

TOWN OF CALEDON  
PLANNING  
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May 13, 2026



# PLANNING OPINION REPORT

Official Plan Amendment  
Innis Lake Secondary Plan  
Caledon, ON

Prepared For:

**Innis Lake Secondary Plan Area Landowners c/o Mattamy (Innis Lake) Limited**

May 2026

**MGP**

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*Official Plan Amendment*

## **Planning Opinion Report**

**Innis Lake Secondary Plan  
Caledon, ON**

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# 1.0

## Background

### 1.1 Overview

Malone Given Parsons Ltd. (“MGP”) are the planning consultants for Mattamy (Innis Lake) Limited and 2420428 Ontario Limited (“Innis Lake Secondary Plan Area Landowners”). The Innis Lake Secondary Plan Area Landowners are proposing an Official Plan Amendment (“OPA”) and privately initiated Secondary Plan (“SP”) to amend the Town of Caledon Official Plan to create a more detailed planning framework and urban land use designations for a portion of the approved new community area. The lands subject to the OPA application are bounded by Mayfield Road to the south, Innis Lake Road to the west, Centreville Creek Road to the east and Healey Road to the north and are comprised of land totaling approximately 409 hectares or 1,010 acres (the “Innis Lake SP Area”). Within the Innis Lake SP Area, Mattamy (Innis Lake) Limited and 2420428 Ontario Limited owns approximately 98 hectares (242 acres) of land, within the Phase 1 boundary.

The lands subject to this OPA application have recently been brought into the urban boundary as part of the Region of Peel Municipal Comprehensive Review process. The Innis Lake SP Area is now included in the Regional Urban Boundary in the Region of Peel Official Plan, as well as the recently approved Future Caledon Official Plan. An amendment to the Future Caledon Official Plan, through the preparation and approval of a secondary plan, is required to determine detailed land use designations prior to any development occurring on these lands.

The purpose of this report is to provide an outline of the proposed OPA while analyzing and rendering a planning opinion on the proposed OPA in the context of the relevant Provincial, Regional and local policy framework and the technical studies prepared by other experts. The application is intended to commence a working relationship with the Town to undertake the comprehensive planning and designation of this area for development. It is noted that on-going work, collaboration with the Town, and public consultation is required prior to final approval of the OPA. Moreover, a Terms of Reference was provided to the Town as part of the Pre-Application Review Committee (“PARC”) meeting that outlines the work program for this Secondary Plan, as well as a future Tertiary Plan process for the Phase 2 lands, including the supporting technical studies required to inform the overall comprehensive development of this area. This OPA application aligns with these Terms of Reference.

This Secondary Plan will follow concurrently with site-specific development applications

(e.g. Draft Plan of Subdivision and Zoning Bylaw Amendment) by individual landowners, which will allow for a comprehensive and coordinated land use planning process to occur while permitting site-specific developments to adapt in tandem to the evolving secondary plan process. This approach will allow development in this area to proceed in a timely manner, while ensuring that the larger scale community planning is properly informed with more detailed information from the development application submissions.

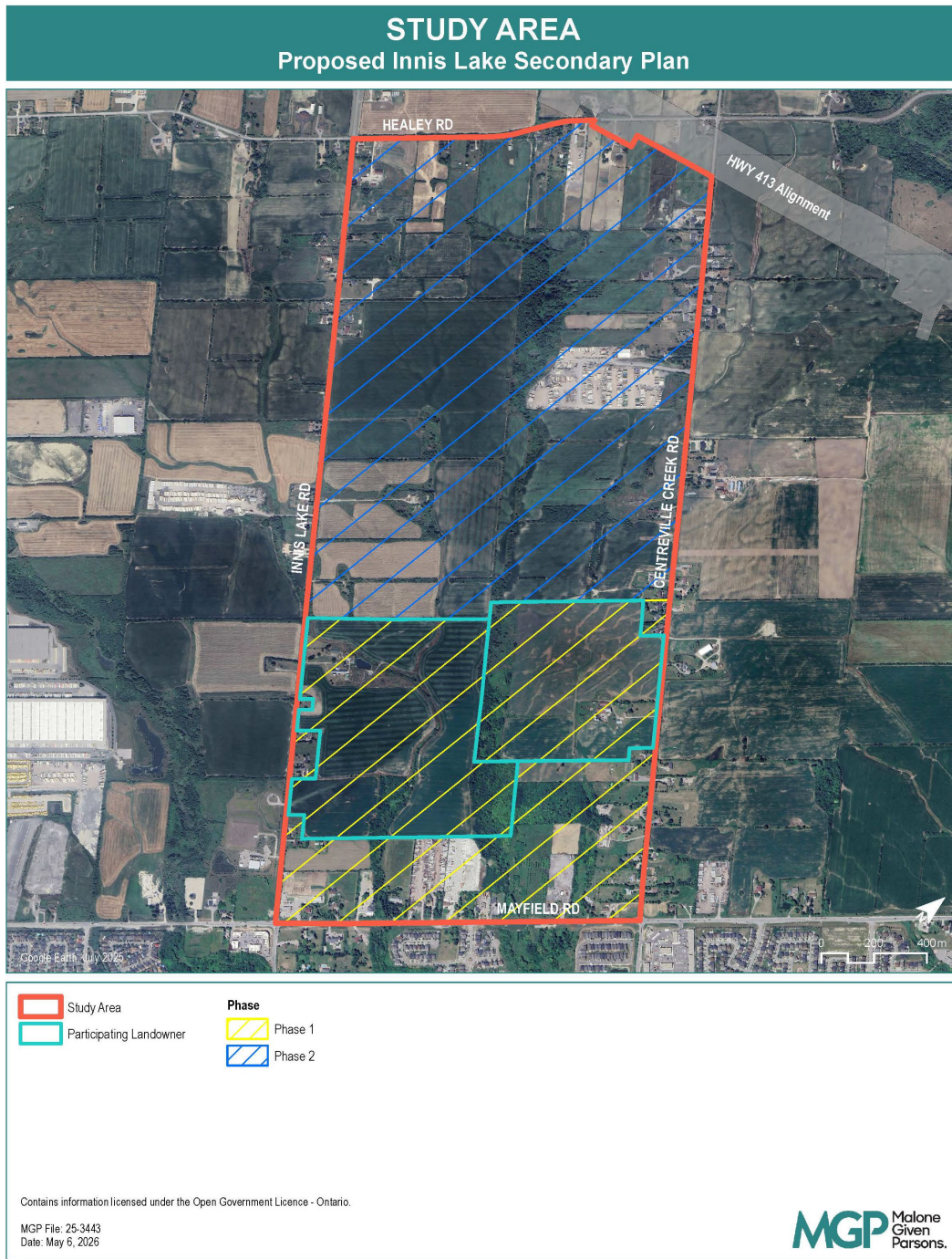
A Pre-Application Review Committee (PARC) Meeting occurred on April 10, 2025 where constructive feedback on the initial proposal was received and the list of drawings, supporting studies and reports were identified.

This Planning Opinion Report, in addition to the other technical studies, is submitted to accompany the OPA application to form a complete application under the *Planning Act*.

## **1.2 Location and Context**

The Innis Lake SP Area consists of land approximately 409 gross hectares (1,010 acres), north of Mayfield Road, south of Healey Road, west of Centreville Creek Road, and east of Innis Lake Road. The Innis Lake SP Area has frontages of approximately 3.1km along Healey Road, 1.6 km along Mayfield Road, 2.1km along Innis Lake Road, and 3.1km along Centreville Creek Road. The Innis Lake SP Area primarily consists of existing agricultural and rural residential land uses. The Innis Lake SP Area is shown in Figure 1 below and participating owners' parcels are legally described in Table 1 below.

Figure 1: Study Area



*Table 1: Legal Description of the Participating Lands*

#	Municipal Address	Legal Description	PIN	Site Area	Owner
1	12351 Innis Lake Road	PT LT 1 CON 2 ALBION; PT LT 2 CON 2 ALBION AS IN RO977592 EXCEPT PT 1, 43R19624 & PTS 1,2,4, 43R22263 TOWN OF CALEDON	143480213	59.16 ha (146.18 ac)	2356435 Ontario Corp.
2	12250 Centreville Creek Road	PT LT 2, CON 2 ALBION, PT 1, PL 43R35944; CALEDON	143480128	39.02 ha (96.41 ac)	2420428 Ontario Limited

### 1.2.1 Surrounding Lands

The Innis Lake SP Area is surrounded by the following land uses:

#### North:

- Healey Road
- Agricultural uses
- Rural residential dwellings
- Planned Highway 413

#### East:

- Centreville Creek Road
- Agricultural uses
- Rural residential dwellings
- Future Residential (Proposed Wildfield Village Secondary Plan (POPA-2024-0010))

#### South:

- Mayfield Road
- City of Brampton
- Residential dwellings

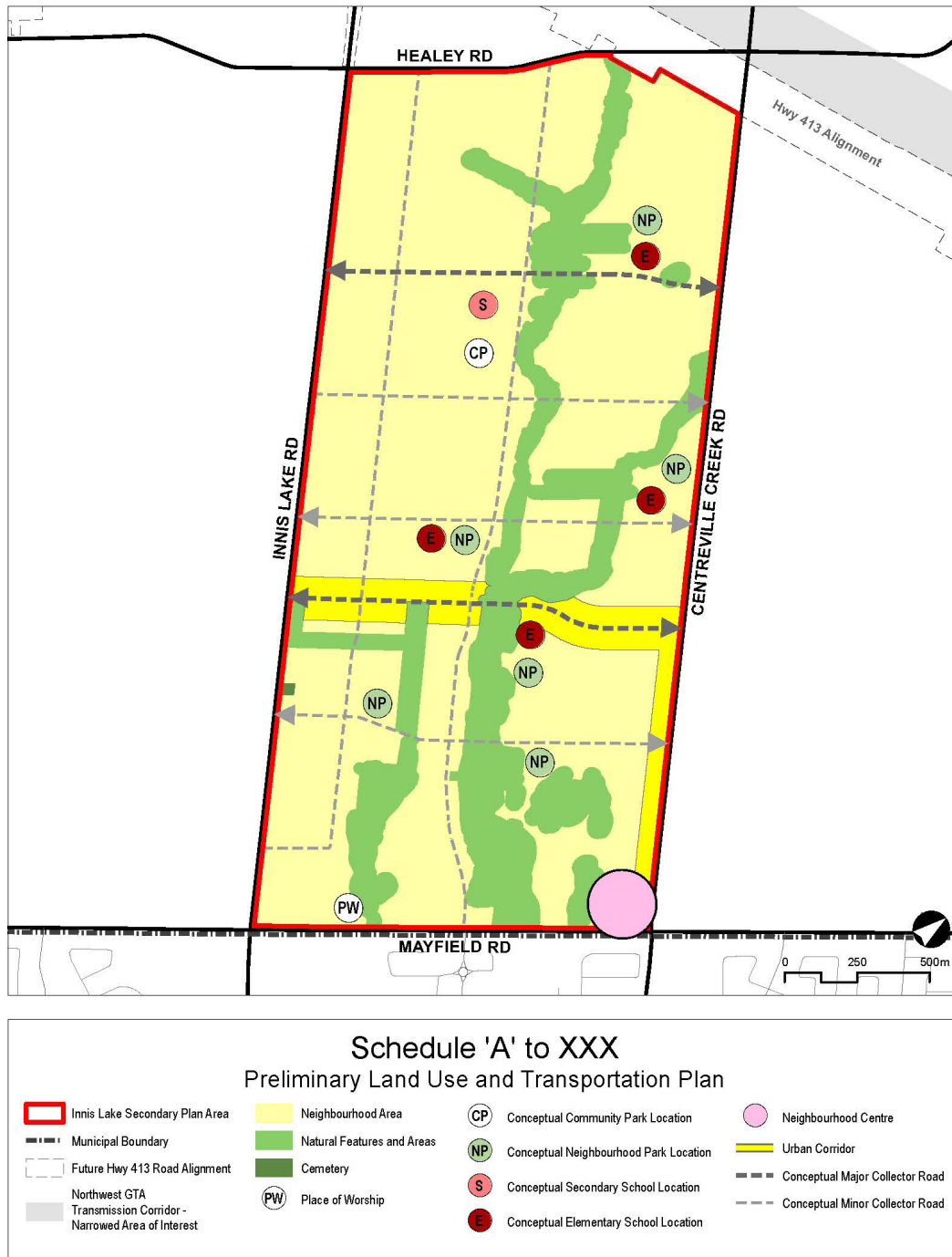
#### West:

- Innis Lake Road
- Agricultural uses
- Rural residential dwellings

## **2.0 Proposed Land Use Plan**

The Innis Lake Secondary Plan Area Landowners are proposing an Official Plan Amendment to the Town of Caledon Official Plan for the Innis Lake SP Area to establish a comprehensive plan for the area in order to achieve a complete, coordinated, healthy, high quality and sustainable community. The Official Plan Amendment application is required in order to determine detailed land use designations, along with a planning framework ensuring that the staging and sequencing of development supports a logical development manner that efficiently utilizes existing infrastructure. A copy of the Draft Official Plan Amendment is provided as part of this submission. The proposed land use schedule included in the amendment, as shown in Figure 2 below, will designate the lands for a range of residential, commercial, institutional, parks and open space uses and a public road network. The proposed Official Plan Amendment and Land Use Plan is described in further detail in the Section 7 of this Report.

Figure 2: Proposed Land Use Plan for the Proposed Official Plan Amendment



The Innis Lake SP Area is intended to be developed into a sustainable, healthy, connected and complete community with a large diversity of land uses, housing options, built form, and community amenities that are capable of supporting the future Innis Lake community.

The entire Innis Lake SP Area is intended to accommodate a minimum population of

22,500 people and 1,750 jobs which achieves an overall density of 73 people and jobs per hectare. A range of housing options will be permitted to be built with complementary neighbourhood supportive uses such as institutional, commercial, office, and recreational uses, which is intended to provide opportunities for residents of a variety of incomes and needs to live, recreate, learn, shop, work, and worship within a walkable community. The Innis Lake SP Area is anticipated to yield a total of 6,680 units comprised of 3,400 single/semi-detached units (51%), 540 secondary units (8%), 2,000 street townhouse units (30%), 680 back-to-back/stacked townhouse units (10%), and 55 apartment units (1%).

The Innis Lake community will be designed to prioritize sustainability and accessibility, ensuring that all residents can enjoy a high quality of life. Central to this vision is the creation of walkable neighbourhoods, where community facilities such as parks, schools, and recreational uses are strategically located within a short walking distance from all residential areas. This approach will reduce the community's reliance on cars, thereby lowering carbon emissions and promoting healthier lifestyles. The plan provides for the protection of approximately 76 hectares of land comprised of natural heritage features, which will be preserved and enhanced with flexibility in mind for potential public use where appropriate. Green spaces will be thoughtfully integrated throughout the community, providing natural habitats for local wildlife and fostering a connection between residents and nature.

As shown in Figure 2 above, the majority of lands within the Innis Lake community will primarily be intended as Neighbourhood Areas which will include permissions for ground-oriented and low-rise residential uses. Higher density uses are planned to be located along major arterial roads in strategic locations that are proposed to be designated as urban corridors. These urban corridors will support a thriving local economy with opportunities for retail and services to be located near local residents. These strategic urban corridors will provide transit-supportive densities capable of also providing economic opportunities in the form of commercial uses and services. The highest density development in the Innis Lake SP Area will be located within the Neighbourhood Centre, which will act as a significant focal point within the community at the Centreville Creek Road and Mayfield Road intersection. This centre will offer a range of goods and services to the neighbourhood for residents and workers' daily needs within easy walking or cycling distance. Mid-rise or high-rise buildings are envisioned in these areas that will provide a mix of uses for residential, commercial, office, and service uses.

This urban structure hierarchy will create an urban pulse along the urban corridors, which will form a gradual ascent to the Neighbourhood Centre.

As shown in Figure 2, a Community Park is proposed centrally located within Phase 2 of the Innis Lake SP Area in accordance with Schedule D8 of the Future Caledon Official Plan. It is intended to support outdoor recreational needs of the community in addition to the proposed Neighbourhood Parks throughout the secondary plan area. All parks have

been evenly distributed throughout the Innis Lake SP Area with the intention of providing accessible use to all residents in the community. Parks have generally been co-located near the existing natural features to provide stronger vistas and connections to the NHS. There are four elementary schools and one secondary school proposed to be located within the Innis Lake SP Area. The proposed schools are co-located where possible with parks to make efficient use of land and provide outdoor amenity opportunities. A further breakdown of amenities and services is provided in Section 6.7 of this report.

# 3.0 Affordable Housing Needs Analysis

## 3.1 Affordable Ownership Housing

Affordable housing ownership is defined in the Provincial Planning Statement as being the least in the two following scenarios:

1. The purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate-income households; or,
2. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

The following evaluation establishes the affordable housing ownership price based on the above scenarios.

