community.

The single-detached dwelling units are proposed to have frontages of a minimum of 9.8 metres, the semi-detached dwelling units are proposed to have frontages of a minimum of 13.7 metres and the standard townhouse dwelling units are proposed to have frontages of a minimum of 7.62 metres,

The proposed road network is made up of various local streets, including Street “A”, which runs east-west throughout the proposed DPS, and Street “B” which runs north-south, connecting the Proposed Development to Healey Road, both of which have a right-of-way of 23.5m. All of the other proposed Streets have a ROW of 18.0m, with the exception of a portion of the Street “O” loop, which reduces to a 16.0m ROW near the intersection of Gore Road and Healey Road. The proposed street network totals an area of 8.962 hectares (22.146 acres).

The DPS also includes one (1) Park Block with a total area of 1.488 hectares (3.677 acres). This Park Block is centrally located with frontage onto “Street “A”, which is the primary east-west local road within the DPS, connecting to The Gore Road, and offering future connections east beyond the Subject Lands. The Park Block also offers connections to the SWM Block and NHS Block within the Greenbelt area.

As noted, the DPS includes one (1) SWM Block with an area of 3.305 hectares (8.167 acres). This SWM Block connects to the Natural Heritage System Block, as outlined within the HGSP.

As noted, the DPS also includes one (1) NHS Block with a total area of 3.745 hectares (9.255 acres), which is within the Greenbelt Limit.

Additional Blocks on the DPS include:

- One (1) Channel Block with a total area of 2.136 hectares (5.277 acres) in the northeastern portion of the plan (Block 398);
- Three (3) Arterial Road Buffer Blocks along Gore Road (Blocks 400 & 401) and Healey Road (Block 402) with a total area of 0.232 hectares (0.573 acres);
- One (1) Servicing Block (Block 403) with an area of 0.027 hectares (0.067 acres);
- One (1) Road Widening Block (Block 404) along Healey Road, with an area of 0.804 hectares (1.986 acres) and;
- Three (3) 0.3 Metre Reserve Blocks (Blocks 405-407), along Healey Road (Block 405 & 406) and Gore Road (Block 407) with a total area of 0.034 hectares (0.085 acres).

Please refer to **Table 1 – Development Statistics**, for a summary of the proposed blocks as illustrated on **Figure 2 - DPS of Subdivision**.

Furthermore, the DPS proposal is designed to support the overall minimum density target of the Secondary Plan Area as outlined in the PROP, FCOP and HGSP, as outlined in **Table 2 – Density Calculation – Population**; **Table 3 – Density Calculation – Jobs**, and; **Table 4 – Persons and Jobs Per Hectare Calculation**, as per the Town of Caledon 2024 Development Charges

Background Study, which references the following Persons Per Unit (“PPU”) projections for the housing typologies proposed in this DPS:

- Single Detached: 3.64 PPU
- Semi-Detached: 3.64 PPU
- Townhouse: 3.30 PPU

TABLE 1 – DEVELOPMENT STATISTICS

Use	Number of Blocks	Lot and/or Block Numbers	Number of Residential Units	Hectares	Units per Hectare		
Single Detached Dwellings	-	Please refer to DPS	128 units	3.634 ha	35.22		
Semi Detached Dwellings	-		430 units	8.666	49.62		
Standard Townhouse Dwellings	51		227 units	6.377 ha	35.60		
Park	1	Block 396		1.488 ha			
Stormwater Management	1	Block 397		3.305 ha			
Channel	1	Block 398		2.136 ha			
Natural Heritage System	1	Block 399		3.745 ha			
Arterial Road Buffer	3	Blocks 400-402		0.232 ha			
Servicing	1	Block 403		0.027 ha			
Road Widening	1	Block 404		0.804 ha			
0.3m Reserve	3	Blocks 405-407		0.034 ha			
Total	63	Please Refer to DPS		785 units		30.448 ha	25.78

TABLE 2 – DENSITY CALCULATION - POPULATION

Residential Unit Type	Number of Units	Persons Per Unit (PPU)*	Population
Single Detached	128	3.64	465.92
Semi-Detached	430	3.64	1,565.2
Townhouse	227	3.30	749.1
Total	785		2,780.22

*PPU as per Town of Caledon 2024 Development Charges Background Study

TABLE 3 – DENSITY CALCULATION - JOBS

Projected Future Employment	Population	Jobs per Capita*	Employees
Work From Home	2,780.22	0.097	269.68
Total Employment Generated			269.68

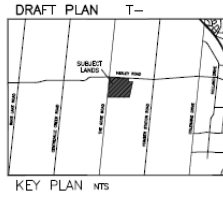
*As per Town of Caledon Growth Management and Phasing Plan

TABLE 4 – PERSONS AND JOBS COMBINED PER HECTARE CALCULATION

	Population	Number of Jobs	Total
Total Persons and Jobs	2,780.22	269.68	3,049.90
Site Area	39.410		
Total Persons and Jobs Per Hectares			77.389

FIGURE 2 – DRAFT PLAN OF SUBDIVISION

DRAFT PLAN OF SUBDIVISION
PART OF LOT 5, CONCESSION 4
 (GEOGRAPHIC TOWNSHIP OF ALBION)
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL
 SCALE: 1:1500



SECTION 51, PLANNING ACT, ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. AS SHOWN ON DRAFT PLAN
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. AS SHOWN ON DRAFT PLAN
- I. AS SHOWN ON DRAFT PLAN
- J. AS SHOWN ON DRAFT PLAN
- K. AS SHOWN ON DRAFT PLAN
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THE RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATE AND CORRECTLY DRAWN.
 DATE: MARCH 24, 2023
 ROSE SCHROEDER, L.S.
 122 ROMA DRIVE
 MISSISSAUGA, ONT. L4W 4Z7

OWNER'S CERTIFICATE

I AUTHORIZE ALAN PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.
 OWNER:
 ALCAN HOLDING INC.
 122 ROMA DRIVE
 MISSISSAUGA, ONT. L4W 4Z7

SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 39.410481ha (97.3644Acres)

BLK	LOT#	AREA	BLK	LOT#	AREA
1	1-2	128.128	396	1-2	215.430
1	3-4	128.128	396	3-4	215.430
1	5-6	128.128	396	5-6	215.430
1	7-8	128.128	396	7-8	215.430
1	9-10	128.128	396	9-10	215.430
1	11-12	128.128	396	11-12	215.430
1	13-14	128.128	396	13-14	215.430
1	15-16	128.128	396	15-16	215.430
1	17-18	128.128	396	17-18	215.430
1	19-20	128.128	396	19-20	215.430
1	21-22	128.128	396	21-22	215.430
1	23-24	128.128	396	23-24	215.430
1	25-26	128.128	396	25-26	215.430
1	27-28	128.128	396	27-28	215.430
1	29-30	128.128	396	29-30	215.430
1	31-32	128.128	396	31-32	215.430
1	33-34	128.128	396	33-34	215.430
1	35-36	128.128	396	35-36	215.430
1	37-38	128.128	396	37-38	215.430
1	39-40	128.128	396	39-40	215.430
1	41-42	128.128	396	41-42	215.430
1	43-44	128.128	396	43-44	215.430
1	45-46	128.128	396	45-46	215.430
1	47-48	128.128	396	47-48	215.430
1	49-50	128.128	396	49-50	215.430
1	51-52	128.128	396	51-52	215.430
1	53-54	128.128	396	53-54	215.430
1	55-56	128.128	396	55-56	215.430
1	57-58	128.128	396	57-58	215.430
1	59-60	128.128	396	59-60	215.430
1	61-62	128.128	396	61-62	215.430
1	63-64	128.128	396	63-64	215.430
1	65-66	128.128	396	65-66	215.430
1	67-68	128.128	396	67-68	215.430
1	69-70	128.128	396	69-70	215.430
1	71-72	128.128	396	71-72	215.430
1	73-74	128.128	396	73-74	215.430
1	75-76	128.128	396	75-76	215.430
1	77-78	128.128	396	77-78	215.430
1	79-80	128.128	396	79-80	215.430
1	81-82	128.128	396	81-82	215.430
1	83-84	128.128	396	83-84	215.430
1	85-86	128.128	396	85-86	215.430
1	87-88	128.128	396	87-88	215.430
1	89-90	128.128	396	89-90	215.430
1	91-92	128.128	396	91-92	215.430
1	93-94	128.128	396	93-94	215.430
1	95-96	128.128	396	95-96	215.430
1	97-98	128.128	396	97-98	215.430
1	99-100	128.128	396	99-100	215.430
1	101-102	128.128	396	101-102	215.430
1	103-104	128.128	396	103-104	215.430
1	105-106	128.128	396	105-106	215.430
1	107-108	128.128	396	107-108	215.430
1	109-110	128.128	396	109-110	215.430
1	111-112	128.128	396	111-112	215.430
1	113-114	128.128	396	113-114	215.430
1	115-116	128.128	396	115-116	215.430
1	117-118	128.128	396	117-118	215.430
1	119-120	128.128	396	119-120	215.430
1	121-122	128.128	396	121-122	215.430
1	123-124	128.128	396	123-124	215.430
1	125-126	128.128	396	125-126	215.430
1	127-128	128.128	396	127-128	215.430
1	129-130	128.128	396	129-130	215.430
1	131-132	128.128	396	131-132	215.430
1	133-134	128.128	396	133-134	215.430
1	135-136	128.128	396	135-136	215.430
1	137-138	128.128	396	137-138	215.430
1	139-140	128.128	396	139-140	215.430
1	141-142	128.128	396	141-142	215.430
1	143-144	128.128	396	143-144	215.430
1	145-146	128.128	396	145-146	215.430
1	147-148	128.128	396	147-148	215.430
1	149-150	128.128	396	149-150	215.430
1	151-152	128.128	396	151-152	215.430
1	153-154	128.128	396	153-154	215.430
1	155-156	128.128	396	155-156	215.430
1	157-158	128.128	396	157-158	215.430
1	159-160	128.128	396	159-160	215.430
1	161-162	128.128	396	161-162	215.430
1	163-164	128.128	396	163-164	215.430
1	165-166	128.128	396	165-166	215.430
1	167-168	128.128	396	167-168	215.430
1	169-170	128.128	396	169-170	215.430
1	171-172	128.128	396	171-172	215.430
1	173-174	128.128	396	173-174	215.430
1	175-176	128.128	396	175-176	215.430
1	177-178	128.128	396	177-178	215.430
1	179-180	128.128	396	179-180	215.430
1	181-182	128.128	396	181-182	215.430
1	183-184	128.128	396	183-184	215.430
1	185-186	128.128	396	185-186	215.430
1	187-188	128.128	396	187-188	215.430
1	189-190	128.128	396	189-190	215.430
1	191-192	128.128	396	191-192	215.430
1	193-194	128.128	396	193-194	215.430
1	195-196	128.128	396	195-196	215.430
1	197-198	128.128	396	197-198	215.430
1	199-200	128.128	396	199-200	215.430
1	201-202	128.128	396	201-202	215.430
1	203-204	128.128	396	203-204	215.430
1	205-206	128.128	396	205-206	215.430
1	207-208	128.128	396	207-208	215.430
1	209-210	128.128	396	209-210	215.430
1	211-212	128.128	396	211-212	215.430
1	213-214	128.128	396	213-214	215.430
1	215-216	128.128	396	215-216	215.430
1	217-218	128.128	396	217-218	215.430
1	219-220	128.128	396	219-220	215.430
1	221-222	128.128	396	221-222	215.430
1	223-224	128.128	396	223-224	215.430
1	225-226	128.128	396	225-226	215.430
1	227-228	128.128	396	227-228	215.430
1	229-230	128.128	396	229-230	215.430
1	231-232	128.128	396	231-232	215.430
1	233-234	128.128	396	233-234	215.430
1	235-236	128.128	396	235-236	215.430
1	237-238	128.128	396	237-238	215.430
1	239-240	128.128	396	239-240	215.430
1	241-242	128.128	396	241-242	215.430
1	243-244	128.128	396	243-244	215.430
1	245-246	128.128	396	245-246	215.430
1	247-248	128.128	396	247-248	215.430
1	249-250	128.128	396	249-250	215.430
1	251-252	128.128	396	251-252	215.430
1	253-254	128.128	396	253-254	215.430
1	255-256	128.128	396	255-256	215.430
1	257-258	128.128	396	257-258	215.430
1	259-260	128.128	396	259-260	215.430
1	261-262	128.128	396	261-262	215.430
1	263-264	128.128	396	263-264	215.430
1	265-266	128.128	396	265-266	215.430
1	267-268	128.128	396	267-268	215.430
1	269-270	128.128	396	269-270	215.430
1	271-272	128.128	396	271-272	215.430
1	273-274	128.128	396	273-274	215.430
1	275-276	128.128	396	275-276	215.430
1	277-278	128.128	396	277-278	215.430
1	279-280	128.128	396	279-280	215.430
1	281-282	128.128	396	281-282	215.430
1	283-284	128.128	396	283-284	215.430
1	285-286	128.128	396	285-286	215.430
1	287-288	128.128	396	287-288	215.430
1	289-290	128.128	396	289-290	215.430
1	291-292	128.128	396	291-292	215.430
1	293-294	128.128	396	293-294	215.430
1	295-296	128.128	396	295-296	215.430
1	297-298	128.128	396	297-298	215.430
1	299-300	128.128	396	299-300	215.430
1	301-302	128.128	396	301-302	215.430
1	303-304	128.128	396	303-304	215.430
1	305-306	128.128	396	305-306	215.430
1	307-308	128.128	396	307-308	