### 3.1.1 Scenario 1: Accommodation Costs as a Percentage of Household incomes

Low to moderate income households in the Region of Peel are represented by households with earnings of \$57,422 to \$103,345. Table 2 below establishes the maximum affordable ownership housing prices based on annual accommodation costs that do not exceed 30% of the gross annual housing income. Based on the affordable housing information provided by the Region of Peel Housing and Homelessness Plan 2018-2028 (PHHP Annual Report), the maximum home ownership costs are \$411,047 for affordable permanent housing.

*Table 2: Low to Moderate Household Income Distribution and Purchase Price, Peel Region*

	Household Earning	Maximum Affordable Housing Price
Low Income	\$57,421 or less	\$228,389
Middle Income	\$57,422–103,345 or more	\$411,047

Source: PHHP Annual Report (2021)

The PHHP defines affordable housing as it pertains to households that attain a low to middle income. The classification of low-income and middle-income households in the PHHP is based on 3 incomes deciles and therefore have the same number of households in each income group. The PHHP further determines the maximum home ownership costs

based on 30% of maximum expenditure on ownership housing for households within each earnings (Low Income and Middle Income) segment. As such, the household income thresholds and maximum purchase price for affordable housing apply to the first scenario as defined in the PPS.

**3.1.2 Scenario 2: Affordability Based on Average Market Rent in Peel Region**

For Scenario 2, the Region of Peel Data Portal provides data for affordable housing that establishes average regional market area resale value by household type and municipality. This allows for an affordable housing threshold to be determined based on a 10% reduction factor as per the PPS. As identified in Table 3 below, Scenario 2 would produce an affordable ownership threshold of \$951,975. Since affordable housing is considered a regional matter, this affordability threshold applies to the entirety of Peel Region.

*Table 3: Affordable Housing Costs based on Average Resale Home Prices, 2024*

	Detached	Semi-detached	Townhouse	Condominium Apartment	All Types	10% Below Total Average Resale Price
Region of Peel	\$1,354,959	\$969,930	\$829,499	\$606,271	\$1,057,750	\$951,975
Caledon	\$1,497,103	\$963,901	\$919,136	\$808,232	\$1,343,313	\$1,208,982

*Source: Peel Region Open Data (2024)*

The results from the evaluation of both Scenario 1 and 2 conclude that Scenario 1 provides the least expensive option of the two. As such, Scenario 1 would be used in determining the maximum affordable housing price for the affordability assessment of the Innis Lake SP Area with an affordable home ownership threshold of approximately \$411,047. It should be noted that given the current market trends, this maximum threshold would typically be met through the allocation of smaller apartment units and additional dwelling units which would generally be affordable to smaller households. Smaller units can be intrinsically affordable under Scenario 1. An additional threshold to include the higher \$951,975 unit price (reflective of a larger unit type such as townhomes, semi-detached, or single detached dwellings) would more likely provide an attainable option for family-oriented housing, particularly for those homes that include an additional dwelling unit.

It should be noted that for Scenarios 1 and 2, it is recognized that the data from the PHHP and Peel Region Open Data is from 2021 and 2024 respectively. It is assumed that Scenario 1 would continue to be used to in determining the maximum affordable housing price.

**3.1.3 Alternative Affordability Thresholds**

The Province of Ontario, for the purposes of the Development Charges Act, 1997,

released a bulletin dataset in March 2024 which is intended to set out the market-based and income-based thresholds that are to be used to determine the eligibility of a residential unit for an exemption from development charges and exclusions from the maximum community benefits charge and parkland dedication requirements. It should be noted that Scenarios 1 and 2 above were determined using the methods described in the PPS and as such are the required thresholds to be considered for the Innis Lake SP Area. However, for the purposes of this report, the Provincial data set provides valuable insight into alternative affordability and attainability thresholds to be considered regarding how the Innis Lake SP Area can support local, regional, and provincial priorities to supply affordable housing.

Under the data set, the first affordable purchase price provided is based on income (similar to Scenario 1) and places the threshold at \$568,400. This threshold, although within a similar range, is higher than the \$411,047 Scenario 1 threshold provided by the PHHP but provides insight into what is considered affordable by the province. The dataset provides an additional affordability threshold based on 90% of the average purchase prices of the different dwelling unit types. The average of these thresholds is \$1,449,000 which is slightly greater than the threshold provided through Scenario 2.

Similar to Scenario 1 and 2, the lower of the thresholds serves as the applicable affordability target but the higher threshold is still below the average purchase prices of a dwelling unit and we believe is appropriate to be used to determine what should be considered attainable. These thresholds in the Provincial dataset provide credibility into what can be considered affordable and attainable within local and regional contexts to provide a greater range and flexibility in what types of units are being provided.

## **3.2 Affordable Rental Housing**

Similar to the scenarios delineated in affordable housing ownership, the affordable rental housing threshold is defined as being the least expensive of the following scenarios:

1. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate-income households; or
2. A unit for which the rent is at or below the average market rent of a unit in the region market area.

The following analysis identifies the affordable housing rental threshold based on the above scenarios.

### **3.2.1 Scenario 1: Accommodation Cost as a Percentage of Household Income**

Low and middle-income households, as defined by the PHHP discussed above, as households with earnings of \$103,345 or less. Table 4 below provides the maximum affordable rental price that is based on 30% of the monthly estimated average household income for households within this earnings segment and other housing cost factors. Based on the data provided in the PHHP, the maximum affordable rental price in Peel

Region is \$2,584.

*Table 4: Affordable Housing Costs Based on Average Resale Home Prices, 2022*

	Household Earnings	Maximum Affordable Rental
Low Income	\$57,421 or less	\$1,259 per month
Middle Income	\$57,422 to \$103,345 or more	\$2,584 per month

Source: PPHP Annual Report (2021)

### **3.2.2 Scenario 2: Affordability Based on Average Market Rent in Peel Region**

Based on the PPHP Annual Report, the average monthly rates for purpose-built rental units reached \$1,835 in the Region of Peel. This means that any unit available for rent in the Town of Caledon that is less than or equal to this value can be deemed affordable.

Based on the evaluation of the results from Scenarios 1 and 2, Scenario 2 would be utilized to establish the maximum affordable housing rental threshold since it is the lesser threshold of the two scenarios. As such, the affordability assessment for the Innis Lake SP Area establishes an affordable rental threshold of \$1,835. However, the thresholds from Scenario 1 can provide insight into what could still be considered attainable rents as they are based on 30% of the monthly estimated average household income. Further, the average monthly market rent in the Region may not take into consideration what is required for larger households that require 2 or 3+ bedroom units that will be intrinsically unobtainable under a \$1,835 threshold. The higher threshold in Scenario 1 could more effectively capture what is considered attainable housing for larger households.

### **3.2.3 Alternative Affordability Thresholds**

The Provincial data set discussed in Section 3.1.3 of this report provides thresholds for affordable monthly rents based on income (similar to Scenario 1) as well as for bachelor, 1 bedroom, 2 bedroom, and 3+ bedroom units (similar to Scenario 2). The data set places the threshold of affordable rent based on income at \$2,760 which is within a similar range as the threshold discussed in Scenario 2 at \$2,584. The data set provides an additional threshold based on average market rent by unit type. The average threshold across these unit types is \$1,755.

It should again be noted that the thresholds determined in Scenarios 1 and 2 above were determined using the methods laid out in the PPS and as such are the thresholds required to be considered for the Innis Lake SP Area. However, the Provincial Data sets showcase the potential ranges of affordability and attainability that should be considered and reinforce that consideration of an additional higher threshold may provide greater flexibility in identifying and providing attainable housing for larger households.

### **3.3 New Unit Affordable Housing Supply within the Secondary Plan Areas**

The Peel Region Housing Services 2023 Annual Report states that there is an estimated need of 58,170 affordable housing units in the Region with only a current supply of 16,091 units (27%) being provided. The PHHP recognizes that the best opportunity to deliver affordable housing units is through optimizing the existing housing stock to find new and different ways to provide more or different types of affordable housing while also maximizing planning tools and incentives for the market to create more affordable housing.

Based on the affordable housing criteria established in the PPS, the affordable home ownership threshold for Peel Region is \$411,047 and the affordable rental threshold is \$2,584 per month. As discussed above, these affordable thresholds will intrinsically be met by smaller apartments or additional dwelling units. The higher threshold in each scenario can be an appropriate target for housing that can be considered ‘attainable’, particularly in the absence of a definition of attainable housing from the Province. Attainable housing would include additional housing options.

For the Innis Lake SP Area, the estimated supply of 540 additional dwelling units is approximately 8% of the proposed dwelling units. These smaller units are most likely to meet the stated affordability threshold due to their intrinsically smaller sizes. As such, a target of 8% of dwelling units being affordable is reasonable, achievable, and appropriate in the context of Caledon where 81% of the housing stock are single detached dwellings that are unlikely to be affordable. Regarding the higher affordability thresholds (\$951,975 for Ownership and \$2,584 per month for Rental) used as a measure for attainable housing, the 55 apartments and 680 back-to-back and stacked townhouses representing another combined 10% of the proposed dwellings within the Secondary Plan area would likely meet these targets. Therefore, 18% of all housing units could be attainable, providing an appropriate flexibility and range of attainable family-sized larger dwelling types to be offered.

If it is determined that a greater focus on providing affordable housing is required, more options can be considered at later stages through discussions with the Town prior to full build out including potential partnerships, greater incentives, and other interventions that would make inclusion of higher distributions of affordable units possible.

# 4.0 Supporting Technical Studies

## 4.1 Transportation Impact Study

A Transportation Study dated May 2026, was prepared by BA Group. The purpose of this report is to provide a full build-out review of the community to help confirm the basic structure of the community as a prelude to further discussions with stakeholders.

The Subject Lands are being planned as a complete community, with a mix of unit types and densities, as well as supporting commercial, institutional and recreational uses. The supporting land uses will generally act to internalize trip-making rather than act as external generators of activity.

### The Structure Plan

The transportation system planned will use the existing arterial road network bordering the community for transit and automobile access to and from the Subject Lands. The roads will generally be urbanized and widened with supporting active transportation facilities.

A strong grid of new east-west and north-south collector roads will link the community to the external arterial road network. This will provide for a high degree of access, permeability, and connectivity through the community. By creating a transit and active transportation network based around the planned collector roads, residential uses will be linked with schools, non-residential uses and community parks.

Local roads will provide primary access to the planned community. These streets should be designed to be accessible, low-speed, and safe for all road users.

Rationalization of intersections along the boundary roads is planned with the collector road along Mayfield being located opposite the existing intersection at Gordon Randle Drive. Five new signalized collector road intersections are planned along Centreville Creek Road. Six new signalized collector road intersections are planned along Innis Lake Road. Two new signalized collector road intersections are planned along Healey Road. These intersections are located to meet spacing guidelines, considering upstream and downstream signals.

### Proposed Public Transit

Surface transit services are currently operated by Brampton Transit south of the Subject Lands. The Multi-Modal Transportation Master Plan (“MMTMP”) proposes Centreville Creek Road, Innis Lake Road, Mayfield Road, and Healey Road as fixed-route transit

corridors. The Subject Lands are also adjacent to the Highway 413 route, which will have a transitway running parallel to the vehicular travel lanes. These corridors alone will provide a high level of transit connectivity to the Subject Lands on efficient linear routes. There are additional opportunities for supplemental routes that operate on the internal collector road network to provide additional transit connectivity to residents.

### **Proposed Active Transit Infrastructure**

The collector roads for the Subject Lands will include multi-use paths on both sides of the roadway. The MMTMP has proposed several cycling infrastructure improvements within the vicinity of the Subject Lands which will help provide external connectivity to the broader cycling network for residents.

### **Community-Wide Transportation Study**

A Community-Wide Transportation Study will be prepared that addresses the “Tertiary Plan Study” requirements outlined in the Town of Caledon’s draft Secondary Plan Terms of Reference.

## **4.2 Functional Servicing and Stormwater Management**

A Functional Servicing and Stormwater Management Report (“FSR”) dated May 2026 was prepared by David Schaeffer Engineering Ltd. This FSR is a high-level document intended to identify the development constraints, SWM targets, and general site serviceability of the overall secondary plan. This FSR addresses the functional servicing and stormwater management for the proposed development in accordance with the Local Subwatershed Study (LSS, RJ Burnside et al., April 2026) and relevant municipal standards.

The Innis Lake Secondary Plan has been divided into two phases of development due to the varying development timings of the participating landowners. Phase 1 includes the lands south of the future east-west collector road, approximately 1.5 km north of Mayfield Road. These lands have been analyzed and discussed in detail in this FSR. Phase 2 includes the remaining land located north of Phase 1. The Phase 2 lands have been presented conceptually to confirm that the advancement of Phase 1 does not prohibit viable servicing and development strategies for the Phase 2 lands.

The report provides the following findings:

- Storm drainage will be developed using a treatment train approach consisting of source control and LID techniques as appropriate, preferentially located in public areas with appropriate soil conditions to provide stormwater quality control and address the site water balance, conveyance techniques as appropriate, and end of pipe facilities such as, wet pond sand SWM tanks for additional quantity, quality, and erosion control.
- Stormwater management for Phase 1 of the secondary plan will be accommodated in seven stormwater management facilities (SWMs) and two on-

site control areas. All SWM ponds will be conventional wet ponds. Details of the stormwater management for the Phase 2 lands will be part of a future study for the proposed development of Phase 2. Please see the Functional Servicing Report for a detailed breakdown of the locations and the preliminary design criteria for SWMs 1 through 7, and the two on-site control areas within the Phase 1 lands.

- Within the vicinity of the development area, the Region currently provides supply to Pressure Zone 6 through a 200 mm main along Innis Lake Road, a 200 mm watermain along Centreville Creek Road and a 750 mm main on Mayfield Road.
- A 400 mm watermain on Innis Lake Road, between Mayfield Road and the limit of the Phase 1 lands will be constructed. The project is currently in detailed design with construction expected to occur in Q2 of 2027. A 400 mm watermain on Centreville Creek Road, between Mayfield Road and the limit of the Phase 1 lands will be constructed with the watermain design being issues for tender and expected to begin construction in 2026.
- There are no existing sanitary sewers directly adjacent to the secondary plan area. An existing 600 mm sanitary sewer is located on Goreway Drive, at Countryside Drive, approximately 1 km south of the Phase 1 lands. An existing 675 mm sanitary sewer is located on McVean Drive at Countryside Drive. Both existing sewers are intended to provide outlets to the Subject Lands.
- A 600 mm sanitary sewer is proposed to be extended north on Goreway Drive (Innis Lake Road) from Countryside Drive to Mayfield Road. This is in the detailed design stage with 30% design drawings issued in April 2026. A 525 mm sanitary sewer will be extended north on Innis Lake Road from Mayfield Road to Healey Road. A 675 mm sanitary sewer is proposed to be extended north on McVean Drive (Centreville Creek Road) from Countryside Drive to Mayfield Road. This project is scheduled for design in 2029. A 525 mm/600 mm sanitary sewer will be extended north on Centreville Creek Road from Mayfield Road to Healey Road. A 450 mm/525 mm DC sanitary sewer is also proposed within the Subject Lands.

### **4.3 Local Subwatershed Study**

R.J. Burnside & Associates Limited (Burnside), David Schaeffer Engineering Limited, GEO Morphix Ltd., and DS Consultants Ltd. have been retained by the Innis Lake Secondary Plan Area Landowners C/O Mattamy (Innis Lake) Limited to prepare a Comprehensive Local Subwatershed Study (LSS) in support of the Innis Lake Secondary Plan. Part A: Existing Conditions report was prepared by R.J Burnside & Associates Limited dated May 2026, was The purpose of the LSS is to characterize natural heritage, hydrogeology, and hydrology to support the development of the Natural Heritage System (NHS) and stormwater management strategy so that future land-use planning and development can be evaluated in compliance with municipal, regional, provincial and federal policies. Part A of the LLS is “Characterization of the Existing Conditions and Baseline Inventory,” which includes all required items to characterize existing conditions of the study area and

understand the baseline conditions.

The LSS has been divided into two phases. The northern limit for Phase 1 is the northern property boundary of 12351 Innis Lake Road and 12250 Centreville Creek Road. Phase 2 is from the northern limit of Phase 1 to Healey Road.

The study components are organized into three parts, per the Town's Terms of Reference:

- Part A- Characterization of Existing Conditions and Baseline Inventory
- Part B- Analysis, Impact Assessment, Mitigations and Recommendations
- Part C- Implementation, Monitoring and Adaptive Management

Detailed field studies took place on the subject properties where permission to enter was granted and a desktop background review was completed for the remainder of the Subject Lands. If more property owners grant permission to enter in the future, the NHS will be further refined if applicable.

A comprehensive desktop assessment was completed to compile and review existing natural heritage information available for the study area. All areas within 120 m of the study area were reviewed as part of the high-level assessment in order to identify significant natural heritage features located within, or directly adjacent to the Subject Lands that may be impacted by future development. The LSS identifies potential wildlife habitats, vegetation communities, and aquatic species identified in the study area based on aerial imagery, databases and reports.

The Subject Lands are located within the West Humber River quaternary watershed. There are three branches of tributaries of West Humber River draining generally from north to south across the Subject Lands. TRCA Regulated Areas and features mapping identifies three regulated watercourses on the Subject Lands. All tributaries are identified as having a warmwater thermal regime.

As per the TRCA Living City Policies, valley and stream corridors are defined by the greatest of the long-term stable top of slope, Regulatory flood plain, meander belt and any contiguous natural features plus an applicable buffer. A 10 m setback shall be applied to these physical properties as the minimum setback for development.

Field investigations were completed to assist in refining the NHS throughout the subject properties. Field studies were completed on the subject properties which included documentation of any confirmed or candidate SAR and/or SAR habitat.

There are three main areas of significant woodland within the study area. Two are within the subject properties and one is within the northern portion of the study area where PTE was not given. A fourth area of significant woodland was determined through Burnside's evaluation and is located immediately north of the subject properties on the eastern side of the study area. The Future Caledon Official Plan (2025) states all significant woodlands require a 20 m buffer to avoid negative impact to the community. Please refer to the LSS for a detailed breakdown of each significant woodland. The assessment of significance

in this report is subject to refinement and confirmation at later stages of the development process when additional PTE is given.

There are multiple wetland communities within the study area. Wetlands have been mapped by both MNR and TRCA and were field verified within the subject properties. All the wetland communities are unevaluated and are not designated as Provincially Significant Wetlands (PSW), as per the Ontario Wetland Evaluation System (OWES). It is anticipated that staking with TRCA will be scheduled for summer 2026 for all wetlands that have PTE. All wetlands will receive a 30 m setback, as per policies set out in the Future Caledon OP.

In total, 17 HDF features were investigated on the subject properties. The majority of features on the subject properties were found in actively tilled agricultural fields or along their perimeters. However, some of the drainage networks do flow – wholly or at least via their lower reaches - through areas with Important Riparian Classification. Fifty reaches were documented and categorized. Important Hydrological Function, as defined by the protocol, was absent throughout HDFs on the subject properties.

Where PTE has not been granted within the study area, the information from the SABE will be used to determine if features are HDFs or watercourses. It is recommended that HDF surveys be completed on other properties within the study area as part of draft plan approval processes to identify and prescribe management recommendations to features if and when permission to enter is granted.

Groundwater samples were collected from two monitoring wells on July 8, 2025 to assess the groundwater quality in the shallow till soils. The samples were found to be hard and have high turbidity, which is typical of groundwater systems.

The constraints developed through the multidisciplinary assessment described above include the following components:

- HDFs
- Preliminary regional floodplain and associated 10 m setback
- Meander belt width and associated 10 m setback
- Long-term stable top of slope and associated 10 m setback
- Wetlands and associated 30 m setback
- Significant Woodlands and associated 20 m setback.

The details of each of these constraints are shown in Figure 13 of the LSS. These constraints align with the definition of NHS as provided in the Scoped SWS (2022) for the SABE and Future Caledon OP.

The cumulation of these constraints creates a single outer constraint that has been applied as the NHS for the study area. The NHS, as shown in Figure 14 of the LSS, is considered confirmed within the subject properties where detailed field studies were completed. The NHS within the study area, but outside of the subject lands, is considered preliminary until field verification can occur at a later date. Moving forward, this outer

constraint will act as the NHS for the Innis Lake LSS. There are areas of the determined NHS that differ from the Preliminary NHS presented in the SABE (2022). These differences are based on refinement through detailed field studies and these refinements will be discussed in detail in the Part B Analysis, Impact Assessment, Mitigations and Recommendations report.

#### **4.4 Archaeological Assessment**

A Stage 1 Archaeological Assessment (“Stage 1 AA”) dated March 12, 2026, was prepared by Archaeological Consultants Canada (ACC). The purpose of a Stage 1 AA is to provide information about the Subject Lands’ geography, history, previous archaeological fieldwork, and current land conditions. A Stage 1 AA evaluates the archaeological potential in order to recommend appropriate strategies and determine the necessity of conducting a Stage 2 AA. Geographic, archeological and historical data for the Subject Lands and the surrounding area was reviewed. No fieldwork was completed for this desktop assessment.

The Stage 1 AA background research indicated that the Subject Lands have general archaeological potential due to the following factors:

- The Subject Lands are largely comprised of well-drained land that is suitable for human habitation.
- Seven farmsteads, a schoolhouse, a church, and a cemetery are shown within the Subject Lands in 1859 and 1877 historical mapping (Tremaine, 1859; Walker & Co., 1877).
- The Subject Lands are located adjacent to four early historical transportation routes, Healey Road to the north, Centreville Creek Road to the east, Mayfield Road to the south, and Innis Lake Road to the west.
- There are water sources within the Subject Lands, including two tributaries of the West Branch of the Humber River and seven ponds.
- There are 55 archaeological sites registered within 1 km of the Subject Lands, including three sites within 300m.
- Salem United Church, within the Subject Lands, is designated in the Ontario Heritage Act Register as being of architectural and historical value.
- The Town of Caledon’s Archaeological Management Plan indicates that the Subject Lands has archaeological potential.

Given the general archeological potential, a Stage 2 AA is required. The Stage 2 AA should involve a visual property inspection to evaluate the presence and extent of any areas tentatively identified as having low to no archaeological potential. A pedestrian survey at 5m intervals should be conducted on all ploughable lands that retain archaeological potential. A test pit survey at 5m intervals should be conducted in all areas where ploughing is not possible or viable, including wooded, scrub and lawn areas. If proposed development occurs within or on lands directly adjacent to the Salem United Church cemetery limits, these lands will require Stage 2, 3 and/or Stage 4 assessment as

necessary. Cemetery Investigate Authorization should be obtained from the Bereavement Authority of Ontario prior to any fieldwork conducted within the cemetery. Should grave shafts and/or human remains be documented during archaeological fieldwork, all work must cease, and the BAO, Coroner and police must be contacted immediately. If impacts to the portion of the Subject Lands made up of watercourses and waterbodies is proposed a marine archaeological potential may be evaluated through a separate process. Additionally, portions of the Subject Lands that have been previously assessed require no further fieldwork.

## **4.5 Community Design Guidelines**

The Innis Lake Community Design Guidelines (“ILCDG”) has been prepared by NAK Design Strategies, dated May 2026. The purpose of the document is to the intent is to describe how the land use, streets, parks, open spaces, public facilities, buildings, built form, and landscape elements of this new community will work together to create new neighbourhoods that support the overall goals defined by the Future Caledon Official Plan. This document outlines key principles for the design of street and block patterns, streetscapes, landscapes, built form distribution, and establishing an open space network that complements existing natural features. The ILCDG supplement the Town’s urban design policies with specific direction for the Innis Lake community. They offer the flexibility needed to adapt to future changes while preserving the core urban design vision.

The vision established in the ILCDG, is to support a vision for a distinct, accessible, and transit-supportive development. This pedestrian-oriented community integrates an enhanced natural environment to ensure lasted benefits for current and future residents. The guiding principles for Innis Lake defines and confirms the overall direction for development of the community. The guiding principles include the following:

- Create a vibrant and compact community
- Protect and enhance the existing natural features and environmental resources
- Provide access and visibility to surrounding natural areas
- Establish Urban Corridors and a vibrant Neighbourhood Centre to strengthen community identity
- Integrate active and passive parks and open spaces
- Provide transit supportive densities to foster sustainable development
- Create pedestrian friendly public realm and streetscapes
- Design high-quality, attractive built form

The character and identify of the Innis Lake community, as described by the ILCDG, is through a mix of land uses that will define the character and function of the corridors and neighbourhoods. The Town of Caledon’s history and heritage will serve as inspiration for the development of architectural styles and themes for the community. A quality built form character within Innis Lake shall be achieved for all built form types, delivering

architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. New built form should also support placemaking and foster a safe, attractive, pedestrian-oriented environment. The treatment of the Innis Lake public realm should reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure, and utilities. Streetscape elements such as site furniture, street lighting, and public art will collectively contribute to the community’s unique sense of place. The ILCDG also provides preliminary design direction for the Phase 1 lands. Architectural design, streetscape, and landscape details shall be further explored through the review and approval of the Draft Plan of Subdivision, Zoning Bylaw Amendment(s), and subsequent Site Plan application(s).

#### **4.6 Cultural Heritage Assessment, Preliminary Results Memo**

A Cultural Heritage Assessment Report (“CHAR”) Preliminary Results Memo has been prepared by WSP Canada Inc., dated May 2026. The purpose of the CHAR is to identify the protected and potential built heritage resources and cultural heritage landscapes within the Study Area, compile an inventory of heritage properties, complete a preliminary impact assessment to identify the potential impacts of the proposed development on these identified heritage properties and, where required, recommend mitigation measure to conserve identified heritage properties. The CHAR Preliminary Results Memo identifies nine known and potential built heritage resources and cultural heritage landscapes within the Study Area. Of these, seven of the properties are listed on the Town of Caledon Heritage Register, one is designated and one was previously identified as a potential heritage property.

The presence of existing and potential cultural heritage resources should not be regarded as an impediment for development. Following review of the proposed Structure Plan for the Innis Lake SP Area, a preliminary impact assessment will be conducted to determine whether the project has the potential to impact the known and potential built heritage resources and cultural heritage landscapes and will be submitted as part of the CHAR. Where impacts are anticipated, appropriate recommendations for mitigation measures will be prepared. The full CHAR is anticipated to be completed as part of the second submission of the OPA application.

#### **4.7 Commercial Impact Study**

A Commercial Impact Study (“CIS”) dated May 5, 2026, was prepared by Parcel Economics Inc. The purpose of the CIS was to determine the amount of retail/service commercial space warranted in the Innis Lake Secondary Plan Area and identify any potential impact that the development could have on the Town of Caledon’s planned commercial structure. As part of the secondary plan application the landowners have not identified the amount of retail/service commercial space, merchandise categories, or tenants that could be accommodated within the Innis Lake Secondary Plan. The existing Community Structure Plan for the Innis Lake Secondary Plan Area identifies that as the

application and planning for the Subject Lands evolve, retail/service commercial space could be accommodated on lands designated as Neighbourhood Centre and Urban Corridor.

Future demand for retail / service commercial uses was based on population growth within the Innis Lake Secondary Plan, mitigating the likelihood that new retail / service commercial facilities on the Subject Lands will have an impact on existing and planned commercial development elsewhere in the Town of Caledon. This analysis is consistent with the types of commercial uses anticipated in this predominantly residential area, including local or neighborhood-serving convenience uses.

It is likely that future retail / service commercial tenants in the Innis Lake Secondary Plan Area will be local and convenience-oriented businesses intended to serve the future population of the Subject Lands. This is similar to the vision and plan associated with the Wildfield Village Secondary Plan, located directly east of the Subject Lands.

Based on population growth, expenditure potential, as well as local area shares and inflow, it is estimated that in 2051, upon full build-out of the Secondary Plan Area, there will be market demand for 37,000 and 43,200 square metres (403,500 and 464,500 square feet) of new retail / service commercial space within the Innis Lake Secondary Plan. Based on the number of residents anticipated in the community, this amounts to 1.5 to 1.8 square metres (16.6 to 19.1 square feet) of retail / service commercial space per capita. Forecasting demand based solely on population growth in Subject Lands mitigates the impact that the new space could have on existing and planned retail / service commercial uses operating in Caledon. This analysis also estimates that approximately half of all expenditures made by residents in the Subject Lands will be made at locations outside of the area. This further reduces the impact future new retailers could have on the existing commercial function of the Town. It will help support and generate demand for current and potential new retail / service commercial facilities elsewhere in Caledon and Brampton.

As much as 43,200 square metres (464,500 square feet) of retail/service commercial space in the Innis Lake Secondary Plan Area is appropriate to serve the daily and weekly shopping needs of local residents and will not have an impact on the existing commercial structure in the Town of Caledon.

The specific types and formats of retail space will be determined as more detailed planning analysis continues through the Secondary Plan application process. New retail / service commercial space is likely to be distributed across stand-alone commercial buildings and within the ground floor of mixed-use buildings on land designated as Neighbourhood Centre and Urban Corridor. Land Use permissions integrated on the Subject Lands should be flexible enough to allow stand-alone commercial uses in the early stages of development, with an opportunity to transition to ground floor commercial uses in mixed use buildings as the community matures.

Parcel Economics Inc. recommends that Neighbourhood Centre lands benefit from a

larger contiguous parcel size and visibility and access of Mayfield Road. These characteristics will likely increase the range of tenants drawn to this location, including but not limited to larger format food stores, health and personal care stores, general merchandise stores and /or financial institutions. Within Urban Corridor lands, a range of other local-serving and convenience-oriented uses including financial and business services, convenience stores and health and personal care services could be integrated as stand-alone developments or at grade of larger medium and higher density residential uses. Urban Corridor lands will assist in providing the community with access to a range of retail/service commercial uses within a convenient walking or cycling trip.

#### **4.8 Fiscal Impact Study**

A Fiscal Impact Preliminary Letter of Opinion dated May 5, 2026 was prepared by Parcel Economics Inc. The purpose of the assessment is to evaluate the growth-related financial impact of the proposed development on the Town’s capital and operating budgets. Currently a detailed concept plan is in the process of being prepared, including potential build-out population, employment and total housing units that could accrue on-site. Estimates of the potential infrastructure (internal and external) required to support the build-out of the Subject Lands is being determined simultaneously. These estimates are required to properly determine the anticipated fiscal impact of the Subject Lands. As such, Parcel Economics Inc. has used existing information and forecasts affiliated with the Subject Lands and will complete a Fiscal Impact Assessment when more detailed infrastructure and costing information is available.

In 2024, Watson and Associates Economists Ltd. prepared a Growth Management and Phasing Plan Report that considers the development potential and fiscal impact of various Settlement Area Boundary Expansion areas in the Town of Caledon. Based on this work, the development of the Settlement Area Boundary Expansion areas are forecast to have a positive fiscal impact on the Town of Caledon to 2051. Growth on the Subject Lands are included in these estimates, suggesting that these lands should also generate a positive fiscal impact for the Town of Caledon to 2051.

A more specific analysis and fiscal assessment for the Subject Lands will be prepared as more detailed estimates for build-out population, employment, total housing units and potential infrastructure required are received. In the meantime, it is Parcel Economics Inc’s opinion the Subject Lands will have a positive fiscal impact on the Town contributing to growth, housing needs and the broader evolution of the Town as a complete community.

#### **4.9 Geotechnical Report**

A Preliminary Geotechnical Investigation dated May 2026, was completed by DS Consultants Ltd., (“DS”). DS conducted a preliminary geotechnical investigation for 12351 Innis Lake Road in 2022. The 2026 investigation supersedes the 2022 investigation and deals with the geotechnical aspect only. The purpose of this preliminary geotechnical investigation was to obtain information about the subsurface

conditions at borehole locations. Based on the findings of the boreholes, recommendations pertaining to the geotechnical design of underground utilities/SWM ponds, subdivision roads, and comments on the foundation conditions for general house construction will be made.

A total of 31 boreholes were drilled to depths ranging from 2.1 to 12.2 m below existing grade. Samples were logged in the field and returned to the DS laboratory for detailed examination by the project engineer and for laboratory testing.

A surficial topsoil layer ranging in thickness from 200 to 310 mm was encountered at all borehole locations. The thickness of the topsoil at the borehole locations may not be representative for the site and should be not relied on to calculate the amount of topsoil at the site. Shallow test-pits should be carried out to further explore the topsoil conditions.

Fill material consisting of clayey silt to silty clay was encountered in all boreholes and extended to depths ranging from 0.8 to 3.1 m below existing grade. The fill material contained trace topsoil, wood pieces and organics. Silty clay to clayey silt till deposits were encountered below fill material in all boreholes and extended to depths ranging from 2.1 to 10.7 m below existing grade. Cobbles//boulders were inferred within the till deposits during drilling.

Groundwater levels were recorded on March 31, 2022 and April 1, 2025, as depths ranging from 1.0 to 7.2m below the existing grade corresponding to Elevations 221.2 to 233.1m. It should be noted that the groundwater levels can vary and are subject to seasonal fluctuations in response to major weather events. Further groundwater monitoring must be carried out to confirm the groundwater conditions.

The development of the site will require cut and fill operations to meet the design grading plans. In the areas where earth fill is required for the site grading purposes, an engineered fill can be constructed below foundations, roads/driveways, parking lots, etc.

Prior to placement of engineered fill, all the existing topsoil, fill materials and weathered/disturbed native soils must be removed and the exposed surface proof rolled. Any soft spots revealed during proof rolling must be sub-excavated and re-engineered. The engineered fill consisting of approved inorganic material must be compacted to 100% Standard Proctor Maximum Dry Density throughout.

If the grade raise is more than 1.5 m at the site, DS should be retained to evaluate the ground settlement and possible ground consolidation measures for the proposed development.

# 5.0 Planning Policy Analysis

## 5.1 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (“PPS”) is issued under Section 3 of the Planning Act and came into effect October 20, 2024, replacing the previous Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (“Growth Plan”). The PPS provides policy direction on land use planning, development, and other related matters of provincial interest. The goals identified in the PPS provide a framework for long-term policy directives that are to be complemented by regional and municipal plans to achieve comprehensive, integrated planning.