4.0 SUPPORTING STUDIES

The Proposed DPS has been prepared together with various supporting documents, including but not limited to noise, traffic and arborist assessments. This PJB relies upon and makes reference to some of these materials, and the information referenced herein can be found within the original documents included as part of this submission package. The findings of these reports are summarized below:

4.1 Arborist Report

An Arborist Report ("**Report**") was prepared by Cosburn Nauboris, dated March 27, 2026, which provides a tree inventory and assessment on the Subject Lands. This report demonstrates the conditions of the trees on site, within the ROW and along property lines and provides recommendations and mitigation measures to protect certain trees in accordance with the Town's Terms of Reference: Tree Preservation. This includes compensation for the removal of any healthy trees sized 10cm DBH or greater.

4.2 Noise Feasibility Study

A Noise Feasibility Study ("**Study**") was prepared by HGC Acoustics, dated April 1, 2026, to determine the impact of road traffic noise on the proposed development, in accordance with the Ministry of Environment, Conservation, and Parks (MECP) and the Town guidelines. The primary sources of noise are road traffic from The Gore Road, Healey Road and the future Highway 413. The Study provided recommendations to mitigate potential noise impacts, such as acoustic barriers for the rear yards adjacent to The Gore Road and Healey Road, central air conditioning for dwellings adjacent to The Gore Road and Healey Road, upgraded glazing for dwellings directly adjacent to The Gore Road and Healey Road, and the use of Warning Clauses in property and tenancy

agreements.

4.3 Local Subwatershed Study Report

A Local Subwatershed Study Report ("**LSS**") was prepared by Schaeffers Consulting Engineers, dated March 2026, in conjunction with GEI Consultants, Soil Engineers Ltd. and SGL Planning and Design Inc. The LSS serves to create a sustainable development plan for the Subject Lands by protecting and enhancing the natural and human environments. The LSS included the delineation of the existing Natural Heritage System by GEI, through desktop review and ecological field studies. The LSS confirmed that an adequate water supply and pressure is expected and sanitary flows from the development will be managed through internal sewers along the proposed road network. The LSS included a refined existing conditions model, a post-development model and a broader future conditions model which includes the lands of the Bolton West Secondary Plan area. Both models represent post-development conditions which are still currently under assessment.

4.5 Traffic Impact Study

A Traffic Impact Study ("**TIS**") prepared by Paradigm Transportation Solutions, dated February 2026, for the proposed HGSP area to determine the impacts of the development traffic on the surrounding road network and provide any necessary mitigation measures to accommodate the site-generated traffic. The TIS concluded that one internal intersection will require further analysis during the detailed design stage, as well as future traffic calming measures. The TIS also recommended a southbound left-turn lane at Street A and The Gore Road for mitigation purposes and an eastbound left-turn lane at Healey Road and Street B as a long-term improvement.

4.6 Agricultural Impact Assessment

An Agricultural Impact Assessment ("**AIS**") was prepared by Colville Consulting Inc., dated December 2025, for the proposed HGSP

area to assess and evaluate the potential impacts of the proposed development on agricultural operations, the farming community and the broader agricultural system. The AIS concluded that the Subject Lands are not part of the prime agricultural area, nor a specialty crop area and no specialty crops were observed within the study area, potential impacts associated with the proposed development area primarily limited to the loss of prime agricultural lands and cultivatable land, the proposed development will comply with the MDS 1 setback requirements and the proposed development is consistent with all relevant provincial and municipal agricultural policies.

4.7 Heritage Impact Assessment

A Heritage Impact Assessment (“**HIA**”) was prepared by Stantec Consulting Ltd., dated February 2026, for the proposed HGSP area to assess the potential cultural heritage value or interest. The HIA concluded that there were no direct or indirect impacts identified, and potential heritage attributes were more than 200 metres from the proposed undertaking, and as such, mitigation measures are not required.

4.8 Phase 1 & 2 Environmental Site Assessment

A Phase One Environmental Site Assessment (“**Phase 1 ESA**”) was prepared by Soil Engineers Ltd., dated June 13, 2024 for the proposed HGSP area to identify any potential environmental concerns associated with the Subject Lands. The Phase 1 ESA concluded that a Phase Two ESA be conducted. A Phase Two Environmental Site Assessment (“**Phase 2 ESA**”) was prepared by Soil Engineers Ltd., dated October 10, 2024 as required based on the Phase 1 ESA. The Phase 2 ESA

concluded that the property is suitable for the proposed development and no further investigation is recommended.

4.9 Stage 1 & 2 Archaeological Assessment

A Stage 1 Archaeological Assessment (“**Stage 1 AA**”) was prepared by Archeoworks Inc., dated May 23, 2025 for the proposed HGSP area, to determine potential archaeological potential. The Stage 1 AA concluded that a portion of the lands required no further assessment, however the remaining balance of the study area required a Stage 2 Archaeological Assessment (“**Stage 2 AA**”). The Stage 2 AA concluded that there may be potential within the watercourse, which is currently outside the proposed development area, however, if this changes, further investigation will be required.

4.10 Healthy Development Assessment

A Healthy Development Assessment (“**HAD**”) was prepared by SGL Planning & Design Inc., for the proposed HGSP area, which provided a scorecard for the proposed development. It concluded that the proposed development will pass the requirements.

5.0 PLANNING POLICY ANALYSIS

5.1 PROVINCIAL POLICY

5.1.1 THE PLANNING ACT

The purposes of the Planning Act (the “**Act**”) are to promote sustainable development through a land use planning system guided by provincial policy, integrating matters of provincial interest. The Act acknowledges municipal councils' decision-making authority and aims for fair, open, accessible, and efficient planning processes.

Section 3(5) of the Act states:

“A decision of the council of a municipality,

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

- a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
- b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.”*

Section 51(5.1) of the Act provides that the Town of Caledon is the approval authority for Plan of Subdivision approvals.

Upper-tier municipality without planning responsibilities

(5.1) If land is in a lower-tier municipality that, for municipal purposes, forms part of an upper-tier municipality without planning responsibilities, the lower-tier municipality is the approval authority for the purposes of this section and section 51.1. 2022, c. 21, Sched. 9, s. 17 (2).

Furthermore, Section 51(23) outlines consultation for the approval authority as part of Subdivision Applications:

(23) The approval authority may confer with the persons or public bodies that the approval authority considers may have an interest in the approval of the proposed subdivision. 1994, c. 23, s. 30

As part of the HGSP work, an emphasis has been placed on meaningful engagement with parties whom have an interest in the Secondary Plan Area. A public meeting is scheduled to take place on April 21, 2026, and therefore the process is still ongoing. Further opportunities for stakeholder engagement will be available as the HGSP is recommended for a decision at

future Committee and Council meetings.

Based on our evaluation of the policy, it is our opinion that the Application satisfies the requirements of the Planning Act. The following section outlines further details about how the Proposed Development specifically meets the conditions of Section 51(24) of the Act.

Section 51(24) - *In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to*

	Policy	Evaluation
(a)	<i>The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	The Proposed Development, as discussed herein, has regard for relevant matters of provincial interest, particularly (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, (j) the adequate provision of a full range of housing, (p) the appropriate location of growth and development, (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians, and (r) the promotion of built form that: <ul style="list-style-type: none"> a. is well-designed, b. encourages a sense of place, and c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
(b)	<i>whether the proposed subdivision is premature or in the public interest;</i>	<p>The proposed DPS will facilitate the creation of a complete community with a range of land uses, unit types and sizes. The Proposed Development supports the redevelopment of an underutilized parcel of land within the built boundary of a <i>New Urban Area</i>. The Proposed Development responds to and implements the goals and objectives of the Town of Caledon by accommodating a wide range of ground-related housing types, alongside parks, and stormwater management infrastructure, which will support the development of a complete community.</p> <p>A series of technical reports have been submitted in connection with the Applications, which have evaluated the Subject Lands with respect to servicing, traffic, archaeological, Local Subwatershed Study, which includes geotechnical, hydrogeological and Natural Heritage Evaluation. These reports have concluded that the development of the Subject Lands is feasible and will not cause negative impacts on adjacent lands. As such, the Proposed Development is not premature and is in the public interest. Further, additional technical reports have been submitted through the Secondary Plan process, which evaluate financial impacts, heritage impacts, community energy and emissions reduction, community design guidelines, agricultural impact and environmental. These reports support and conclude that development is feasible within the Secondary Plan area.</p>
(c)	<i>whether the plan conforms to the official plan and adjacent plans of</i>	The Subject Lands are currently designated as <i>New Community Area and Natural Features and Areas</i> within the Future Caledon Official Plan (Schedule B4), which permits the Proposed Development of the Subject Lands.

	<i>subdivision, if any;</i>	The DPS conforms with the Town of Caledon Official Plan as it introduces residential uses within an identified <i>New Community Area</i> , which will contribute to housing targets of the Town. Furthermore, the HGSP, which is currently in process with the Town, proposes to designate the Subject Lands as <i>Neighbourhood Area, Urban Corridor, Greenbelt</i> and <i>Natural Features and Areas</i> , which supports the policies of the Future Caledon Official Plan and the Proposed Development.
(d)	<i>the suitability of the land for the purposes for which it is to be subdivided;</i>	<p>The lands are located within the <i>Urban System</i> in the Region of Peel Official Plan and are further designated as <i>New Community Area</i> and <i>Natural Features and Areas</i> within the FCOP. The lands are located within the proposed HGSP and are proposed to be designated as <i>Neighbourhood Area, Urban Corridor, Greenbelt</i> and <i>Natural Features and Areas</i> on the Healey Gore Secondary Plan Land Use Plan.</p> <p>Approved Town-Initiated Zoning By-law Amendment (File No. RZ 2024-0009) zones these lands as ‘Mixed Density Residential – Exception 693 – Holding Provision 43A and Holding Provisions 43B’ (RMD-693-43A-H43B), ‘Mixed Density Residential – Exception 694 – Holding Provision 43A and Holding Provisions 43B’ (RMD-694-H43A-H43B), and ‘Environmental Protection Area Two’ (EPA2).</p> <p>The Subject Lands are designated and zoned for residential development and, as such, are suitable for the proposed DPS.</p>
(d.1)	<i>if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing</i>	No affordable housing units are proposed. The DPS will facilitate the creation of new development blocks that will facilitate the development of low-density housing. Single detached dwelling units, semi-detached dwelling units and standard townhouse dwelling units are proposed with a range of unit sizes. Opportunities for future additional residential units developed in the single-detached, semi-detached and townhouse dwellings, may be investigated at a future development stage.
(e)	<i>the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	The proposed DPS is located along The Gore Road which is considered a <i>Regional Arterial Road</i> with a ROW width of up to 45 metres and Healey Road which is considered a <i>Town Arterial Road</i> with a ROW of up to 36 metres. The HGSP neighbours a future <i>Collector Road</i> network, which will provide for close proximity highway access. The DPS proposes a number of public local , in accordance with the HGSP, including “Street A”, which is an east-west Collector Road with a ROW of 23.5m that traverses the Subject Lands, connecting to The Gore Road, and has been coordinated with the future proposed Collector Road to the east of the Subject Lands. “Street B” is a north-south Collector Road that connects the Subject Lands to Healey Road and provides for a 23.5m ROW. All of the other local Roads internal to the DPS offer 16.0m and 18.0m ROWs.

		The LSS prepared by Schaeffers, dated March 2026, and the aforementioned TIS prepared by Paradigm Transportation confirm that there are not any concerns with the proposed road network from a public access and emergency service perspective.
(f)	<i>the dimensions and shapes of the proposed lots;</i>	As shown in Figure 2 – DPS of Subdivision , the proposed DPS lot layout maximizes land use efficiency while incorporating green spaces, sidewalks and protecting the natural heritage system. The proposed lots are designed to accommodate a mix of residential, open space and stormwater management uses, consistent with municipal zoning standards.
(g)	<i>the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</i>	There are no restrictions on the lands to be subdivided.
(h)	<i>conservation of natural resources and flood control;</i>	The Subject Lands include some environmental features associated with the Greenbelt to the southwest of the Proposed Development, identified as Block 399 on the DPS. These environmental features have been previously evaluated through the HGSP LSS, prepared by Schaeffers in consultation with GEI.
(i)	<i>the adequacy of utilities and municipal services;</i>	The submitted LSS completed by Schaeffers demonstrates the existing and planned availability of water, sanitary, and storm services for the proposed development in accordance with the Town of Caledon, Region of Peel and Toronto Region Conservation Authority criteria and in consideration of applicable guideline documents.
(j)	<i>the adequacy of school sites;</i>	The HGSP Schedule does not indicate any proposed school blocks on the Subject Lands. Accordingly, the Proposed Development does not propose any school sites. Notwithstanding, the Wildfield Village Secondary Plan Area is located to the southwest of the Subject Lands which includes the proposal of four (4) school blocks.
(k)	<i>the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public</i>	The proposed DPS includes one (1) Park Block with a total area of 1.488 hectares. The Park currently includes frontage onto “Street A” and will also connect to the SWM and NHS Blocks. The location of the Public Park is consistent with the Secondary Plan Land Use Schedule. It is anticipated that the Neighbourhood Park will be conveyed to the Town for public purposes.

	<i>purposes;</i>	
(l)	<i>the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and</i>	Energy is to be supplied utilizing the extension of existing systems. The location of the Proposed Development encourages the use of active and public transportation, which in turn helps reduce the use of fossil fuels and ultimately optimize the efficient use and conservation of energy. Efficient design of the buildings themselves will be further pursued through the future building permit phase of the development.
(m)	<i>The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.</i>	Lots and blocks proposed will not be subject to a site plan application, and municipal interests will be captured as part of the DPS application.

5.1.2 PROVINCIAL PLANNING STATEMENT (2024)

The PPS was issued under the authority of Section 3 of the Act and came into effect on October 20, 2024, replacing Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe (2020). The PPS is the guiding document which provides policy direction on matters of provincial interest as they relate to land use planning and development and sets the policy foundation for regulating the development and use of land. The PPS promotes the efficient use of land and supports sustainability by promoting strong livable communities while facilitating economic growth.

Section 2.2 of the PPS provides policies related to housing options and densities.

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

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating:*
 - i. *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*
 - ii. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional*

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

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Section 2.3 of the PPS outlines policies as it related to settlement areas.

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;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive.*
3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
4. *Planning authorities shall establish*

and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

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.*

Section 2.9 of the PPS provides policies for energy conservation, air quality and climate change.

2.9 Energy Conservation, Air Quality and Climate Change

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

reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Section 3.9 provides for healthy, active and inclusive communities that should be promoted:

3.9.1. Healthy, active, and inclusive communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

As previously stated in this Report, the Proposed Development provides for one (1) Park Block located in the center of the Subject Lands, consistent with the HGSP Land Use Schedule. The Park Block is placed to allow for walkability to a park within the proposed Architectural Control Guidelines.

Section 4.1 of the PPS outlines policies pertaining to the protection of natural features and areas. The following policies speak to the protection of Natural areas:

4.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be*

no negative impacts on the natural features or on their ecological functions.

The LSS submitted in support of the Secondary Plan concludes that impacts will be avoided or minimized by implementing mitigation, restoration and management measures outlined in the report.

Section 4.6 of the PPS provides policies as it relates to cultural heritage and archaeology.

4.6 Cultural Heritage and Archaeology

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

4. Planning authorities are encouraged to develop and implement:

a) archaeological management plans for conserving archaeological resources; and

b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.

A Heritage Impact Assessment was submitted as part of the HGSP which found that two (2) neighbouring properties met the merit O. Reg. 9/06 criteria. However, based on the impact assessment, no direct or indirect impacts were identified, as

heritage attributes are more than 200 metres from the proposed undertaking. As such, mitigation measures are not required.

A Stage 1 & 2 Archaeological Assessments ("**Assessment**") were prepared by Archeoworks Inc., dated May 23, 2025 and January 9, 2026 respectfully. The Assessment area previously undertaken was deemed to be free of further cultural heritage value and interest and no further work or assessment is required. The remainder of the study area requires a pedestrian or test pit survey to confirm a detailed on-site inspection. Waterbodies within the study area have been evaluated for marine-based archaeological potential. The study area may contain marine archaeological resources and therefore, if in-water impacts occur, a marine archaeological investigation will be required.

Based on the above and subject to the findings and recommendations of the submitted and forthcoming detailed reports, it is our opinion that the Proposed Development is consistent with the applicable policies of the PPS.

5.2 REGIONAL POLICY

5.2.1 PEEL REGION OFFICIAL PLAN (2022)

The PROP was approved by the Province in 2022, which designated the HGSP Area to 2051 New Urban Area (see **Figure 4 – PROP Regional Structure Schedule E-1**). In July 2024, planning authority was removed from the Region and the Regional Official Plan became the responsibility of the Town of Caledon to implement.

The PROP provides a long-term policy framework for decision-making. It sets context for more detailed planning by protecting the environment, managing resources and directing growth and sets the basis for providing Regional services in an efficient and effective manner.

Section 2.12 provides policy direction for areas within the Greenbelt Plan.

2.12.8 *Recognize that within the Greenbelt Plan Area all applications, matters or proceedings made under the Ontario Planning and Development Act, the Planning Act, and the Condominium Act, which were commenced on or after December 16, 2004 are required to conform to the provisions of the Greenbelt Plan.*

More specifically, a portion of the lands fall within the *Protected Countryside* designation of the Greenbelt Plan and form part of the *Natural Heritage System*.

2.12.12.1.2 *Prohibit the redesignation of the Prime Agricultural Area for non-agricultural uses except for: a) refinements to the Prime Agricultural Area and Rural Lands designations, subject to the policies of Section 5.3 of the Greenbelt Plan; or b) settlement area boundary expansions subject to the settlement area policies of the Geographic Specific Policies in the Protected Countryside Section of this Plan and Section 3.4 of the Greenbelt Plan.*

2.12.13.1 *Natural Heritage System Policies*

The Natural Heritage System of the Greenbelt Plan includes areas of the Protected Countryside with the highest concentration of the most sensitive or significant natural features and functions. This area and its features are to be managed as a connected and integrated natural heritage system that links to natural heritage features and areas outside of the Protected Countryside including the Niagara Escarpment, Oak Ridges Moraine, Lake Ontario and the Region's Greenlands System.

2.12.12.2.5 *New multiple units or multiple lots for residential dwellings shall not be permitted in Rural Lands.*

2.12.12.2.8 *Non-agricultural uses may be permitted within Rural Lands in accordance with the General Policies for the Protected Countryside Section of this Plan.*

Although there is a section of the Subject Lands that are within the Greenbelt Plan area, no development is proposed within that area.