The PPS is a province-wide housing focused document, generally consisting of policies grouped under five pillars: generate increased housing supply, make land available for development, provide infrastructure to support development, balance housing with resources and implementation. It enables municipalities to plan for and support development and increase the housing supply across the province; align development with infrastructure to build a strong and competitive economy that is investment-ready; foster the long-term viability of rural areas; and protect agricultural lands, the environment, and public health and safety.

The PPS recognizes the complex inter-relationships among economic, environmental, and social factors in planning and embodies principles of good planning for the creation of complete, healthy, and livable communities. All land use decisions (provincial and municipal) must be consistent with the PPS.

### 5.1.1 Managing Growth and Settlement Area Boundary Expansions

The PPS provides direction for an appropriate range and mix of housing options and densities to be used to meet projected requirements of current and future residents (Policy 2.1.4). Planning authorities are to also 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 (Policy 2.1.4a). Where new development is to occur, they are also to maintain land with sufficient servicing capacity to provide at least a three-year supply of residential units on suitably zoned lands (2.1.4b).

The Subject Lands are located as a “Designated Growth Area” within the “Settlement Area” as defined by PPS. The PPS states that settlement areas shall be the focus of growth and development (Policy 2.3.1.1). Land use patterns within settlement areas shall be

based on densities and a range of land uses which:

- *Efficiently use land and resources (2.3.1.2.a);*
- *Optimize existing and planned infrastructure and public service facilities (2.3.1.2.b);*
- *Support active transportation (2.3.1.2.c); and,*
- *Are transit-supportive, as appropriate (2.3.1.2.d).*

The density and residential land uses outlined in this proposed development efficiently use an area of land intended for development. The proposed development supports active transportation and transit, by locating a higher concentration of residents along proposed Urban Corridors and Neighbourhood Centre.

Under Section 2.3.1.5, planning authorities are encouraged to establish density targets for designated growth areas. The Town of Caledon has established a density target of 50 residents and jobs combined per gross hectare for development within designated growth areas.

The proposed OPA provides the planning framework for a complete community with a compact built form intended to efficiently use land and maximize existing services and transportation infrastructure. The policies of the proposed OPA would diversify the housing stock available by providing a range of residential building types and permissions including single-detached, semi-detached, and townhouse units. The proposed development would provide approximately 73 people and jobs per hectare contributing the PPS's goal.

### **5.1.2 Providing a Range and Mix of Housing**

Section 2.1.6 of the PPS establishes that planning authorities are to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society, and improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups. This is further supported under Section 2.3.2.1a that states when allowing a settlement area boundary expansion, planning authorities shall consider the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses.

As discussed in this report and shown in the proposed Land Use Plan in Figure 2, the proposed development is compatible with the surrounding existing and planned context and will diversify the housing options in the community and provide a mix of densities in the form of low and medium density housing.

In order to further achieve an appropriate range and mix of housing options, Policy 2.2.1 also requires planning authorities to establish and implement affordable housing targets, permit and facilitate all housing options and types of residential intensification, promote densities which efficiently use land, resources, infrastructure, and public services and

support the use of active transportation, and require transit-supportive development.

Consistent with the policies in Section 2.2 of the PPS, the proposed development will efficiently use land, infrastructure, and public service facilities, as well as support the use of existing and planned active transportation and public transit infrastructure. The proposed provision of smaller townhouses provides opportunities for intrinsically more attainable housing options while the single detached and semi-detached units provide opportunities for additional dwelling units.

### **5.1.3 Infrastructure**

Section 3 of the PPS 2024 provides direction on infrastructure and directs that infrastructure and public service facilities are to be provided in an efficient manner while accommodating projected needs of residents (Policy 3.1.1). The infrastructure and public service facilities are to be coordinated with land use planning and growth management to ensure that they:

- a) Are financially viable over their life cycle, which may be demonstrated through asset management planning (Policy 3.1.1.a);*
- b) leverage the capacity of development proponents, where appropriate (Policy 3.1.1.b); and*
- c) are available to meet current and projected needs (Policy 3.1.1.c).*

Furthermore, Policy 3.1.2 states that before consideration is given to developing new infrastructure and public service facilities, existing infrastructure use should be optimized and opportunities for adaptive re-use should be considered. Where feasible, existing infrastructure will be utilized to facilitate the proposed development. In addition, 7 new stormwater management facilities are proposed within the Phase 1 concept plan to support the proposed development, which is included as Appendix A of this Report.

Policy 3.6.1 contains the following policies regarding planning for sewage and water services:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:
  - a. can be sustained by the water resources upon which such services rely;*
  - b. is feasible and financially viable over their life cycle;*
  - c. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
  - d. aligns with comprehensive municipal planning for these services, where applicable.**
- c) promote water and energy conservation and efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning*

- process;*
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
  - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

Regarding waste management systems, they must be planned for and provided at an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management (Policy 3.7.1).

The proposed development will conform with all of the above policies. The proposed development will be serviced by municipal water and sewage services. A Functional Servicing Report has been prepared in support of the proposed OPA, which demonstrates that servicing can be provided in an efficient, optimized, and sustainable manner. Further, a Fiscal Impact Preliminary Letter of Opinion has been prepared by Parcel Economics that demonstrates any expansion of servicing and infrastructure to the Subject Lands will have a positive fiscal impact on the Town contributing to growth, housing needs and the broader evolution of the Town as a complete community.

#### **5.1.4 Public Spaces, Amenities, and Natural Environment**

Policy 3.9.1 provides direction regarding public spaces and amenities directing that 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.

The proposed development is based on a grid-like network of collector and local roads that can connect to the existing boundary roads surrounding the Innis Lake SP Area. This network is supported by dispersed commercial and mixed-use spaces along the Urban Corridors and Neighbourhood Centre, creating local nodes for the community to access local services and amenities.

As noted previously, the Subject Lands contains a connected Natural Heritage System, which contains a variety of natural and hydrological features. These natural features and

hazards will be preserved and/or enhanced with flexibility in mind for potential public open space uses, where appropriate.

The natural heritage features are complemented by a network of public parks and open spaces throughout the Subject Lands. The proposed parks have been appropriately sized to satisfy the parkland dedication requirements of the Planning Act and distributed to be within walking distance for future residents.

For the reasons above, it is our opinion that the proposed OPA is consistent with the PPS.

## **5.2 Region of Peel Official Plan, 2022**

The Region of Peel Official Plan (“RPOP”) was originally approved on July 6, 1998, and has been amended over time. The RPOP, as amended, provides Regional Council with a long-term policy framework for decision-making and planning by protecting the environment, managing resources, directing growth, and providing Regional services efficiently and effectively. It should be noted that on April 28, 2022, Regional Council passed by-law 20-2022 to adopt a new Region of Peel Official Plan (“RPOP 2051”). On November 4, 2022, the Minister of Municipal Affairs and Housing issued a decision to approve the RPOP with 44 modifications and later updated the RPOP through amendments from Bill 162, the *Get It Done Act*, 2024. As of July 2024, local municipalities are land use planning authorities responsible for both local and regional official plans. As such, the Town of Caledon is the planning authority responsible for implementing the policies of the RPOP 2051.

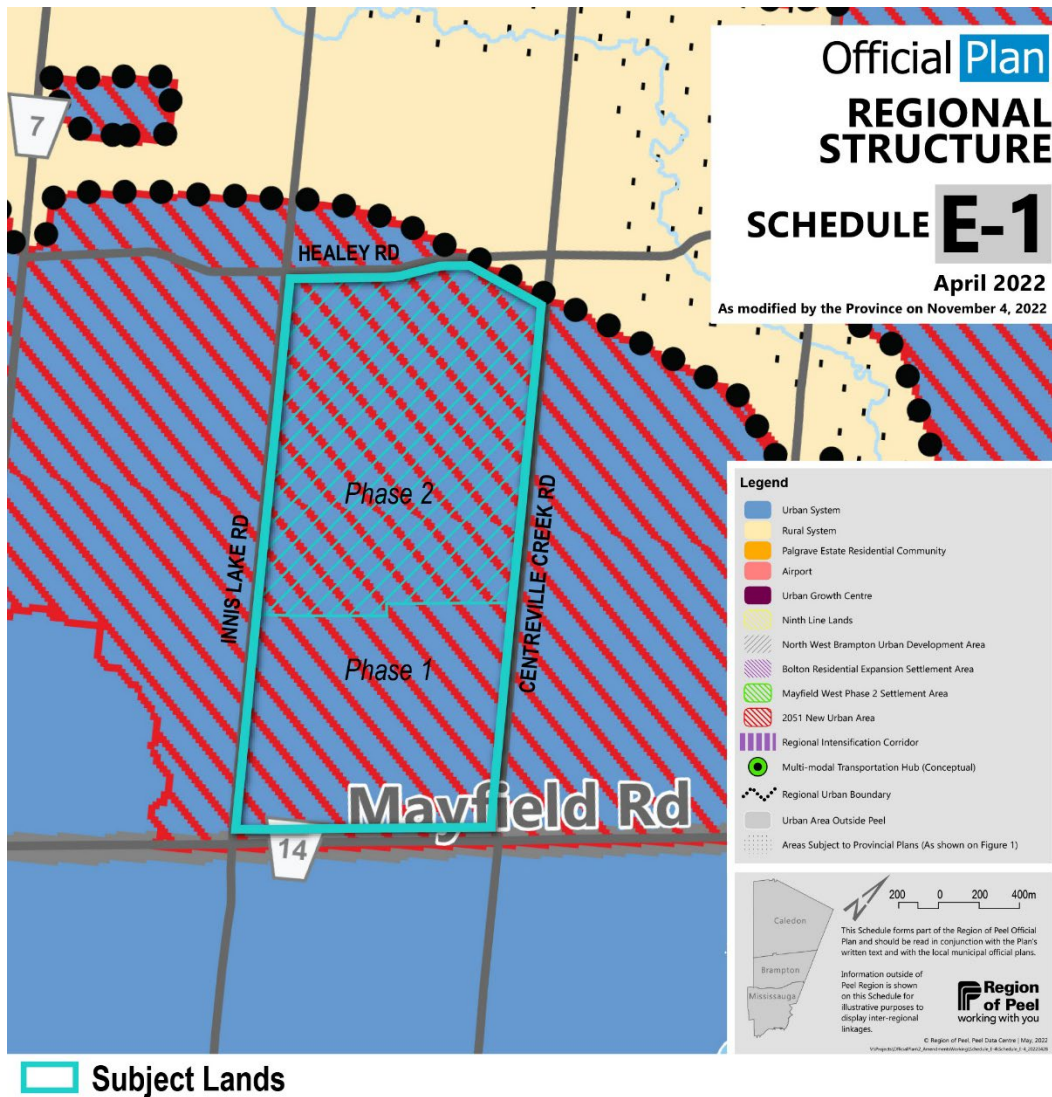
### **5.2.1 2051 Peel Region Official Plan**

The goals of RPOP 2051 are to include the creation of healthy, resilient, equitable and sustainable regional communities, recognizing, respecting, preserving and enhancing the importance of ecosystem features, function and linkages, ensuring resiliency to climate change, recognizing the importance of a vital, competitive and diverse economy, and supporting sustainable growth and development (Section 1.7).

According to Table 3 of RPOP 2051, Caledon is forecasted to grow to 300,000 persons, 90,000 households and 125,000 jobs by 2051. With respect to growth management, it is the policy of Regional Council to direct local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans and that the forecasts be used to ensure the necessary infrastructure and public service facilities are in place to accommodate growth and to determine land and housing requirements (Section 4.3.12, 4.3.13, and 4.3.16).

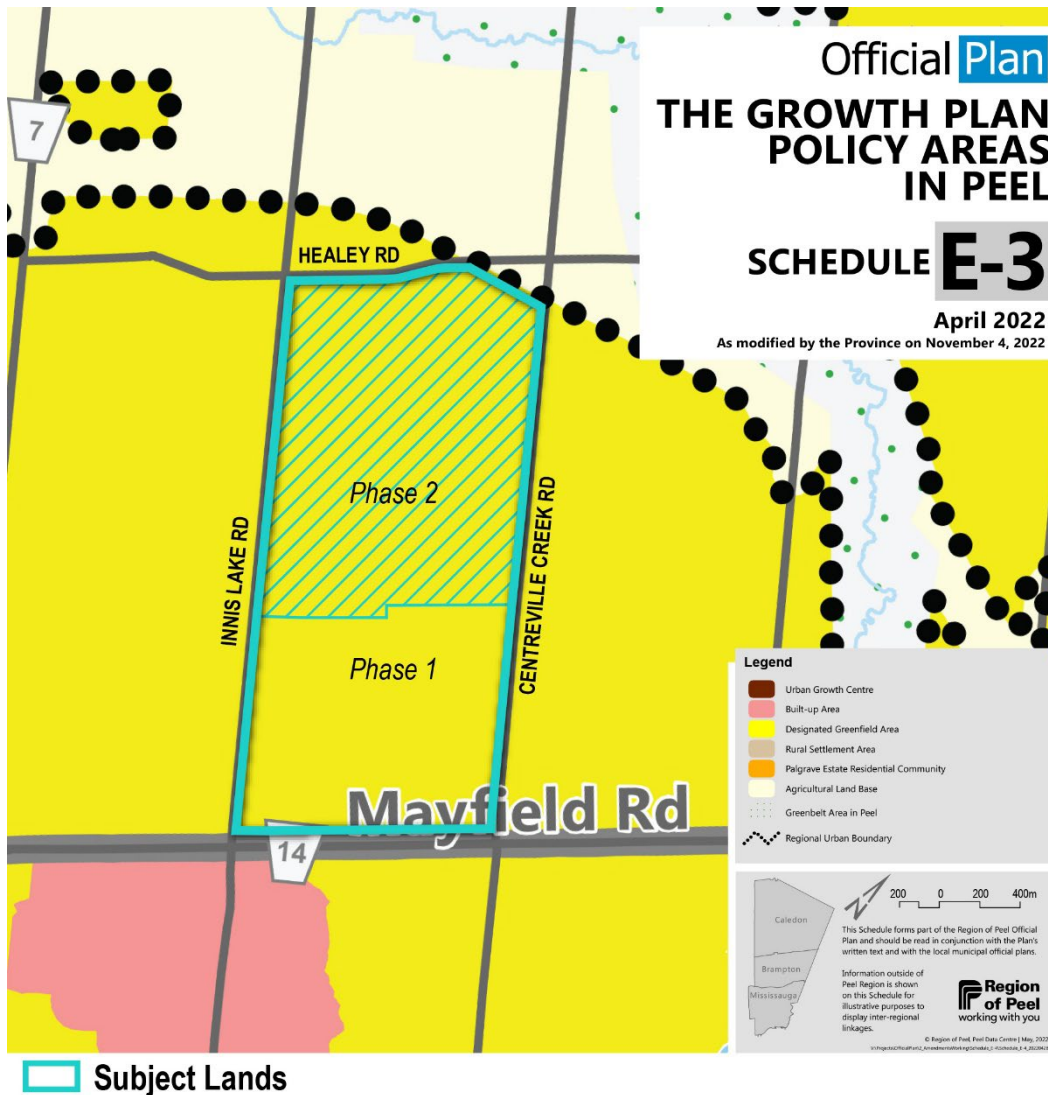
The Innis Lake SP Area is designated “Urban System” with a “2051 New Urban Area” overlay on Schedule E-1 in the RPOP 2051 and as shown in Figure 3.

Figure 3: Adopted RPOP, Schedule E-1 - Regional Structure



Source: RPOP (2022), MGP (2024)

Figure 4: Adopted RPOP, Schedule E-3 - Growth Plan Policy Areas in Peel



Source: RPOP (2022), MGP (2024)

### 5.2.2 Urban System

The Urban System consists of all lands within the Regional Urban Boundary including Designated Greenfield Areas and lands identified and protected as part of the natural environment and resources among others (Section 5.6.10). Under RPOP 2051, the Innis Lake SP Area is also identified as “Designated Greenfield Area” on Schedule E-3 as shown in Figure 4.

The intent of the Urban System is to establish a complete healthy community by providing a compact built form and a mix of land uses that efficiently uses land, services infrastructure and public finances and achieves an urban structure, form and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). The

Urban System is also intended to protect, restore and enhance the natural environment and conserve the resources of the Region, as well as to provide the needs of Peel’s changing age structure and allow opportunities to live in their communities as they age (Section 5.6.6 and 5.6.7). Urban development and redevelopment are directed to the Urban System and are to proceed in accordance with the growth management and phasing policies of the RPOP 2051 (Section 5.6.13 and 5.6.14). In accordance with Section 5.6.15, local municipalities are directed to include policies in their official plans that support the Urban System objectives and policies.

The proposed amendment conforms with the objectives and policies of the Urban System as it proposes to establish a complete healthy community by providing for a range and mix of land uses and built forms, which ensures the efficient use of land, services, infrastructure and public finances. The proposed amendment includes an urban structure, that provides higher-density development and retail commercial uses at key arterial and collector road intersections to promote opportunities for transit-supportive development in locations where potential future transit stops may be located and encourage active transportation. Further, the proposed amendment provides parks and schools in strategic locations to enhance the open space network and provide connectivity to the on- and off-road active transportation networks. The proposed amendment has the effect of adding policies to the local official plan that supports the Regional Urban System objectives and policies.