2.12.13.1.1 *Identify the Natural Heritage System on Schedule B-5 as an overlay designation of the Protected Countryside and direct the Town of Caledon and City of Brampton to identify in their official plan schedules the Natural Heritage System as an overlay designation of the Protected Countryside.*

Section 2.14 provides policies to identify, protect, restore and enhance the Greenlands System.

2.14.10 *Refinements to the boundaries of the Greenlands System shown on Schedule C-1 made in accordance with the policies of this Plan and the applicable provincial plans will not require an amendment to this Plan. Local official plans may incorporate refinements to the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural areas and Corridors in accordance with the interpretation policies of Section 7.3, to reflect existing local natural heritage systems and refinements made through approved development applications.*

As outlined in the supporting LSS, GEI has refined

the Natural Heritage System area through their review, and the area will be protected during the development, as no development is proposed within the Natural Heritage System area.

Section 4.3 of the RPOP provides objectives and policies as it relates to population and employment forecasts. Specifically, **Table 3 – Population, Household and Employment Forecasts for Peel** lays out the information for Caledon as follows:

Year	Population	Household	Employment
2041	200,000	65,000	80,000
2051	300,000	90,000	125,000

As under Section 4.3.18, this table is to be monitored to ensure these targets are met.

4.3.18 *Monitor, in cooperation with the local municipalities, residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in this Plan are met.*

Section 5.4 provides policies for Greenfield Density, more specifically:

5.4.19.7 *Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:*
 - *Town of Caledon: 67.5 residents and jobs combined per hectare.*

The current DPS proposal is designed to support the overall HGSP area minimum density target outlined in the PROP, with an estimated 77.39 persons and jobs per hectare, as outlined in **Tables 2 – 4**.

Section 5.6 sets out policies and procedures as it relates to the *Urban System*.

5.6.11 *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*

Section 5.3.20.14 outlines policies for the 2051 *New Urban Area*. The *New Urban Area* identifies new *Designated Greenfield Areas* to accommodate growth to 2051. Local municipalities are to delineate the 2051 *New Urban Area* into their Official Plans. As stated earlier in this report, the Future Caledon Official Plan has been adopted by Town Council and was approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 2025.

Section 5.6.20 outlines policies related to Designated Greenfield Areas, more specifically Section 5.6.20.14, as it relates to the 2051 *New Urban Area*.

5.6.20.14.9 *Direct the local municipalities to delineate the 2051 New Urban Area in their official plans and provide a policy framework to include the following:*

- a) *establish an overall community structure for 2051 New Urban Area including identification of Employment Areas;*
- b) *provide direction to establish the identified land area, population and employment targets to be planned and density for each secondary plan area within their jurisdiction, in conformity with provincial plans and this Plan;*
- c) *establish staging and sequencing to guide secondary plan area and block planning, to the satisfaction of the Region, and in accordance with Regional requirements including the feasibility of public infrastructure required for the development of the urban expansion area lands;*
- d) *require development of compact, mixed-use, sustainable, transit-supportive communities including requirements for the provision of transportation, transit and servicing networks; and*
- e) *plan for the adequate provision of school sites and public service facilities.*

5.6.20.14 *2051 New Urban Area*
The 2051 New Urban Area identifies new Designated Greenfield Areas to accommodate growth to 2051. The 2051

New Urban Area will include "Community Areas" for accommodating approximately 175,000 people and 19,000 supporting jobs as the focus for new residential communities and Employment Areas accommodating approximately 38,000 jobs as the focus for new clusters of business and economic activities. The 2051 New Urban Area is identified as part of the Regional Structure on Schedule E-1 and as Designated Greenfield Areas on Schedule E-3. 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. Local municipalities will implement this direction in their official plans for areas within the 2051 New Urban Area.

Section 5.7 speaks to the Rural System.

5.7.15 Ensure that development within the Rural System is consistent with the objectives and policies in this Plan and the applicable policies in the local municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan and the Growth Plan.

As previously stated, there is no planned development within the Rural System area.

The policies set out within Section 5.6.20.14 guide the local municipalities to permit approval of secondary plans in the '2051 New Urban Areas'.

Section 5.9 outlines Housing policies, as follows:

5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing

assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Through the submission of the HGSP, a Planning Justification Report and Housing Assessment was prepared by SGL Planning, which evaluated the Secondary Plan Area and proposed development within the context of the PROP. The Subject Lands are located within the Neighbourhood Area designation, which is intended to be developed with a mix of single, semi-detached and standard townhouse dwellings, integrated throughout the HGSP.

Section 5.10.36 outlines policies regarding Major Road Networks.

5.10.36.16 Ensure residential development adjacent to Regional roads is appropriately mitigated from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of development.

The Subject Lands sit along The Gore Road, which is considered to be a Major Road. As outlined in the supporting Noise Study, attenuation measures will be required to mitigate any noise concerns along the major road network.

Section 6.5 outlines the requirement for full municipal sewage and water services.

6.5.2 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.

The Proposed Development will be serviced by the Peel Region's water and wastewater systems. As confirmed through the LSS, there are existing watermains and sanitary services currently available in the vicinity of the development area. The water and sanitary distribution systems will be sized to meet the requirements.

Section 6.6 includes policies on Waste Management.

6.6.11 *Require new eligible developments and redevelopments, including intensification, to comply with the Peel Waste Collection Design Standards Manual, unless other requirements are imposed by Regional Council, to ensure safe and efficient waste collection and diversion through consultation with the local municipalities and applicants.*

The Proposed Development will comply with all Regional Waste Collection Design Standards to ensure safe and efficient waste collection.

The PROP lays out policies for Public Consultation and Indigenous Engagement.

7.4.10.2 *Provide opportunities for public engagement and consultation on regional issues to ensure informed, purposeful and meaningful involvement.*

Public Engagement will be occurring as part of the HGSP process, including Indigenous Communities, as outlined in the previous Section, speaking to Section 51(23) of the Planning Act. Through the Secondary Plan work, agencies, communities and persons with interest in the HGSP Area have been and will continue to be consulted throughout the process to ensure their perspectives are integrated into the HGSP and the Proposed Development.

The interested Indigenous communities will continue to be involved and consulted through the process of the Proposed

Development of the Subject Lands. This approach will continue to be refined based on feedback, coordinating further activities as needed, and documenting engagement efforts comprehensively to meet project requirements.

The PROP outlines the requirement of completing a Healthy Development Assessment under Section 7.

7.5.7 *Require a health assessment, in accordance with the Healthy Development Framework, to be completed to the satisfaction of the local municipalities for planning and development proposals, and that results be reported to local council in consultation with the Region.*

A Healthy Development Assessment was submitted as part of the HGSP submission, which demonstrated how the project contributes to a healthy community. The Secondary Plan area is planned as a complete community, accommodating a range of housing options alongside an Urban Corridor. The area is planned as a compact, well-connected community with a high-quality public realm with pedestrian-oriented streetscapes. A new park will serve as an integral element of the plan and is located centrally to ensure walkability. A Healthy Development Assessment Scorecard scored the Secondary Plan area within the Gold level, confirming that the plan is designed accordingly.

Based on the above, it is our opinion that the Proposed Development is consistent with the applicable policies of the PROP.