### **5.2.3 Natural Heritage System**

Section 2 of the RPOP 2051 outlines the Region’s policy on the Natural Environment. To ensure a healthy, resilient, and self-sustaining natural environment within the Region of Peel, the policies of the adopted RPOP will ensure that the quality and ecological integrity of ecosystems are protected, maintained, restored, and enhanced jointly with local municipalities (Section 2.2 and 2.3.3).

Section 5.6.20.14.17(g) and (h) requires the Town of Caledon to require certain technical studies be completed as part of the preparation of a secondary plan, including the preparation of an area environmental implementation plan, which is equivalent to the Local Subwatershed Study (“SWS”). The secondary plan shall establish a natural heritage system in conformity with the recommendations, criteria and objectives of the SWS.

The proposed amendment incorporates the natural heritage system as identified in the SWS for the Subject Lands. For a review of a natural heritage policies applicable to the Subject Lands refer to the SWS. Based on the findings of the SWS , the proposed amendment conforms with the natural heritage system policies of RPOP 2051.

### **5.2.4 Housing Assessment**

Section 5.6.20.14.11 of the RPOP 2051 requires that planning applications of approximately 50 units or more must submit a housing assessment that outlines how the application is consistent with local and Regional housing objectives and policies. A range

of housing types and sizes will be provided within the Innis Lake SP to meet the needs of all residents, including those with special needs, and to meet the local and Regional housing objectives. Based on the proposed land use structure, policies and permissions, Table 5 below provides a breakdown of the estimated housing mix and density by unit type within the Innis Lake SP. The unit mix is anticipated to change as individual draft plans are submitted through a future development review process.

*Table 5: Estimated Housing Quantity and Mix by Unit Type for Innis Lake SP Area*

Unit Type	# of Units	% Unit Mix
Single/Semi Detached	3,400	51%
Secondary Unit	540	8%
Street Townhouse	2,000	31%
Stacked Townhouse Units	680	10%
Apartment	55	1%
<b>Total</b>	<b>6,680</b>	<b>100%</b>

Source: MGP (2026)

The Innis Lake SP is anticipated to yield a total of 6,680 units comprised of 3,400 single/semi-detached units (51%), 540 secondary units (8%), 2,000 street townhouse units (31%), 680 back-to-back/stacked townhouse units (10%), and 55 apartment units (1%). The proposed Innis Lake SP is also anticipated to provide 4 elementary schools, 1 secondary school, 6 Neighbourhood Parks, and 1 Community Park. This provides a diverse mix of dwelling units within the Innis Lake community that are serviced by sufficient number of public amenities and services. This information can be better determined through the future detailed design stages.

The detailed design and unit types have not been finalized for the entire SP area, however, the general proportion of unit types and sizes have been considered for the Innis Lake SP Area as input into the density analysis. Specifically, for the Phase 1 lands, a development concept plan is prepared to demonstrate one way in which the community can be developed to achieve the proposed unit mix and density generally. The unit breakdown and mix for the Phase 1 lands are provided in Table 6 below, based on the development concept plan designed for the Phase 1 lands.

*Table 6: Estimated Housing Quantity and Mix by Unit Type for Phase 1 Lands*

Unit Type	# of Units	% Unit Mix
Single/Semi Detached	1,150	42%
Secondary Unit	200	8%
Street Townhouse	900	33%
Stacked Townhouse Units	420	15%
Apartment	55	2%
<b>Total</b>	<b>2,730</b>	<b>100%</b>

The RPOP provides Region wide new housing unit targets based on housing needs and findings identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy. The RPOP provides three sets of housing unit targets based on affordability, rental, and density. Regarding affordability, the RPOP requires a minimum of 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 (Section 5.9.11 - Table 4). As discussed in Section 3.3 of this Report, the affordable home ownership threshold for the Innis Lake SP Area is approximately \$411,047.

In comparison the average resale home prices in the Town of Caledon were \$1,208,982 as discussed in Section 3.1.2 of this report. The average cost of dwellings was over double the threshold for affordable housing ownership in the Region of Peel. However, townhouse dwellings, which make up 30% of the total units, offer a typically more affordable ground-related residential unit and diversify the range of proposed unit types. As mentioned, it is currently premature to anticipate the unit sale prices within Innis Lake SP Area; therefore, at this time the number of affordable units can only be estimated; however, the proposed development includes opportunities within the medium-density parcel that are not detailed at this time.

The built form within the Innis Lake SP will also contribute to providing affordable rental units in the Designed Greenfields Area, particularly through secondary suites which is stated in Section 5.6.20.7 of the RPOP. Secondary suites can be developed within structures separate from the main dwellings, such as above rear lane garages, or within basement units as part of the main dwelling. At a high level, the built form within the Innis Lake SP Area has the potential to accommodate secondary suites within the range of ground-related housing units, being single detached and street townhouse dwellings which account for the current 5,400 total units. Therefore, there are ample opportunities within the proposed development to accommodate the potential rental housing needs and support the affordable rental market. Regarding target density, the RPOP states that 50% of all new housing units are to be in forms other than detached and semi-detached houses. Currently, 40% of the total units are townhouse dwellings, 8% are secondary units, and another 1% are apartment units. It is anticipated that the Innis Lake SP Area will contribute to provide enough additional higher density housing to meet the density target set by the RPOP.

The Innis Lake SP aims to provide a complete community, which is not only measured by affordable housing units, but also a mix and range of housing options, among other policy objectives. In our opinion, the Innis Lake SP Area will be served by a range of ground-related residential units of a market tenure as well as townhouse units with strong affordability potential. In addition, the proposed development provides mixed-use lands uses that will provide further housing options. Further details will be provided at the Draft Plan of Subdivision and Site Plan development application stages.

### **5.2.5 Community Energy and Emissions Reduction Plan**

The 2051 RPOP identifies the need for a Community Energy and Emissions Reduction

Plan (“CEERP”) and Climate Adaptation Plan (“CAP”) to be completed with each new secondary plan area (Section 5.6.20.14.17). The CEERP should address:

- i. the feasibility, planning and implementation requirements to achieve net zero carbon emissions and net zero annual energy usage;*
- ii. the feasibility of implementing alternative and renewable energy systems including district energy systems and outlining policy requirements for their implementation in accordance with objectives to be established for each secondary plan area;*
- iii. the legal, financing, technical and regulatory requirements necessary to facilitate the implementation of alternative and renewable energy systems;*
- iv. a strategy and policy direction to implement Regional and local sustainable development guidelines in community, neighbourhood, site and building designs including implementation and phasing in of the current and future energy performance requirements of the Ontario Building Code; and*
- v. a strategy and policy direction to implement electric vehicle charging infrastructure.*

The Climate Adaptation Plan should address:

- i. the feasibility, planning and implementation requirements relating to the risk and vulnerability to property, infrastructure, public health, natural heritage and water resource systems due to changing climate conditions; and*
- ii. a strategy and policy direction to implement recommendations that reduce community and environmental vulnerability to changing climate conditions including severe weather, increasing temperature and climate shifts.*

The CAP has been addressed in the Functional Servicing Report prepared by DSEL, dated May 2026, which satisfies the requirements of the 2051 RPOP.

It is our understanding that the purpose of the CEERP is to provide an analysis of the expected energy needs of a proposed development site through establishing low emission scenarios and mitigation strategies.

We note that since the approval of the 2051 RPOP, the province has proposed legislative changes under Bill 98 to remove municipal authority to require certain mandatory Enhanced Development Standards (EDS) at the lot level, outside of buildings (e.g., green development standards), that are not specifically required for health or safety (e.g., stormwater management). Bill 98 also provides even greater clarity that green building/construction standards are voluntary and cannot be imposed by municipalities.

Builders within the Innis Lake SP Area will continue to be encouraged to promote

efficient, green, and livable community design. Builders are also encouraged to achieve net zero carbon emissions and net zero annual energy usage through the implementation of alternative and renewable energy systems. These initiatives will be voluntary and unique to each builder.

The Draft OPA includes policies specific to Energy and Climate Change Mitigation by providing guidance on how climate change intends to be mitigated, pathways to achieve net carbon zero emissions and net zero annual energy usage, and how development will be encouraged to approach energy efficiency and low carbon emissions. The policies of the OPA direct the Town and the applicant to work with Hydro One on the promotion of energy systems that support the integration of low carbon technologies.

Given the province’s direction regarding Enhanced Development Standards, it is our opinion that the policies provided in the Draft OPA address the Town’s requirement for energy conservation and mitigation strategies.

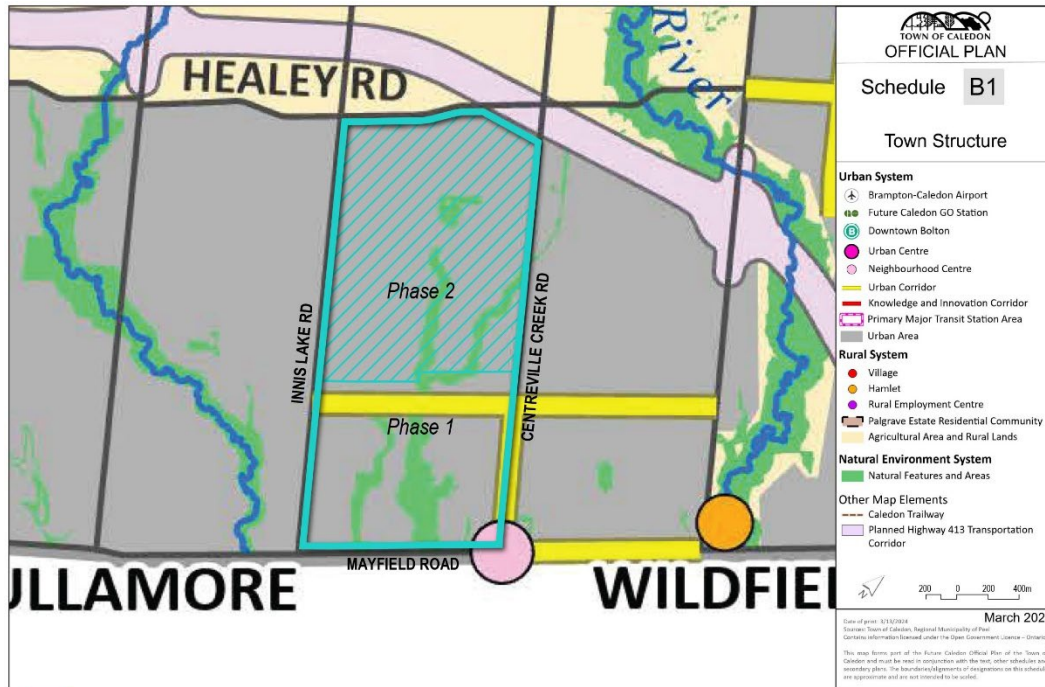
### **5.3 Future Caledon Official Plan, 2025**

In 2019, the Town of Caledon initiated its review of the Caledon Official Plan as required by Planning Act and to ensure conformity with provincial policy and the adopted RPOP 2051. In March 2024, the Town’s new official Plan, Future Caledon Official Plan (“FCOP”), was adopted by Council and on October 22, 2025, the Minister of Municipal Affairs and Housing issued a decision to approve the FCOP with modifications. The FCOP replaces the majority of the 1978 Town of Caledon Official Plan as noted in Policy 1.2.1 of the FCOP. Subsequently, the Town of Caledon brought forward OPA 7 which proposes update to policies related growth management and phasing. OPA7 has been adopted by Caledon Council on November 25, 2025. Innis Lake Secondary Plan Area Landowners filed an “friendly” appeal to the Ontario Land Tribunal (OLT) on December 16, 2025 as relates to the growth phasing aspect of OPA 7.

The following section will provide an overview of the FCOP policies to ensure that the proposed amendment is consistent with the latest policy direction provided by the Town.

The Innis Lake SP Area is designated as “Urban Area” under Schedule B1 – Town Structure of the FCOP, as shown in Figure 5. Schedule B4 further designates the Innis Lake SP Area as “New Community Area” with a portion of the Phase 2 lands located within the “Planned Highway 413 and NWGTA Transmission Corridor Protection Area” as shown in Figure 6, further below.

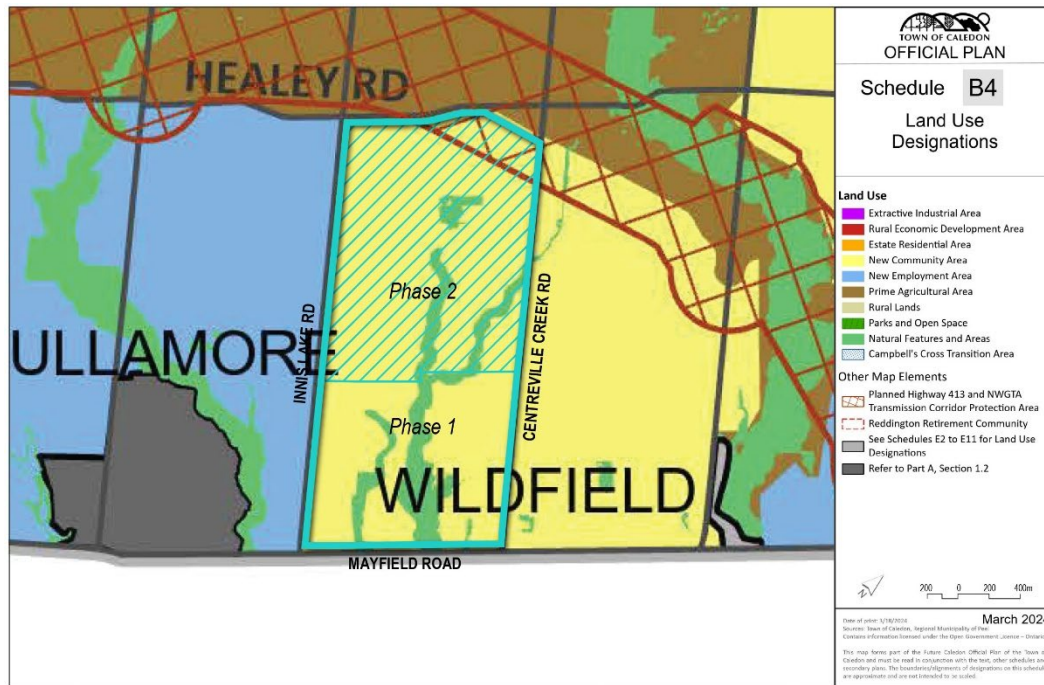
Figure 5: FCOP Schedule B1 – Town Structure



Subject Lands

Source: Town of Caledon (2025) MGP (2026)

Figure 6: FCOP Schedule B4 – Land Use Designations



 Subject Lands

Source: Town of Caledon (2025) MGP (2026)

The FCOP defines Urban Areas as part of the Urban System, which is intended to include communities of Bolton, Mayfield West, Caledon East, and undeveloped new urban land that was approved through the Region of Peel Official Plan in 2022 (Section 3.1.3a). They are intended to accommodate most of the Town’s forecasted population and employment growth that will occur over the next thirty years and beyond.

The FCOP updates the population and employment forecasts in the Town to align with RPOP 2051 and further distributes the Town-wide allocations to specific areas within the Town. Section 4.1.4 directs and prioritizes growth to the Town’s Urban System, delineated built-up areas, strategic growth areas, major transit station areas, and areas with existing or planned public service facilities.

### 5.3.1 Designated Growth Area

Section 4.1.3 directs and prioritizes growth to the Town’s Urban System, Strategic Growth Areas, and the Designated Growth Area. Development within Designated Growth Areas is to be planned to support the Town’s complete communities’ objectives and policies which includes ensuring the creation of high-quality open spaces with site and urban design standards that support opportunities for transit, walking, and cycling (Section 4.3.3).

Development within Designated Growth Areas is required to meet a minimum overall density of 50 people and jobs per hectare, measured over the entire Town of Caledon (Section 4.3.1 and 4.3.2). Natural heritage features, railways, employment areas,

cemeteries, and freeways are excluded from the Greenfield Density target calculations.

The proposed amendment conforms with and implements the intent to plan for complete, well-designed communities that provide a range and mix of uses, opportunities for a range of housing options, and support opportunities for mobility options, including transit, walking, and cycling. The proposed amendment is estimated to accommodate approximately 22,460 people and 1,750 jobs and achieves an overall density of 73 people and jobs per hectare, which contributes to achieving the Town-wide population forecast and the overall growth area density target of 50 people and jobs per hectare.

### **5.3.2 New Community Area Designation**

The Town’s Urban System is the principal centre for growth in the area and will be home to most residents, while serving as a primary hub for the rural community and surrounding municipalities. The Urban System includes lands that will be developed for New Community Areas and New Employment Areas (Section 21).

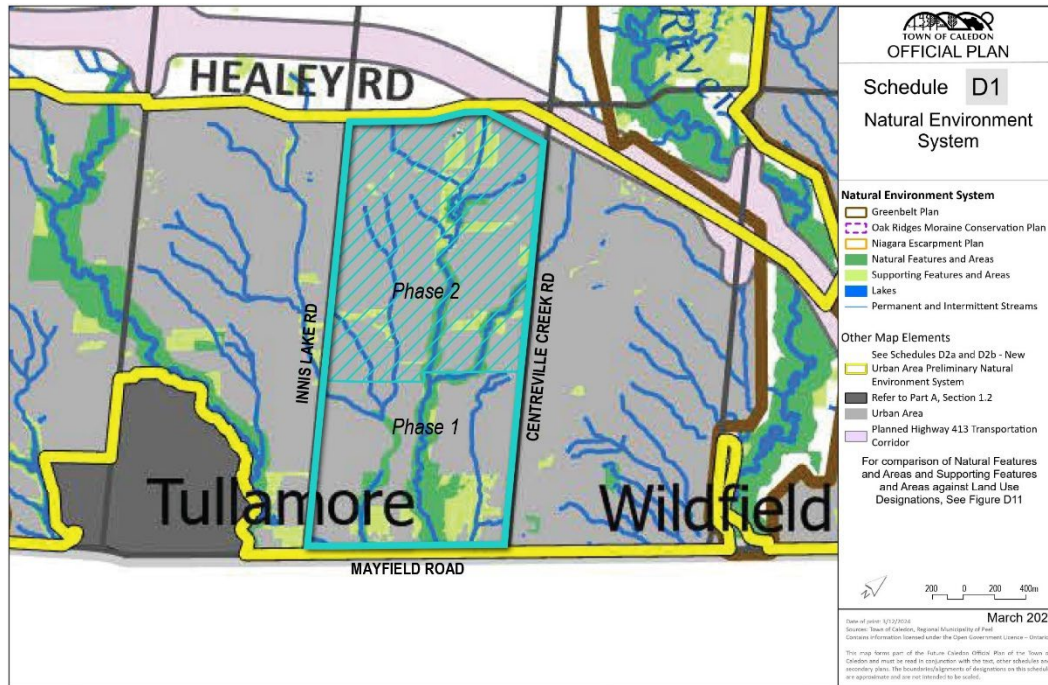
The Innis Lake SP Area is designated as a New Community Area on Schedule B4 of the FCOP, which is to be planned in accordance with Section 21 of the FCOP.

Section 21.1.1 states that all New Community Areas identified on Schedule F1, including the Innis Lake SP Area, will be subject to secondary planning, in accordance with the relevant policies of this Plan, to implement the Town Structure by applying land use designations and policies and establish detailed policies that build on the direction from Part C, Town-wide Policies, and elsewhere in this Plan, to guide future development. Section 21.1.3 further states that new and developing community and employment areas within the Town’s new urban area will be subject to general land use designations until they undergo secondary planning in accordance with the policies of the FCOP. More detailed and specific land use designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System. Applications for development within the designated growth 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, or the development application will be refused (Section 21.1.7)

### **5.3.3 Environmental Policy Area Designation Policies**

Portions of the Innis Lake DP Area are designated “Natural Features and Areas” and “Supporting Features and Areas” on Schedule D1 of the FCOP, as shown in Figure 7 below.

Figure 7: FCOP Schedule D1 – Natural Environment System



 Subject Lands

Source: Town of Caledon (2025) MGP (2026)

Section 13 of the FCOP describes policies and objectives relating to protecting the natural environment. The Natural Features and Areas designation corresponds to Core Areas of the Greenlands System as identified in the Region of Peel Official Plan (Section 13.3.1). Section 13.3.3 states that development and site alteration within this designation is not permitted except for the following:

- forest, fish, and wildlife management;
- conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;
- essential infrastructure exempted, pre-approved or authorized under an environmental assessment process;
- passive recreation;
- minor development and minor site alteration;
- existing uses, buildings or structures;
- expansions or alterations to existing buildings or structures;
- accessory, uses, buildings, or structures; and,
- a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning bylaw on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy will be deemed to be an existing building or structure

for the purposes of sub-sections g) and h) above.

The Supporting Features and Areas designation includes the Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan. Section 13.4.2 states that permitted uses in the Supporting Features and Areas overlay designation are those permitted in the underlying land use designation and in accordance with applicable Provincial Plans. Notwithstanding the above, no development or site alteration will be permitted unless it has been demonstrated to the satisfaction of the Town, that there will be no negative impacts on the feature or their ecological functions and/or hydrologic functions as well as that a) there is no reasonable alternative location outside of the Natural Supporting Feature and Areas designation and the use, development or site alteration is directed away from the Natural Feature and Areas designation to the greatest extent possible; b) if avoidance is not possible, the impact to the feature is minimized; c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and, d) where ecosystem compensation is determined to be appropriate and feasible, including for essential infrastructure, it may be considered in accordance with Town ecosystem compensation guidelines.

Proposed development adjacent to the Natural Features and Areas designation and Supporting Features and Areas designation requires the preparation of an environmental impact study to ensure that there are no negative impacts to the ecological functions of the features (Section 13.3.6 and 13.4.3). In accordance with Section 1.4.5d) of the FCOP, refinements to the Natural Features and Areas and Supporting Features and Areas designations can be made subject to the appropriate studies submitted through the secondary plan process.

This OPA refines the boundary of the NHS as delineated on Schedule D1 of the FCOP. The refinements made to the boundaries of the NHS are consistent with the recommendations of the Local SWS submitted in support of the Innis Lake SP.

The proposed amendment conforms to the policies of the Environmental Policy Area designation, as only essential infrastructure, including roads and servicing, is proposed within the key natural heritage or hydrologic features and their associated buffers.

The proposed transportation system within the Innis Lake SP Area contemplates 5 major collector and 4 minor collector road crossings of the Natural Heritage System only where there is no other option to provide for a connected community. The proposed road network provides a logical and well-connected transportation and active transportation system that balances connectivity with impacts to the NHS. As such, the proposed amendment and associated Land Use Plan conform to Section 13 of the FCOP.

#### **5.3.4 Parkland Policies**

The FCOP updates the parkland provision and parkland hierarchy of the Caledon OP. It establishes an updated parkland provision target of 2.7 hectares per 1,000 population

(Section 26.2). As these are Town-wide standards, it is our understanding that the provisions are not intended to be achieved on an individual plan basis.

The parkland hierarchy consists of Urban Squares, Neighbourhood Parks, Community Parks, and District-Special Purpose Parks (section 14.5). The proposed Innis Lake SP Area delivers seven (7) parks located within the developable areas of the Innis Lake SP Area. Of the 7 parks, 6 are intended to be Neighbourhood Parks and 1 Community Park. Within Phase 1 of the Innis Lake SP Area, 3 Neighbourhood Parks are appropriately sized in accordance with Section 14.5.3 of the FCOP. The Neighbourhood Parks are proposed to be located with visibility and walkability for residents within the catchment area and will meet the policy intent of the Official Plan.

The conceptual Facility Fit Plans for Phase 1 of the Innis Lake SP Area are included in support of the OPA application and represent the recreational servicing potential of the proposed parkland.

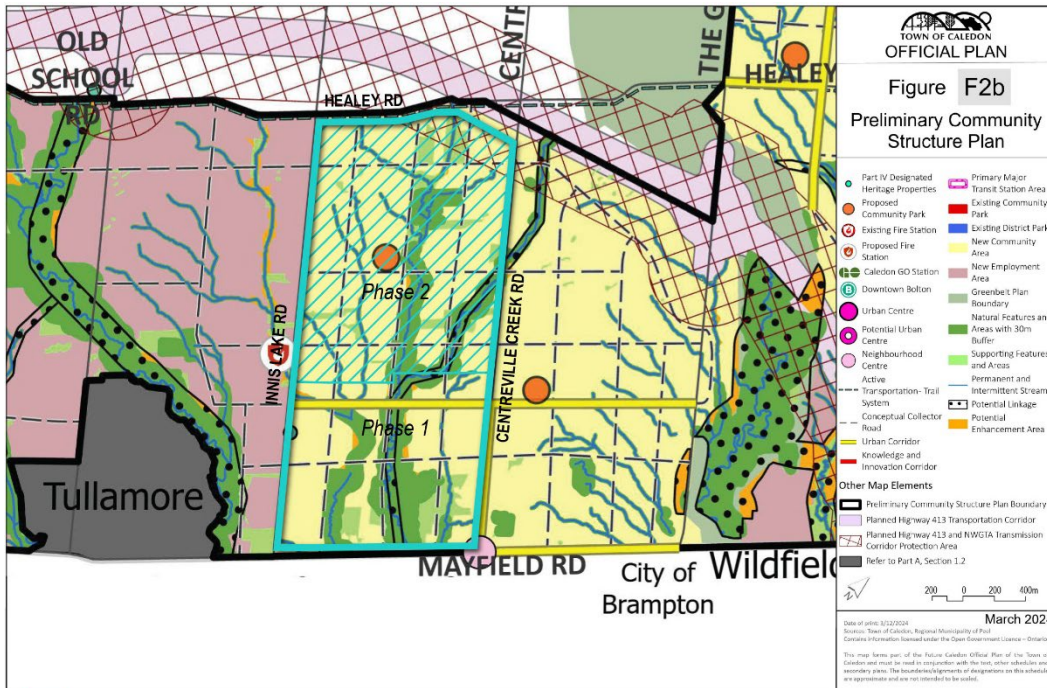
The Facility Fit Plans identify the potential to programming for the four Neighbourhood Parks in the Phase 1 lands. Collectively, the parks intend to accommodate multi-use courts, tennis/pickleball courts, junior play areas, senior play areas, outdoor fitness equipment, half basketball courts, outdoor amphitheatre, splash pads, educational pollinator/rain garden, outdoor classroom area, open lawn /play field, gathering plazas, seating areas, and nature play amenities.

Neighbourhood Parks cater to the needs and interests of the residents living within their general vicinity for both organized and unorganized leisure activities. Neighbourhood Parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade. The service catchment area of Neighbourhood Parks is 800 metres to the residential area and has a minimum size requirement of 1 hectare. Neighbourhood Parks should contain adequate street frontage for visibility and safety and be linked, where feasible, to the trail network (Section 14.5.3). The Innis Lake SP Area envisions 6 neighbourhood parks throughout the entire community. Based on the distribution, all residents are within 800m of a neighbourhood park and are at least 1.0 hectare. The neighbourhood parks will all have the potential to be located on a public road frontage, whether that is on a collector or local road. Where possible, the proposed Neighbourhood Parks are located adjacent to the NHS to provide suitable connections to the open space and trail system.

Community Parks are a focus for active recreation and are centrally located within a village or settlement area. These parks typically contain playing fields for organized sports. The service catchment area of Community Parks is multiple residential areas and has a minimum size requirement of 4 hectares. Community Parks should have direct access to an arterial or collector road, be accessible by public transit, and, where feasible, be located adjacent to a school site and linked to the trail network (Section 14.5.5). The Innis Lake SP Area envisions one Community Park for the entire community. This area is centrally located and can provide the required parking and connections to a collector road network, and it is the intent to be transit-accessible.

As shown below in the FCOP Preliminary Community Structure Plan, Figure F2B, one community park is proposed within the Innis Lake SP Area, within the Phase 2 lands.

Figure 8: FCOP Preliminary Community Structure Plan - Figure F2b



Subject Lands

Source: Town of Caledon (2025) MGP (2026)

A total of seven parks are distributed throughout the Innis Lake SP Area and range in size consistent with the FCOP policies. Within the Phase 1 Lands, the Neighbourhood Parks range in size from 1.5 – 2.5 hectares. Each proposed park has frontage onto a local, collector or arterial road and, where possible, provides opportunities for active transportation connections utilizing trails within the natural heritage system. For the reasons described in this Section, it is our opinion that the proposed amendment is consistent with the FCOP policies.

### 5.3.5 Highway 413 Focused Analysis Area and NWGTA Transmission Corridor Narrowed Area of Interest

Schedule C1 of the FCOP demonstrates that a portion of the Innis Lake SP Area, in the north east corner of the site, consists of an overlay designation consisting of a corridor protection area that reflects the Highway 413 Focused Analysis Area and the NWGTA Transmission Corridor Narrowed Area of Interest. In accordance with Section 11.12.1 of the FCOP, development on lands within the corridor protection area shall not be permitted until the rights of way have been determined. Development approvals for lands within the corridor protection area can be granted given that the Ministry of Transportation and Ministry of Energy and Mines confirms that the area of interest no longer apply to the lands.

The Draft OPA conforms to the policies of the FCOP as it continues to delineate the Highway 413 Focused Analysis Area and NWGTA Transmission Corridor Narrowed Area of Interest as an overlay on Schedule A of the Innis Lake SP.

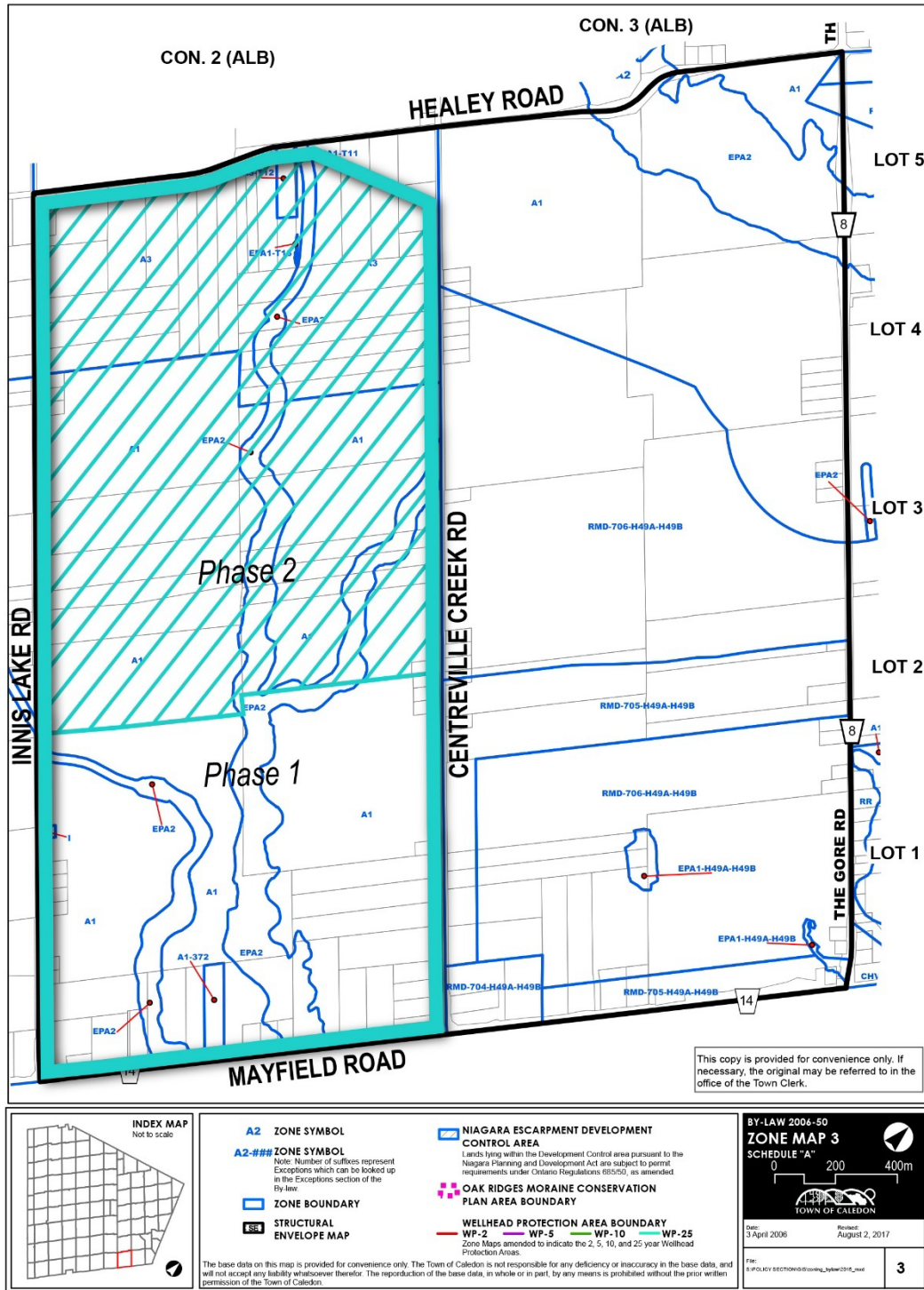
#### **5.4 Town of Caledon Zoning By-law**

The Innis Lake SP Area are currently zoned as A1 “Agricultural”, A3 “Small Agricultural Holdings”, EPA 1 “Environmental Protection Area 1”, EPA2 “Environmental Protection Area 2”, and I “Institutional” in the Town of Caledon Zoning By-law 2006-50 as shown in Figure 9. There are existing site specific zones for certain properties within the Innis Lake SP Area, which are currently zoned A1-372, A3-T12, EPA1-T11, and EPA1-T13. The existing zoning generally allows for agricultural-related uses, recreation uses, and environmental conservation, respectively.