FIGURE 3 – PROP REGIONAL STRUCTURE E-1

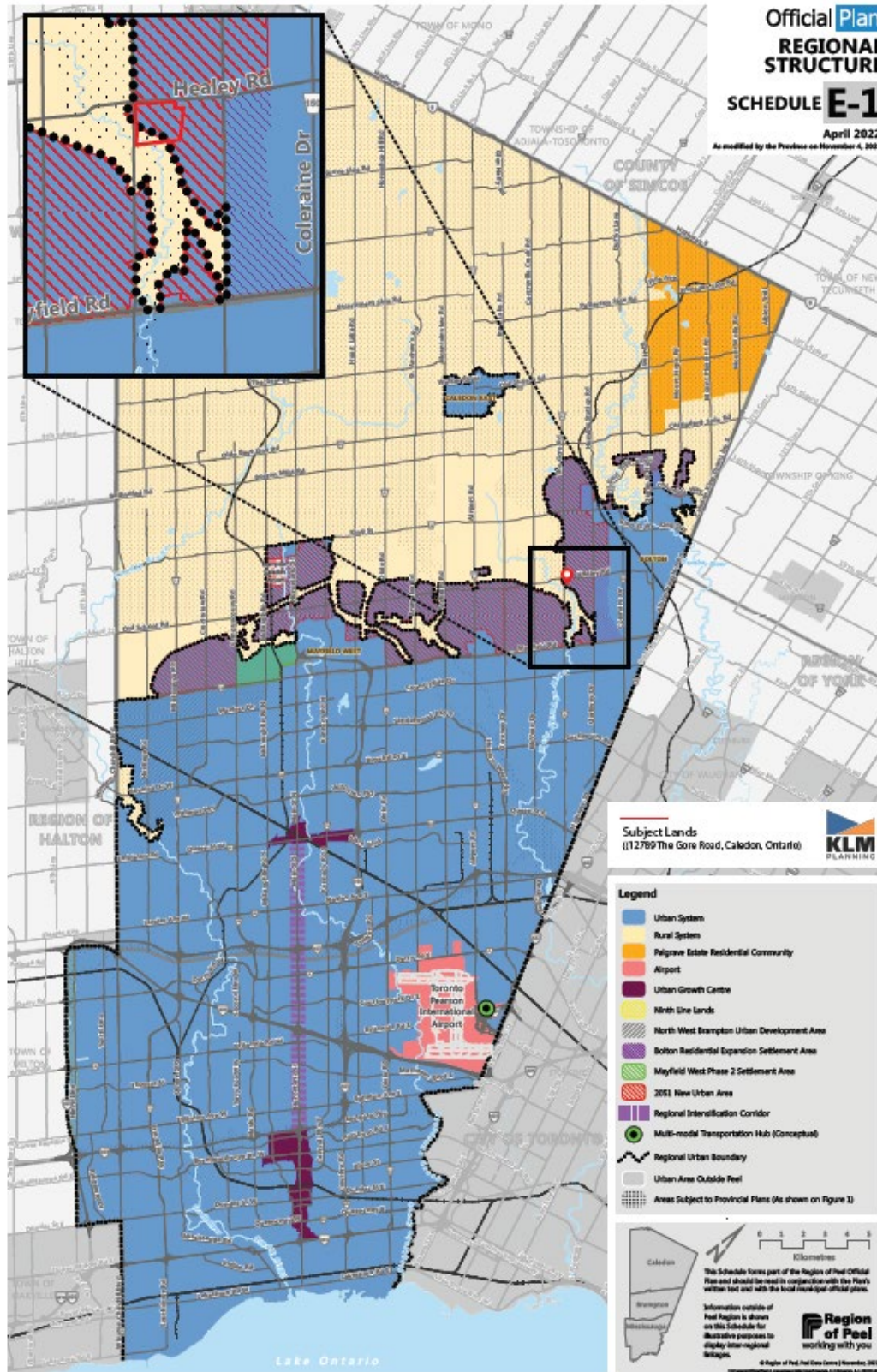
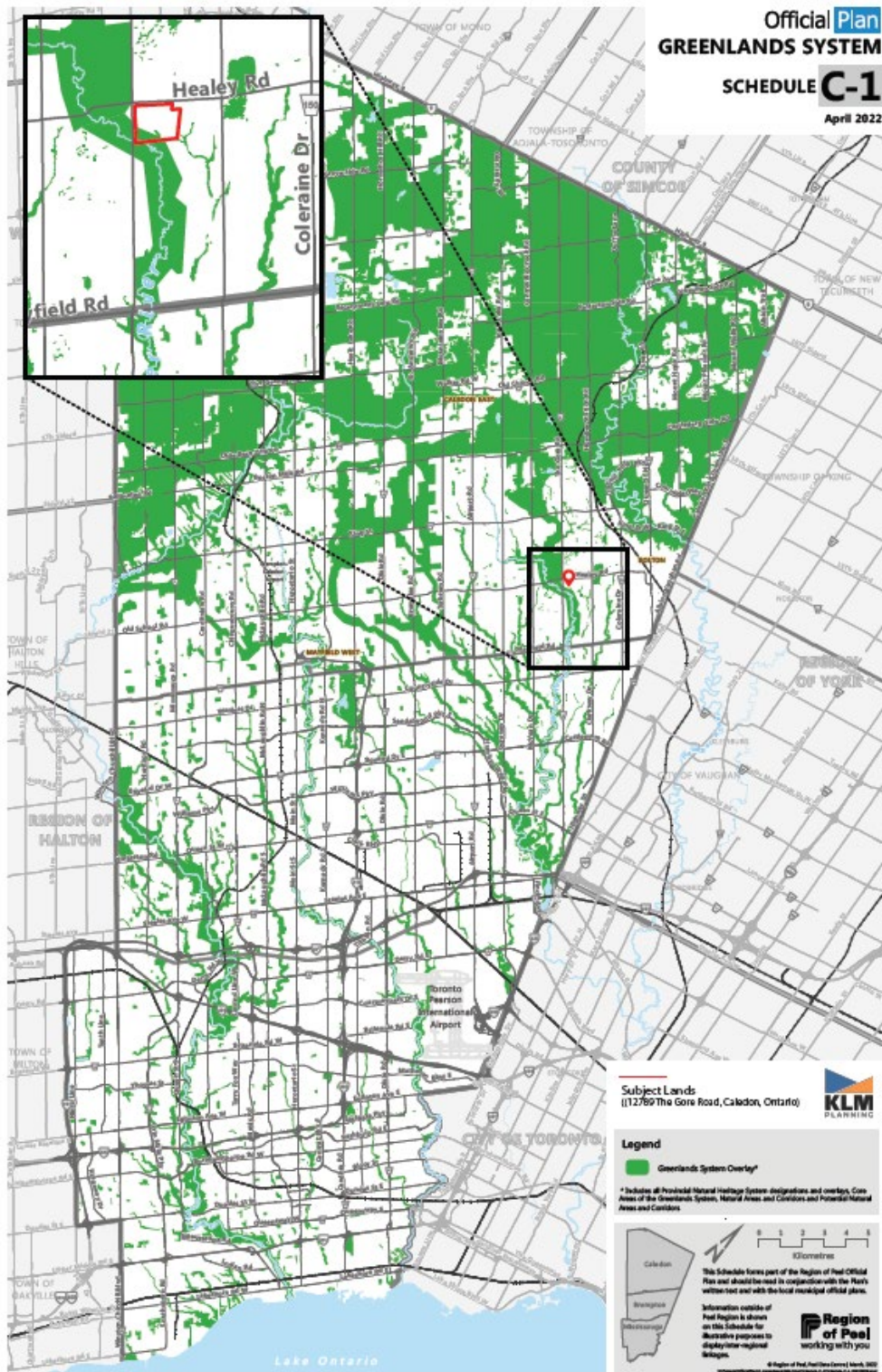


FIGURE 4 – PROP GREENLANDS SYSTEM C-1



5.3 LOCAL POLICY

5.3.1 FUTURE CALEDON OFFICIAL PLAN

The Future Caledon Official Plan was adopted by Town Council in March 2024 and later approved with modifications by the Ministry of Municipal Affairs and Housing on October 22, 2025. The Subject Lands are designated as *New Community Area, Natural Features and Areas and Highway 413 Focused Analysis Area* in conformity with the Region of PROP. (see **Figure 5 – FCOP Schedule B4 – Land Use Designations**).

The FCOP proposes a mix of land uses, strategically placed to ensure complete communities. The majority of the HGSP area is made up of the *Neighbourhood Area* designation, which accommodates a wide range of low to medium density housing typologies, alongside a park and Natural Heritage system to support the development of a complete community. Lands designated as *Natural Features and Areas* will be protected and restored where possible.

Section 4.1 of the FCOP outlines the land use framework to direct and manage growth to 2051 based on the following minimum forecasts:

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

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

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

4.1.3 *Population and employment growth will be:*

- a) *Focused in:*
 - i) *the Urban System;*

The Subject Lands are within the Urban System next to an Urban Corridor, with a portion within the Planned Highway 413

Transportation Corridor and Highway 413 Focused Analysis Area of the Town, as identified on Schedule B1 – Town Structure.

The FCOP implements the policies within the PROP, which reinforces the density targets within the Designated Greenfield Areas under Section 4.3.

4.3.1 *Development within designated greenfield areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 67.5 residents and jobs combined per hectare.*

As outlined in **Tables 2 - 4**, the Proposed Development has an estimated 77.39 persons and jobs per hectare, supporting the minimum density targets of the Town, as established in the FCOP.

4.4.2 *Development and redevelopment within the Urban System will proceed according to the growth management and phasing policies of the Region of Peel Official Plan, planned servicing and the Town’s Growth Management and Phasing Plan. Development and redevelopment will be staged and coordinated in alignment with the Region of Peel’s Water and Wastewater Master Plan, Transportation Master Plans, and Capital Plans.*

The Proposed Development is designed to integrate into the Regional water and sanitary services that are existing and planned in the area, as outlined in the LSS prepared by Schaeffers.

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 Development is designed as a compact built-form making the most efficient use of land while integrating within the complete community that is planned through the HGSP, with a convenient road network that encourages walkability.

6.3.2 *The Town may require a cultural heritage evaluation report, heritage impact assessment and/or archaeological assessment prepared by a qualified professional in support of a proposed development, redevelopment, or demolition, including an infrastructure project. New or revised evaluations may be required if new information is discovered, if the scope or design of a development proposal changes significantly, or archaeological resources are identified.*

As part of the HGSP, a Heritage Impact Assessment was prepared by Stantec Consulting Inc. The report concluded that the Subject Lands do not contain a heritage structure or dwelling; it is adjacent to 13066 The Gore Road and 13067 The Gore Road, which were identified to meet the O. Reg. criteria. However, no direct or indirect impacts were identified, as the attributes were more than 200 metres from the proposed development.

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.*

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 Development proposes a fully connected street network which links the existing transportation network to the series of new collector and local roads as discussed in the TIS included in this submission package. The DPS proposes the inclusion of one (1) park block, which will allow for public amenity and recreational areas. The plan also delivers the envisioned streetscape design by implementing sitings/setbacks of the zoning by-law, standard ROW cross sections and tree planting details, and is within close proximity to the proposed Highway 413.

7.3.1 *New streets will be designed as complete streets through the coordination of site, building and landscape design on and between individual sites.*

7.3.3 *New streets will be designed to:*

- a) *provide access and municipal street addresses for new developments;*
- b) *extend site lines and view corridors;*

- c) divide larger sites into smaller blocks;
- d) include pedestrian and cyclist amenities to promote active transportation; and,
- e) balance the needs and priorities of various users and uses within the right-of-way.

7.3.7 Streetscapes should be designed to be:

- a) flexible to respond to changing needs, trends and technologies over time; and,
- b) resilient to predictable future conditions such as extreme weather events and public health requirements.

7.3.13 Pedestrian linkages should be incorporated into the design of new development and through large sites to create mid-block connections from internal areas to collector or arterial roads.

The proposed street network is designed to provide access for vehicles, pedestrians, and active modes of transportation alike, utilizing standard ROW cross sections for all proposed streets. throughout the DPS from the existing road network, and to connect to the future urban corridor on the east.

7.6.1 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.

7.8.1 The following section identifies design policies for the built form that is expected to be developed across the Town. The Town-wide Design Guidelines will provide further guidance to supplement the policies in this Plan.

7.8.2 Buildings should be oriented to create a strong street presence, with main entrances located to face the streets. Corner buildings should address both streets by providing articulated façades facing each street, and buildings at the end of terminating views or street intersections should have an increased architectural presence and should enhance and create view corridors and vistas.

7.8.3 New buildings will be designed and oriented to support a vibrant, active and pedestrian-oriented streetscape.

7.8.4 Buildings and public places located at gateways, major vista termini, or along view corridors will be given special design treatment through massing, architectural detailing, materials, building wall articulation, or any combination thereof, as appropriate. Buildings with frontage on arterial roads should have grading and storm servicing directed away from arterial roads towards internal streets.

The Proposed Development provides for a mix of land uses within the neighbourhood space, contributing to a healthy and engaging community neighbourhood to thrive. The integration of complete streets and variety of

lot options will all contribute to a complete community within the HGSP.

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

The Proposed Development is designed to include low-density residential dwelling units, including single-detached, semi-detached and townhouse units, in keeping with Policy 7.9.1.

Section 9 provides policies and guidelines as it relates to housing.

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.*

9.8.2 *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.*

11.3.11 *The Town will encourage innovative cross-section designs that incorporate complete street design principles, low-impact development techniques to improve stormwater management, and the potential to accommodate energy infrastructure (e.g., geothermal pipes or district energy).*

11.11.2 *The construction and reconstruction of new streets will apply complete streets design principles to support the integration of transit, pedestrian and bicycle users, and enhanced streetscaping.*

The TIS that prepared in support of the subject application, forecasted to operate with movements within capacity; however, a southbound left-turn lane at Street A and The Gore Road is recommended and an eastbound left-turn lane at Healey Road and Street B is recommended as a long-term improvement.

12.5.5 *Stormwater management facilities will be integrated into the design of adjacent land use to enhance the visual landscape, be incorporated in the urban structure, be naturalized when next to parks, open space or the Natural Environment System, and support urban design objectives where possible.*

The DPOS provides one (1) Stormwater Management Block. The proposed layout contemplates maximizing residential lotting while ensuring adequate stormwater management infrastructure, as laid out in the HGSP and as detailed in the FSR.