It should be noted that the Town of Caledon initiated a Town-wide Zoning By-law Amendment to rezone the lands designated as New Urban Area 2051 to a “Future Development (FD) Zone”. The purpose of this zone category is to continue to permit the uses under the existing Agricultural (A1) Zone in addition to temporary sales offices and accessory uses to legal permitted uses. At the time of writing this Report, the draft ZBA has been presented at the public meeting on April 7, 2026 and is currently under review by the Town. We note that should this ZBA be approved, the majority of the Innis Lake SP Area will be rezoned as FD, which permits the uses existing on the lands.

It is anticipated that individual landowners will be required to submit separate Zoning By-Law Applications at a later date under a separate process from this Official Plan Amendment applications. The current application for the Innis Lake SP Area is for an official plan amendment only. As such, a future application will be required to amend the zoning by-law to implement the land use framework established by the official plan amendment. It is expected that applications for zoning by-law amendment will be submitted in conjunction with draft plan of subdivision applications.

Figure 9: Zoning By-law 2006-50



 **Subject Lands**

# 6.0 Proposed Official Plan Amendment

## 6.1 Purpose of the Official Plan Amendment

The purpose of the OPA is to redesignate lands in the Innis Lake SP Area according to the land use structure and policies established by this OPA. The Amendment amends Part H: Site Specific Policies and Secondary Plans of the Official Plan for the Town of Caledon to establish the Innis Lake Secondary Plan and to apply land use designations and policies that are consistent with those established within the Region of Peel Official Plan. The Secondary Plan will guide the future development of the Innis Lake SP Area. The Draft OPA/Secondary Plan therefore provides:

- An overall community vision and strategy;
- A detailed land use plan;
- A defined natural heritage system;
- Policies for the guidance of land use and development in the planning area in accordance with policies established in the Town of Caledon Official Plan, Future Caledon Official Plan, and all other relevant policies at the provincial and regional level;
- Implementation policies; and,
- Interpretation policies.

Included with the OPA application is the Draft Official Plan Amendment and Innis Lake Secondary Plan, dated May 2026, provided under separate cover.

## 6.2 Vision, Goal and Objectives

Innis Lake is a new neighbourhood which will be designed as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. It will include a mix of uses that support a strong local economy with a range of commercial and employment opportunities, promote sustainability, and protect heritage resources. The intent of the policies should be to achieve the population, employment, and density targets set out in the Peel OP and the Caledon OP. In accordance with the FCOP and RPOP objectives, the Innis Lake SP Area should be planned to accommodate complete communities by establishing policies that encourage neighbourhoods to be places to live, work, and recreate. The Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design that align with the Town's policies. The goal of the Innis Lake SP will be to achieve the five (5) objectives discussed below.

Firstly, the Community will be an environmentally and culturally sensitive community that includes a Natural Heritage System (NHS) and a network of open spaces and recreational areas, which is connected to the overall NHS and provides additional recreational opportunities while also conserving any cultural heritage resources. Secondly, it will be a complete community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses. Thirdly, it will be a connected community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system. Fourthly, it will be a well-serviced and transit-supportive community that provides easy access to transit and active transportation, as well as to shopping, recreation, and institutional uses. And finally, it will be a sustainable and attractive community that promotes sustainability through compact design, energy efficiency, environmental protection, and climate resilience, and that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

### **6.3 Community Design Elements**

The Innis Lake SP is structured to align with Innis Lake Community Design Guidelines ("ILCDG"). The Innis Lake SP requires that the implementation of the Innis Lake SP demonstrate alignment and regard for the ILCDG. The Innis Lake SP has been structured with the intent to achieve the following elements:

- Neighbourhood Centre is located at the key gateway intersection of Mayfield Road and Centreville Creek Road, and serves as a focal point for the surrounding community. It offers a range of daily goods and services for residents and includes built forms comprised of low to mid rise buildings that accommodate a mix of uses.
- Urban Corridors are planned to support quality urban living environments by connecting neighbourhoods through transit services and cycling infrastructure. Planned along key arterial and collector roads, including Centreville Creek Road and the proposed east-west major collector road, they are intended to be comprised of medium density built form and a mix of uses.
- Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood. They are planned to accommodate a wide range of housing types for all ages and incomes in a more compact built form, including single detached, and range of townhouse products.
- A range of retail commercial opportunities throughout the Secondary Plan area, including options which maximize walkability for residents;
- Parks are strategically distributed throughout the community, within convenient walking distance to the majority of residents;
- Open spaces are situated throughout, to reinforce the preservation of natural features and connect different land uses;

- A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas to promote inclusiveness and create dynamic streetscapes;
- A range of amenities, in combination with connections to the NHS and other open spaces, will enhance the diversity, function, and aesthetic of the broader park system. The proposed urban fabric within the Innis Lake community, including streets, residential areas, and parks, will evolve alongside NHS lands and will provide important vistas and trail opportunities integrated into these features. A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- A complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas, and the NHS.
- A transit-supportive community structure that integrates higher-density mixed-use areas, key destinations, and neighbourhood nodes with the ability to support a future public transit network. The land use and street pattern will support frequent, accessible, and efficient transit service, promoting sustainable mobility and reducing reliance on private vehicles.

## 6.4 Community Area Structure

The Innis Lake Secondary Plan includes a New Community Area comprised of structural elements, including Neighbourhood Areas, Urban Corridors, a Neighborhood Centre, Community Park, Natural Features and Areas, Supporting Features and Areas, Permanent and Intermittent Streams, Potential Linkages, and Potential Enhancement Areas.

## 6.5 Growth Management

### 6.5.1 Growth Management Strategy

The Innis Lake SP is intended and planned to occur in an orderly, timely, and cost-effective manner while achieving the following population and employment targets shown in Table 7 below:

*Table 7: Innis Lake Area Population and Employment Estimated Targets*

Population <sup>(1)</sup>	22,460 <sup>(3)</sup>
Population-related jobs	1,750 <sup>(3)</sup>
<b>Total</b>	<b>24,200<sup>(3)</sup></b>
Land area (hectares) <sup>(2)</sup>	333
Density (combined population and jobs per hectare)	73

(1) Inclusive of the Census undercount.

(2) Net of Natural Heritage System & (3) Rounded to nearest hundredth

As per the Innis Lake SP, it will be required that the minimum number of residential homes to be permitted in the Secondary Plan area will be sufficient to achieve the above planned population of 22,460 residents.

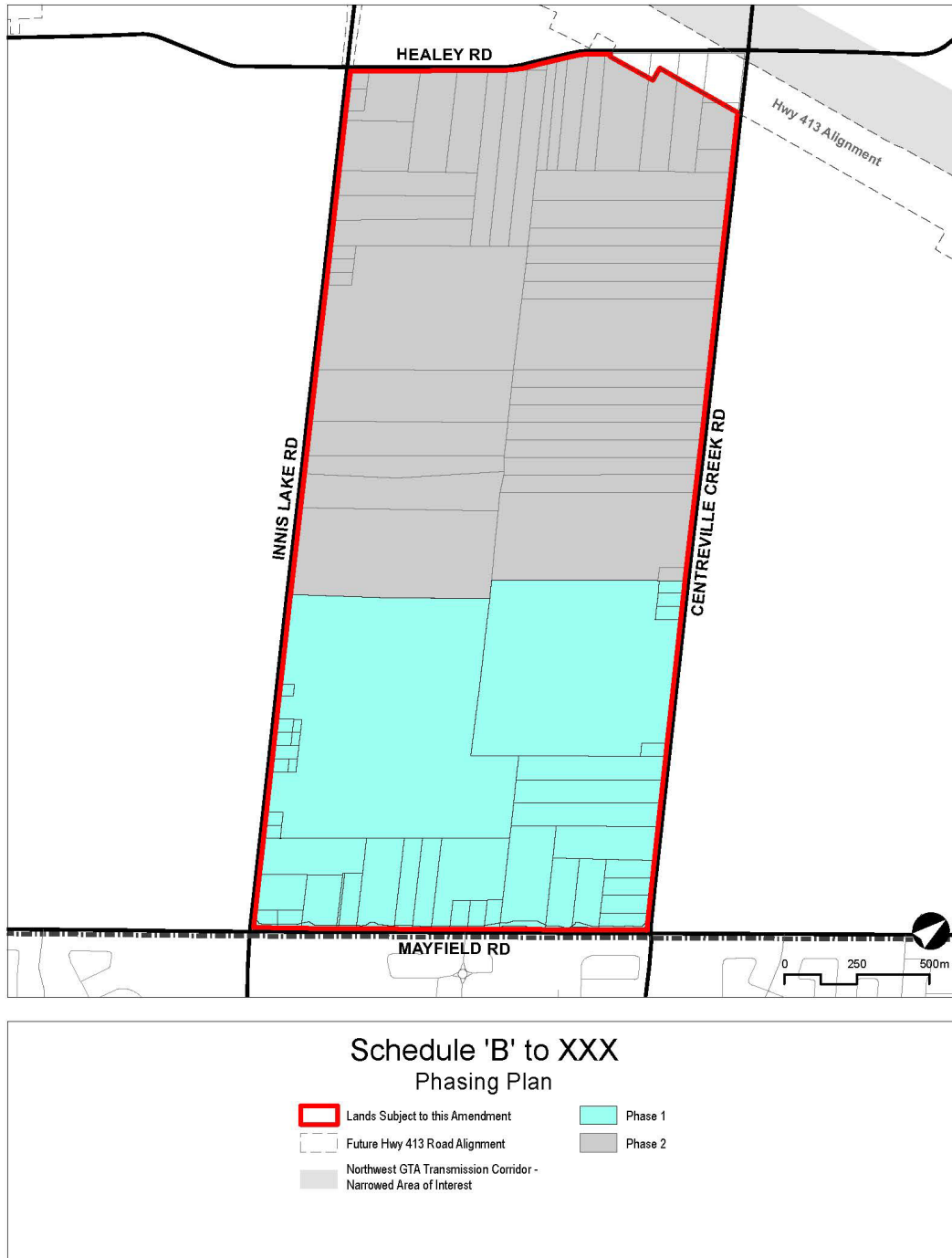
To ensure consistency, the community design guidelines, as outlined above, along with the Transportation Impact Study and Phasing Plan, will be approved prior to the registration of any plan of subdivision, draft plan of condominium, or approval of site plan application within the Innis Lake SP area.

Regarding finances, Innis Lake SP clarifies that the Town, the Region of Peel and/or other government agency may require front-end, accelerated payment, and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Secondary Plan in an orderly, timely, and cost effective manner.

### **6.5.2 Phasing**

The phasing of the Innis Lake SP will be split into two (2) phases of development as shown in Figure 11 below. The first phase will include the participating landowners currently included within the secondary plan process, as their lands will be ready to develop at the earliest, given their active participation in the secondary plan process and the availability of existing and planned infrastructure to support development. The second phase of the Innis Lake SP will be the remaining non-participating lands to the north.

Figure 10: Proposed Phasing Plan



Source: MGP (2026)

Development in the Innis Lake SP shall proceed in phases, shown on Schedule “B”. The Phases should proceed in accordance with the extension of water and wastewater servicing infrastructure, beginning with Phase 1. Given the existing infrastructure on Mayfield Road, the sequencing of infrastructure delivery will generally be going from a

south to north direction. Refinements to the sequencing of development may be considered through the review of subsequent development applications, in consideration of the timely provision of infrastructure and services, and shall not require an amendment to this Plan.

Each phase of development will be sequenced to ensure the following:

- a) There is availability and efficient use of public infrastructure and services;
- b) Development proceeds in a manner that is supportive of transit services;
- c) Services and required infrastructure are provided in a fiscally responsible manner consistent with the objective of this Secondary Plan, in accordance with the Region's Water and Wastewater Master Plan, the Development Charges Background Study and all applicable legislation and which does not impose a financial burden on the Town or the Region beyond that planned for and approved by Council;
- d) The progression of development will follow a logical sequence to ensure the creation of a complete community, minimizing the extent to which future residents are exposed to construction; and,
- e) There is an appropriate range and mix of housing types, including affordable and/or assisted housing, to achieve the targets of this Secondary Plan.

The staging and sequencing plan prepared by DSEL included in the FSR considers the following components when delineating each stage of development:

- a) Infrastructure (e.g. roads and any associated intersections; water and wastewater services, stormwater management facilities, and public utilities);
- b) Public transit service, e.g. potential transit routing and the location of the transit hub and transit stops;
- c) Schools;
- d) Community facilities (e.g. public parks, pathways and trail network, and recreation facilities);
- e) Natural Heritage System and,
- f) Affordable housing site(s).

## **6.6 Servicing**

### **6.6.1 Transportation and Mobility Network**

The transportation/mobility network consists of an arterial and collector road network on which transit services, pedestrian, and cycling connections will be developed. The transportation/mobility network is developed as multimodal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement. In particular, the Innis Lake SP identifies a hierarchy of streets and blocks to promote walking, cycling, and transit.

The transportation and mobility system includes:

**a) Arterial Road Network**

The components of the arterial road network include Innis Lake Road, Centreville Creek Road and Healey Road. These are classified as Town Arterial roads. Mayfield Road is classified as a Regional Arterial Road.

**b) Collector Network**

The proposed collector network provides access to the arterial road network, and also provides for internal flow balancing, circulation flexibility, and active transportation opportunities. The collector network accommodates planned population and population-related employment in Innis Lake. It is our understanding that the Town has already completed Phase 1 and 2 of the EA process through their Multi-Modal Transportation Master Plan.

The location and general alignment of the major and minor collector roads are approximate. These roads and their connections to other roads form a network that is necessary to ensure the appropriate overall functioning of the transportation system and water and wastewater system to support the planned development of the area. The Land Use Plan conceptually depicts the collector road alignments. Two (2) major collector roads (26m) traverse the area with east-west connections between Innis Lake Road and Centreville Creek Road. Five (5) minor collector roads (23.5m) provide a direct connection between Healey Road and Innis Lake Road and Innis Lake Road and Centreville Creek Road.

**c) Collector Road Crossing of the Natural Heritage System**

The proposed transportation system within the Innis Lake SP Area contemplates 2 major collector and 7 minor collector road crossings of the Natural Heritage System only where there is no other option to provide for a connected community. The locations of these road crossings have been evaluated through a detailed study, and all development and redevelopment shall be designed to ensure that provision for these crossings is protected for future development.

**d) Active Transportation**

The Innis Lake SP inclusion of sidewalks, MUPs, and recreation trails along the edge of contiguous natural heritage and open space elements, including parks, school sites, environmental buffers, and stream corridors, where appropriate, is intended to provide a safe, attractive, and convenient alternative for short trips in the Secondary Plan that would otherwise be made using a car.

The proposed major and minor collector roads are planned with a right-of-way width of 22 to 26 metres, may include on-street parking, and will provide sidewalks on both sides of the road as well as bicycle routes, where feasible.

Local Roads will be planned with a right-of-way width of up to 18 metres, may include on-street parking, and will provide sidewalks on both sides of the road, where required and where feasible. This will significantly enhance connections and mobility in a new neighborhood by providing safe, accessible routes for non-motorized travel. These features will encourage active transportation, reduce traffic congestion, and create a more connected, walkable community, allowing residents to easily reach key destinations such as schools, parks, and local shops.

- e) Consistent with the MMTMP and the ATMP, physically separated multi-use paths are recommended along Centreville Creek Road, Innis Lake Road and Healey Road.**Public Transit**

Transit service must be available to as many residents in the Innis Lake SP as early as possible. It is expected that the Town will work with the applicable inter-regional, intra-regional, and local public transit service providers to develop a system of public transit services for the Secondary Plan. The collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays.

## **6.7 Community Facilities**

Community uses are equally distributed throughout the Innis Lake SP, providing residents with easy access to schools and parks.

Further details on the quantum and distribution of community uses are provided in the Community Services and Facilities Study (“CSFS”) prepared by MGP and included under separate cover as part of the OPA Application submission.

### **6.7.1 Schools**

The CSFS uses the Education Development Charge Background Studies to determine the quantum of schools required to service the Innis Lake SP population utilizing the pupil yield rates.

There are four (4) elementary schools, three (3) of which are proposed to be public schools and one (1) of which is proposed to be a catholic school, and one (1) public secondary school proposed within the Innis Lake SP Area.