Section 12.5 of the FCOP lays out policies as it relates to Stormwater Management, more specifically:

12.5.13 Greenbelt Plan Area

a) *The Town will require a stormwater management plan for applications for development and site alteration in the Protected Countryside of the Greenbelt Plan. These stormwater management plans will meet the objectives of the Greenbelt Plan and demonstrates that:*

i) *planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; an integrated treatment approach will be used to minimize stormwater flows and mimic natural hydrology through lot level controls, low impact development and other conveyance techniques;*

ii) *Applicable recommendations, standards or targets within local subwatershed studies, or equivalent studies, and water budgets are complied with;*

iii) *applicable objectives, targets, and any other requirements within a stormwater master plan will be met in accordance with the Growth Plan; and,*

iv) *planning, design and construction of stormwater management infrastructure*

be carried out in accordance with the stormwater management policies of this Plan.

b) *In the Greenbelt Plan Area, stormwater management systems will be prohibited in key natural heritage features, key hydrologic features and their vegetation protection zones, in accordance with the Greenbelt Plan, except as permitted by Section 4.2.3.3 of the Greenbelt Plan for those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario.*

c) *In the Greenbelt Plan Area, the planning, design and construction of stormwater management infrastructure will be carried out in accordance with the stormwater management policies of this Plan and applicable Provincial legislation.*

The Proposed DPS is intended to integrate into the Region of Peel's water and wastewater services, as discussed in the FSR included in this submission package. The DPS also includes one (1) Natural Heritage System Block and one (1) Channel Block, which will ensure quality and quantity of stormwater released is controlled to meet or exceed standards.

13.3.6 *A proposal for new development or site alteration adjacent to a feature in the Natural Features and Areas designation outside of the Greenbelt and Growth Plan Natural Heritage Systems and outside of the Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan areas will require an environmental impact study and/or hydrologic evaluation to determine that there will be no negative impacts on the feature, ecological function and/or hydrologic function in accordance with the adjacent lands distances outlined in Table 13-1 and prepared*

to the satisfaction of the Town.

13.5.4 A proposal for new development or site alteration within 120 metres of any key natural heritage feature within the Greenbelt Plan and Growth Plan Natural Heritage Systems or any key hydrologic feature within of the Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan, or otherwise outside of settlement areas may require an environmental impact study and/or hydrologic evaluation, or equivalent study prepared to the satisfaction of the Town and relevant approval authorities, that identifies a vegetation protection zone, which:

- a) protects the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change;
- b) is established to achieve and be maintained as natural self-sustaining vegetation; and,
- c) for wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, inland lakes and significant woodlands, is no less than 30 metres measured from the outside boundary of the feature.

The site has been designed to provide protection of the existing Natural Features Areas with the inclusion of one (1) Natural Heritage System Block. As outlined in the supporting LSS included in the HGSP submission, vegetation protection zones will be met to allow potential impacts to be mitigated and avoided.

14.4.2 Parkland will be planned:

- a) as a focal point for recreational, leisure and social opportunities by being located central to the area or community they service;
- b) in a manner that prioritizes street frontage for visibility from the public realm to promote accessibility and safety, and avoids locations to the rear of adjacent properties and uses;

- c) to be accessible by pedestrian, cyclists, transit and motor vehicles, as appropriate;
- d) to contribute to the Town's inter-connected system of open spaces that includes parkland, open space and natural areas; and,
- e) to incorporate climate change adaptation opportunities as appropriate.

One (1) Park block is located in the DPS, in accordance with the HGSP, to contribute to the broader planned system and network of open spaces which form a part of the HGSP area.

Section 21.3 of the Future Caledon Official Plan provides direction for Secondary Plans.

Section 21.4 of the Future Caledon Official Plan sets out policies as it relates to Tertiary Plans (Community Block Plans).

Tertiary plans pertain to areas within a secondary plan area and establish context for coordinated development that implements the vision and policies of the secondary plan.

A Healey Gore Tertiary Plan will be submitted as part of a subsequent submission for the HGSP. This will be in line with and support the overall land use plan for the Secondary Plan Area.

Section 22.2 of the FCOP provides policies as it relates to *New Community Area* Designation.

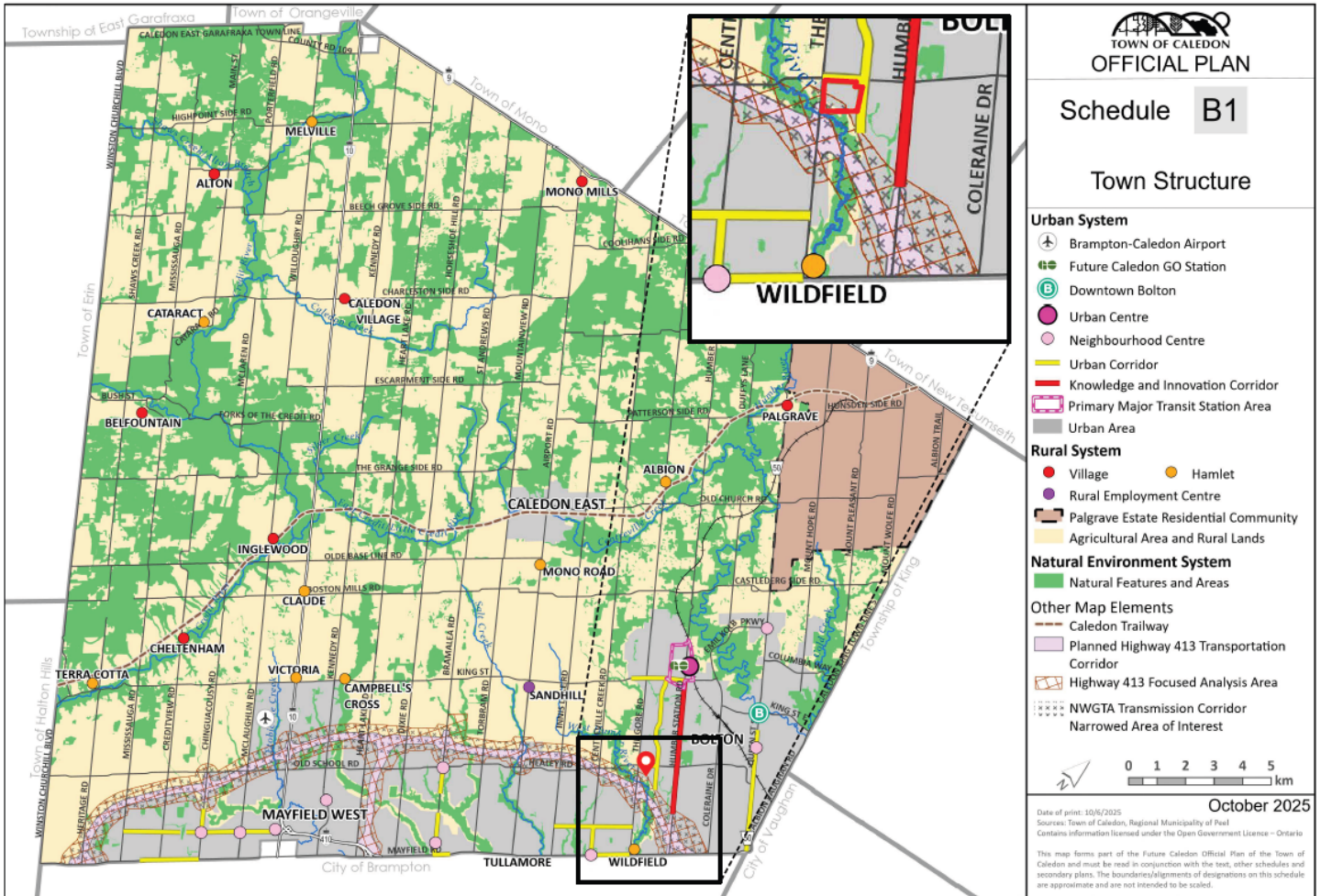
The New Community Area designation will be applied pending the preparation and adoption of secondary plans in accordance with the growth phasing policies of Chapter 4, and other policies of this Plan. The New Community Areas designation identifies lands to be developed as future residential/mixed-use communities. As secondary planning is completed for each secondary plan area, new land use designations and policies, as set out later in this chapter and in Part D, will replace the New Community Area designation.

Through the continued process of the HGSP and the in force zoning that it will reflect, both of which will be implemented through draft

plans such as this.

Based on the above, it is our opinion that the Proposed Development is consistent with the applicable policies of the FCOP.

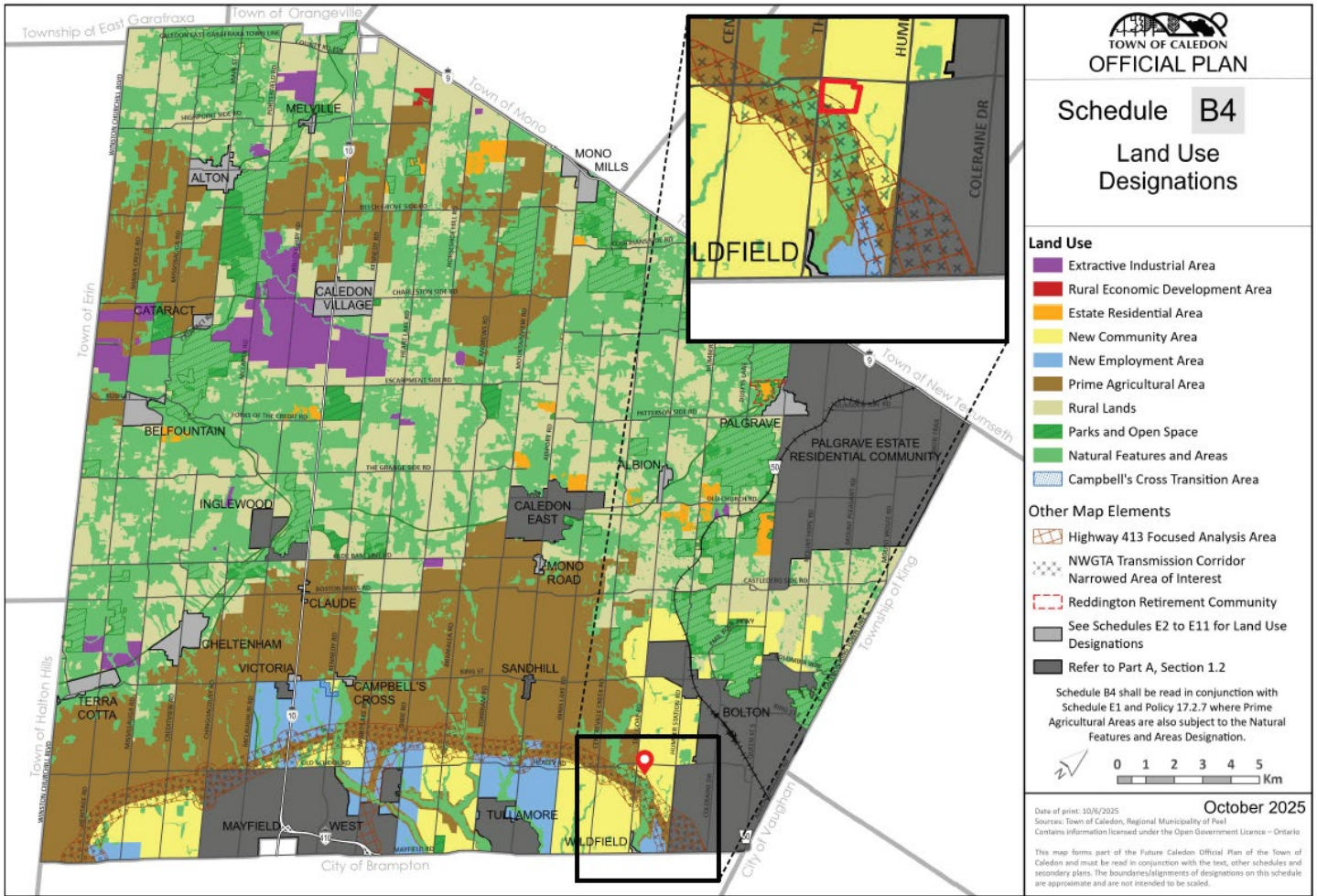
FIGURE 5 – FCOP SCHEDULE B1: TOWN STRUCTURE



 **Subject Lands**
 (12789 The Gore Road, Caledon, Ontario)



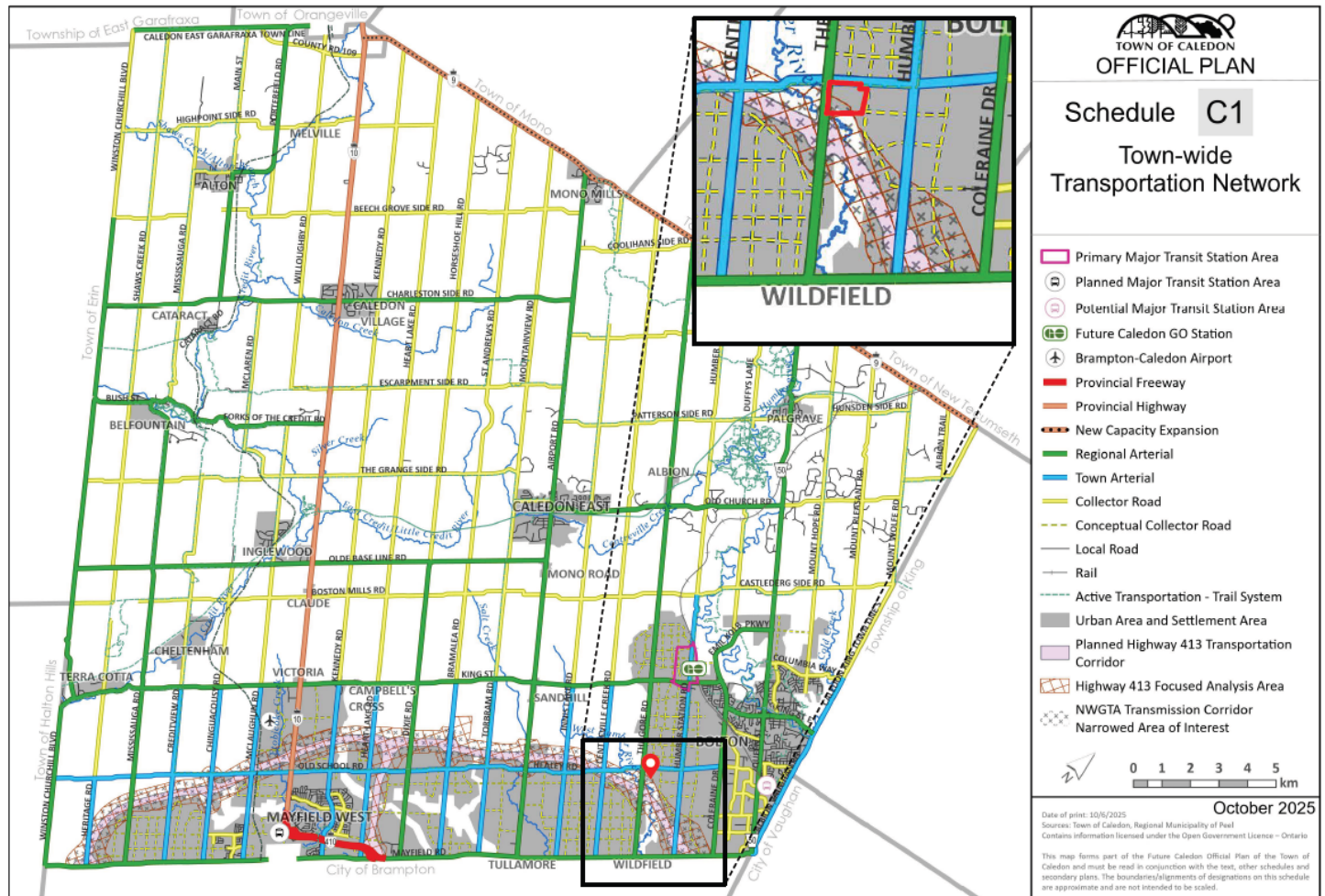
FIGURE 6 – FCOP SCHEDULE A4: LAND USE DESIGNATIONS



 **Subject Lands**
 (12789 The Gore Road, Caledon, Ontario)



FIGURE 7 – FCOP SCHEDULE C1: TOWN-WIDE TRANSPORTATION NETWORK



 **Subject Lands**
 (12789 The Gore Road, Caledon, Ontario)



5.3.2 DRAFT HEALEY GORE SECONDARY PLAN

The HGSP is currently in the process of being finalized, which will help govern the development and redevelopment of the lands at the southeast corner of the intersection of Healey Road and The Gore Road.

The HGSP is part of Future Caledon's *New Community Area*. Notwithstanding the fact that the Secondary Plan is not yet approved, the Proposed Development has been designed in accordance with the Land Use Plan and is being proposed in conjunction with the finalization of the HGSP.

The HGSP area is designed as a new residential community, accommodating a range of housing options alongside a neighbourhood park and open space uses. The HGSP is planned as a compact, well-connected community with a high-quality public realm. The HGSP area has been planned and designed to achieve favourable land use development pattern, which includes community design, sustainability, natural heritage, transportation, stormwater management, and water and wastewater servicing. (see **Figure 8 - HGSP Land Use Schedule**).

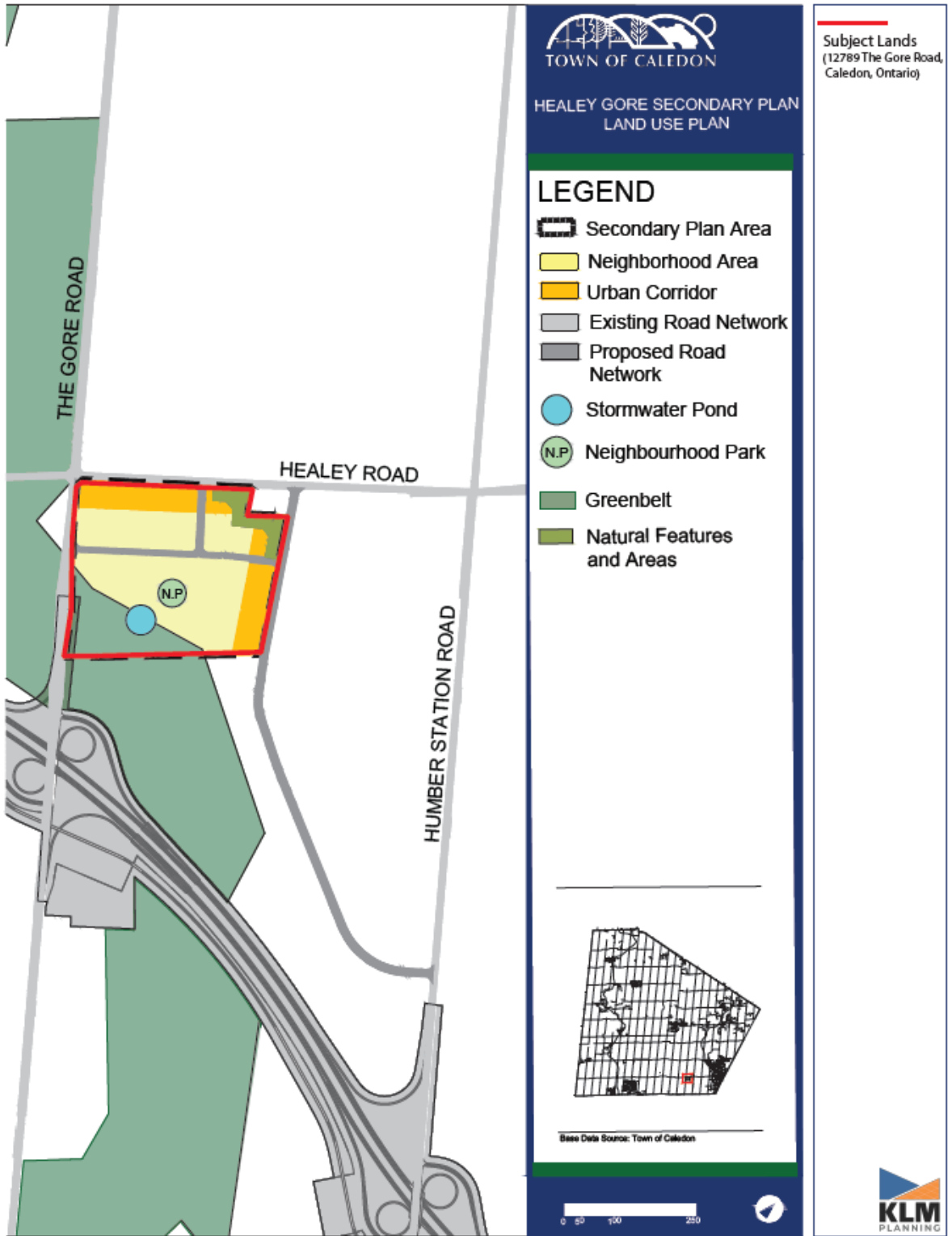
The HGSP establishes a growth management strategy for the area, which was configured to ensure that the development within the area occurs in an orderly, timely and cost-effective manner. To ensure it conforms with the Town's growth management objectives, the Secondary Plan Area has been planned to achieve a density target of 74 people and jobs per hectares, with a population of 2,950 by 2051 and development shall occur in a manner consistent with those minimum targets.

Considering the above, and as shown in **Tables 2 through 4** within **Section 3.1**, the Proposed Development will allow for an **estimated 77.39 persons and jobs per hectare**.

In the Draft HGSP, the Subject Lands are designated as *Neighbourhood Area, Urban Corridor, Greenbelt and Natural Features and Areas*. The DPS provides for a neighbourhood park and stormwater pond, with collector roads to align with the HGSP land use schedule.

Based on the above, it is our opinion that the Proposed Development is consistent with the applicable draft policies of the HGSP.

FIGURE 8 – HEALEY GORE SECONDARY PLAN SCHEDULE



5.3.3 TOWN OF CALEDON ZONING BY-LAW 2024-54

In March 2024, twelve (12) Zoning By-law Amendments for various land parcels throughout Caledon's *New Urban Area*, which included the HGSP, were approved. At that time, the purpose of the Zoning By-law Amendment was to rezone land for residential and mixed-use development, with continued protection for environmental areas.

Town-Initiated Zoning By-law Amendment 2024-054 ("**By-law 2024-054**") (File RZ 2024-0009) came into force and effect on June 25, 2024, and applies to the lands south of Healey Road, between The Gore Road and Humber Station Road, with the exception of those lands within the Greenbelt Area, inclusive of the Subject Lands discussed herein with the exception of Blocks 399 and 397, which represent the land holdings within the Greenbelt Area.

By-law 2024-54 rezoned the Subject Lands from *Agricultural Zone (A1)* to *RMD Mixed Density Residential Zone – Exception 693 – Holding Provision 43A and Holding Provision 43B* (RMD-693-H43A-H43B) ("**RMD-693**") and *RMD Mixed Density Residential Zone – Exception 694 – Holding Provision 43A and Holding Provision 43B* (RMD-694-H43A-H43B) ("**RMD-694**") (the "**Zone Categories**").

The RMD-694 zone category generally applies to the southwestern half of the Subject lands located along The Gore Road. The RMD-693 zone category was applied to the northeastern portion of the Subject lands, adjacent to Healey Road.

The portion of the Subject Lands within the Greenbelt remains zoned *Environmental Protection Area 2* (EPA2) zone under the Town of Caledon Zoning By-law.

Both zone categories are intended for a range of ground-related residential uses; however, only RMD-694 allows for single detached dwellings and semi-detached dwellings. The RMD-693 zone applied to the lands with frontage on Healey Road, and the future north-south Collector Road with connection to Humber Station Road, permits a range of townhouse dwelling units (see **Figure 10 – Caledon Zoning By- Law 2024-54 Schedule A**).

The Zoning By-law outlines holding provisions applicable to these zone categories to ensure the Town is fully satisfied prior to approval. These include the following:

- Approval of the HGSP;
- Approval of a DPS,
- Written confirmation from the Regional Municipality of Peel that a development agreement has been executed to implement the required water and sanitary services, and;
- The submission of an Environmental Impact Study to the satisfaction of the Town, which determines the extent of the Natural Environment System to confirm the limits and extent of the Environmental Policy Area 1 (EPA 1) zone.

The Proposed Development is generally in keeping with the zoning standards as outlined in the Zoning By-law 2024-54. Should any zoning deficiencies or inconsistencies arise, a Minor Variance Application will be filed to the Committee of Adjustment to ensure that the Proposed Development is consistent with the applicable zoning standards.

For the RMD-693 zone category, the minimum required setbacks for standard townhouse dwellings are as follows:

Front: 6.0m to the front wall of attached private garage, 3.0m to the front wall of the main building

Rear: 6.0m, except 1.5m to a garage abutting a rear lane with a minimum of 5m between the detached garage and the dwelling unit

Interior Side: 1.0m, except no interior side yard is required where abutting lots share an above grade common wall

For the RMD-694 zone category, the minimum required setbacks for street townhouse dwellings are as follows:

Front: 6.0m to the front of attached private garage, 3.0m to the front wall of main building

Rear: 6.0m except 1.5m to a garage abutting a rear lane with a minimum of 5m between the detached garage and the dwelling unit.

Interior Side: 1.0m, except no interior side yard is required where abutting lots share an above grade common wall.

For the RMD-694 zone category, the

minimum required setbacks for single-detached dwellings are as follows:

Front: 6.0m to the front of attached private garage, 3.0m to the front wall of main building

Rear: 6.0m except 1.5m to a garage abutting a rear lane with a minimum of 5m between the detached garage and the dwelling unit.

Interior Side: 1.2m and 0.6m.

For the RMD-694 zone category, the minimum required setbacks for semi-detached dwellings are as follows:

Front: 6.0m to the front of attached private garage, 3.0m to the front wall of main building

Rear: 6.0m except 1.5m to a garage abutting a rear lane with a minimum of 5m between the detached garage and the dwelling unit.

Interior Side: 1.0m, except no interior side yard is required where abutting lots share an above grade common wall.

It is anticipated that this DPS Application satisfies the Town of Caledon and that the lot sizes and all other performance standards will be met appropriately.

Zoning Tables

Single Detached Dwellings (RMD-694)

	Required	Proposed	Difference
Lot Area (Minimum, Per Dwelling Unit)	224m ²	250.0m ²	+26
Minimum Lot Frontage (Corner Lots, per dwelling unit)	10m	9.8m	-0.2m
Minimum Lot Frontage (Other Lots, per dwelling unit)	8m	9.8	+1.8m

Semi Detached Dwellings (RMD-694)

	Required	Proposed	Difference
Lot Area (Minimum, Per Dwelling Unit)	190m ²	175.0m ²	-15.0m ²
Minimum Lot Frontage (Corner Lots, per dwelling unit)	7.7m	6.85m	-0.85m
Minimum Lot Frontage (Other Lots, per dwelling unit)	6.7m	6.85m	+0.15m

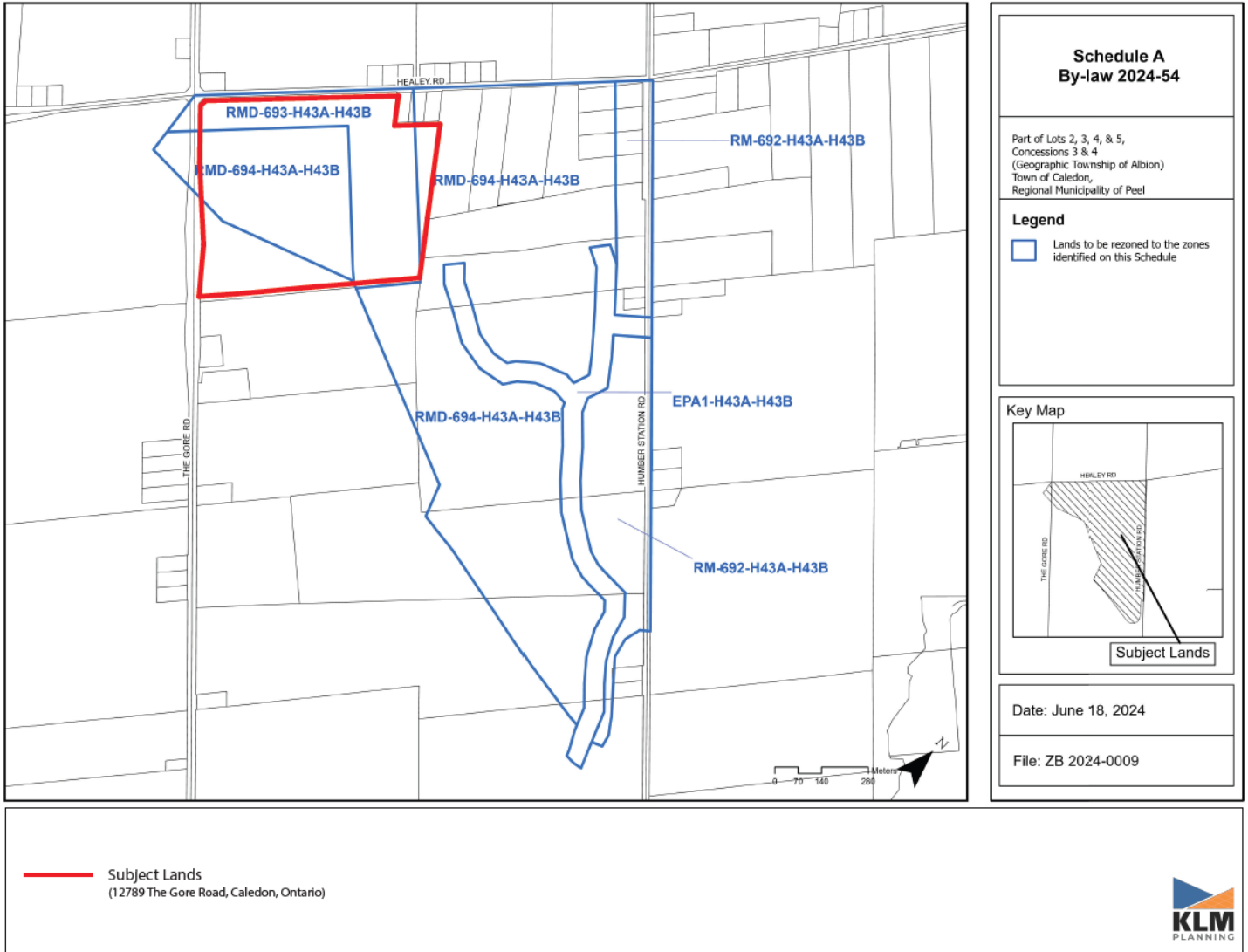
Standard Townhouse Dwellings (RMD-693 & RMD-694)

	Required	Proposed	Difference
Lot Area (Minimum)	150m ²	-	-
Minimum Lot Frontage (Corner Lots, per Dwelling Unit)	7.0m	7.62m	+0.62m
Minimum Lot Frontage (Other Lots, Per Dwelling Unit)	6.0m	7.62m	+1.62m

*Note: All other Zoning Standards will be met within Zoning By-law 2024-60.

**Please note the potential deficiency as it relates to the semi-detached lot area. As we currently do not know how many semi-detached versus single-detached units there will be, those deficiencies will be addressed through the Committee of Adjustments once confirmed, if applicable.

FIGURE 9 – CALEDON ZONING BY-LAW 2024-54 SCHEDULE A



6.0 CONCLUSION

The proposed DPS Application satisfies the requirements of the Planning Act, is consistent with the relevant policies of the PPS, conforms to and does not conflict with the relevant policies of the PROP, the FCOP, the proposed HGSP and the Town of Caledon Zoning By-law 2006-50, as amended by By-law 2024-54.

Ultimately, the Proposed Development of the Subject Lands is permitted under the current and proposed designations and zoning and will contribute to the population growth and economic development of both the Region and Town.

Sincerely,

KLM Planning Partners Inc.



Keith MacKinnon BA, MCIP, RPP
Partner



Alyssa Woods MScPI, MCIP, RPP
Senior Planner



Jaclyn Cook
Intermediate Planner

cc. Derrick Canete, Solmar Development Corporation
Nimrit Chahal, Solmar Development Corporation
Haiqing Xu, Solmar Development Corporation