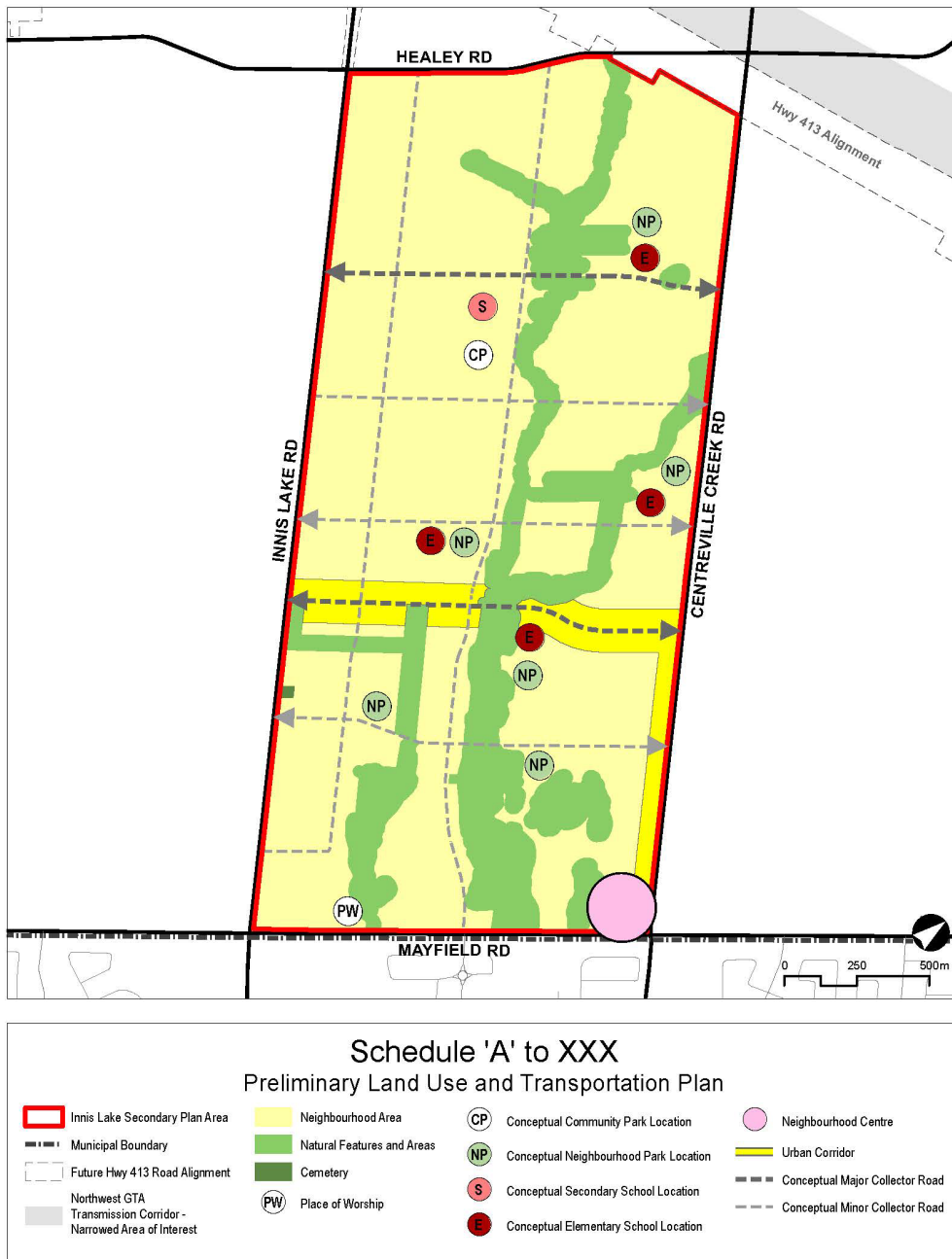
### **6.7.2 Parks**

The Innis Lake SP does not rely on existing or surrounding parks to satisfying parkland requirements under the *Planning Act*. Applying a parkland rate of 5% for residential areas and 2% for commercial areas, results in an overall parkland requirement of 16.3 hectares in the Innis Lake SP Area. This will be delivered through the six (6) neighbourhood parks and one (1) community park distributed across the entire SPA. Of this total, 5.9 hectares of parkland, including three (3) of the six (6) neighbourhood parks, will be located in Phase 1 of the Innis Lake SP.

## **6.8 Land Use Plan**

The Innis Lake Land Use Plan (“Land Use Plan”) establishes the land use designations and transportation/mobility network for the Innis Lake SP area. The proposed land use designations conform with the FCOP and include Neighborhood Area, Urban Corridor, Neighborhood Centre, Natural Features and Areas, and Cemetery. The draft Official Plan Amendment found under separate cover provides further description of the proposed land use designations.

Figure 11: Proposed Land Use Plan for the Proposed Official Plan Amendment



Source: MGP (2026)

The Land Use Plan concentrates densities in a transit-supportive manner adjacent to the southern east-west major collector road and a portion of Centreville Creek Road (i.e. Urban Corridor). Residential Low-rise uses are located more internally and serviced by collector roads, providing the balance of housing as ground-oriented forms such as single

detached and semi-detached units.

### **6.8.1 Population and Employment**

Based on a gross developable land area of 333, the proposed Innis Lake SP will generate an estimated 22,460 people and 1,750 population-related jobs. This will achieve a minimum density of approximately 73 people and jobs combined per hectare.

### **6.8.2 Land Use Designations**

It is anticipated that components of the Innis Lake Land Use Plan will be further refined as a result of additional analysis and consultation undertaken during the preparation of the OPA. The current components of the Land Use Plan are identified in Figure 12 above and include:

- a. Neighbourhood Area
- b. Urban Corridor
- c. Neighbourhood Centre
- d. Natural Features and Areas
- e. Cemetery

Policy directions for each community structure component and related land use designations are described in the following sections. The policies in the Innis Lake SP provide for the development of a comprehensive road and transit network, an integrated open space network, and identification of urban corridors to meet the needs of the community. The Innis Lake SP provides further policy direction on matters related to the Greenway System, including policy direction with respect to the location of parks and stormwater management facilities.

#### Neighbourhood Area

Lands within the Neighbourhood Area designation are intended to be developed to accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form than that of older established neighbourhoods in the town. They are intended to permit ground-oriented residential uses, long-term care homes and retirement homes, public service facilities integral to a neighbourhood, and neighbourhood-scale retail, commercial, personal service and professional service uses. The maximum permitted height will generally be 4 storeys; however, buildings as high as eight storeys may be permitted along collector or arterial roads.

Sites adjacent to arterial roads, transit supportive forms of development will be a high priority for development.

#### Urban Corridor

The Urban Corridor designation is intended to connect neighbourhoods through mixed-use, mid-rise developments, and denser forms of ground-oriented units, including townhouses. The Urban Corridors are meant to be communities themselves that support

a high-quality urban living environment with connections to transit services and cycling infrastructure. A range of permitted uses allow lands within this designation to meet the day-to-day needs of residents living within the Corridors and the surrounding neighborhoods. These corridors are anticipated to be approximately 80-100 metres in depth from the arterial road and will be characterized by a mixture of primarily high-intensity forms of development, including retail and service commercial uses, offices, and residential apartments, as well as community facilities.

The maximum permitted height is 12 storeys. Singles and semi-detached may be permitted; however, they cannot front an arterial road. A high priority will be placed on the pedestrian, cycling, and transit experience to reinforce convenience, comfort, and safety.

#### Neighbourhood Centre

The Neighbourhood Centre is located at the Centreville Creek Road and Mayfield Road intersection. Neighborhood Centres are intended to be the focal points of the surrounding neighbourhoods, providing a concentration of goods and services to match the day-to-day needs of local residents and workers.

The Neighbourhood Centre designation is intended to act as a vibrant focal point for the surrounding neighbourhoods. They are intended to offer a wide range of goods and services capable of servicing residents and works everyday needs. Development within Neighbourhood Centres may take the form of mid-rise or high-rise buildings that provide a mix of uses or individual buildings for residential, commercial, office, and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling infrastructure. The maximum permitted height will be 25 storeys; however, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where required.

The minimum permitted height is 3 storeys. Transit-oriented forms of development and transit-supportive space design will be a high priority for development. Quality pedestrian streetscapes and transit/cycling connections will be prioritized, and surface parking is intended to be limited, where possible.

#### Natural Features and Areas

The lands under the designation provide a functional and connected natural heritage system that protects and enhances key natural heritage features. The intention of this designation is to reflect the design principle of achieving net ecological gain. The designation does not permit development or site alteration except for a range of natural resource management, conservation, recreation, and essential infrastructure uses.

Any proposal for new development or site alteration adjacent to a feature in the Natural Features and Areas designation 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. It should also be noted that the Natural

Features and Areas designation is not intended to and will not form part of the parkland dedication to the Plan Area.

The Natural Features and Areas designation boundaries will be finalized through the approval of the Final Local SWS and/or site-specific Environmental Impact Studies by the Town and applicable agencies. Natural Features and Areas that have not been confirmed in the field through the Local SWS due to non-participating land ownership, or where features are considered candidate features in the Local SWS, will require further study for the affected property/parcel. These studies will determine the appropriate management and refinement of the features in alignment with the Local SWS, unless otherwise agreed to by the Town and the Conservation Authority.

Cemetery

The Cemetery land use designation represents the existing cemetery within the Innis Lake SP Area. It is intended to be designated to protect it from future development.

**6.8.3 Land Use Statistics**

Based on the Innis Lake SP and Land Use Plan presented in this report, Table 8 below provides the estimated units, population and population-related employment by dwelling type that the Innis Lake SP Area is planned to accommodate based on the residential land use designations on the Land Use Plan. The Innis Lake Area is estimated to accommodate a total of 6,680 dwelling units, 22,460 people and 1,750 population-related jobs.

*Table 8: Estimated Units, Population, and Population Related Employment by Dwelling Type*

<b>Residential</b>				
<b>Unit Type</b>	<b>Net Land Area (ha)</b>	<b># Units</b>	<b>% Unit Mix</b>	<b>Population</b>
Single/Semi Detached	136	3,400	51%	12,380
Secondary Unit	-	540	8%	1,120
Street Townhouse	40	2,000	30%	6,600
Stacked Townhouse Units	8	680	10%	2,260
Apartment	0.4	55	1%	110
<b>Total</b>	<b>184</b>	<b>6,680</b>	<b>100%</b>	<b>22,460</b>
<b>Non-Residential</b>				
<b>Job Source</b>	<b>Net Land Area (ha)</b>	<b># Jobs</b>	<b>% Job Mix</b>	
Institutional	16.6	300	17%	
Commercial	11	550	31%	
Work from Home	184	900	52%	
<b>Total</b>	<b>212</b>	<b>1,750</b>	<b>100%</b>	

*Note: Estimates may not add up due to rounding*

## 7.0 Conclusion

The purpose of this report is to provide an overview of the proposed amendment and analyse and render a planning opinion on the proposed amendment in the context of the relevant Provincial, Regional and local policy framework and the technical studies prepared by other experts.

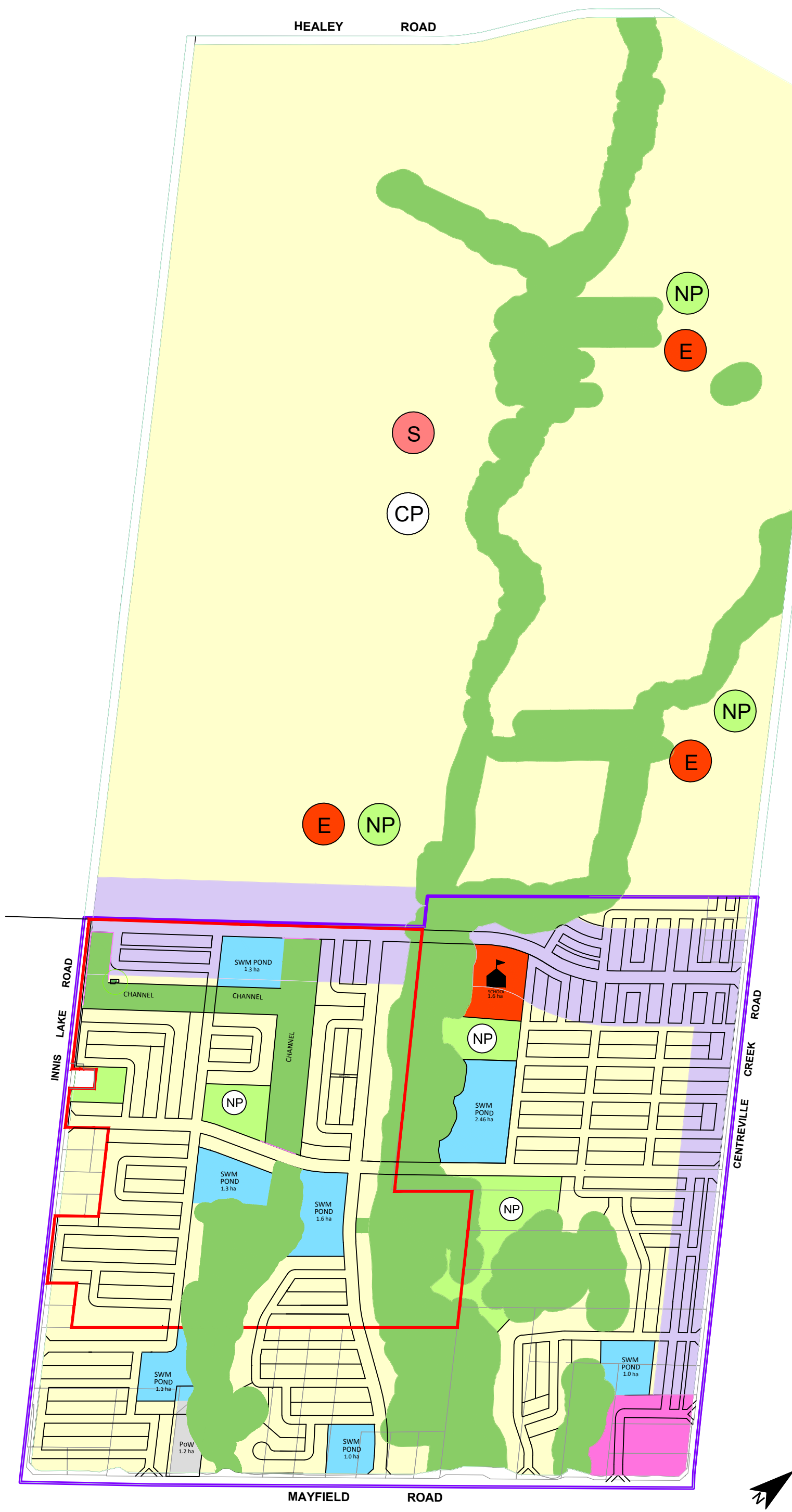
This report has reviewed the proposed amendment against the unique policy framework, and it is our opinion that the proposed amendment is consistent with the PPS, conforms to the Region of Peel Official Plan, and Future Caledon Official Plan and represents good planning based on the following:

- The proposed amendment considers and aligns the demographic trends within the Town of Caledon and Region of Peel and provides a unit mix of predominantly low-density ground related housing with opportunities for higher density housing that will support the higher distributions of young families.
- The proposed amendment is consistent with the policies of the PPS which emphasizes the importance of building healthy, livable, and safe communities and promotes efficient and cost-effective development and land-use patterns. The Innis Lake SP Area is located within a settlement area and is designated for growth, is appropriate for development with a mix of uses and forms and propose no negative impacts to natural heritage or hydrologic features nor their functions.
- The proposed amendment conforms to the policies of the approved 2051 RPOP which promotes the development of healthy and sustainable complete communities. The Innis Lake SP Area is identified for growth under the policies of the adopted RPOP and the Land Use Plan proposes a well designed, transit-oriented land use pattern that accommodates a range of housing types and a well-connected transportation and active transportation network. The proposed amendment achieves a minimum density of 73 residents and jobs per hectare which contributes to the achievement the Region’s greenfield density target for the entire Designated Greenfield Area in the Town of Caledon.
- The proposed amendment conforms with and implements the intent of the Future Caledon OP to plan for the development of complete, well-designed communities that offer transportation choices and accommodate an appropriate mix of housing, jobs and access to retail and services. The proposed amendment is expected to achieve a minimum density of 73 persons and jobs per hectare, which exceeds the density requirement required under the Official Plan.

It is anticipated that the review and assessment of this application will require a collaborative approach and review with the Town. The preparation of the Innis Lake

Secondary Plan will require additional work, public consultation and coordination with the Town and Region. Subject to this process being completed, it is our overall opinion that the amendment represents good planning and is in the public interest.

# **Appendix A**



**LEGEND**

- Study Area
- Major Collector Roads
- Minor Collector Roads
- Neighbourhood Area
- Neighbourhood Centre
- Urban Corridor
- Natural Heritage System
- SWM Ponds
- Neighbourhood Parks
- Elementary Schools
- Place of Worship

**DRAFT**

MGP File No.: 22-3110  
Date: March 23, 2026



# **Appendix B**

## **Appendix III**

### **Innis Lake Secondary Plan – Draft Stakeholder Engagement Strategy**

#### **Purpose**

The purpose of this Stakeholder Engagement Strategy is to identify the anticipated stakeholders/stakeholder groups, as well as the anticipated timing and means of consultation.

The consultation process will be led by the Town. Town staff will be responsible for the preparation, operation and follow-up on public meetings and other public consultations, including presentations, dry-runs, set-ups, attendance and compilation of comments. The Town will also be responsible for preparation and circulation of public notices for all public/stakeholder consultation meetings.

The landowners and their consultant team will attend the relevant consultation meetings for information purposes, as necessary.

#### **Scope of Consultation**

The scope of consultation will be determined with Town staff. It is expected to include a public open house, statutory public meeting and technical advisory committee meetings, as well as informal meetings with stakeholders as required.

Notice of public consultation events will be given in accordance with Town practice and/or the *Planning Act*. At minimum, notice will include owners of property within and 120 metres surrounding the proposed secondary plan area.

#### **Communication and Consultation Strategy**

The consultation strategy is to engage stakeholders and other interested parties as part of the secondary planning process. It is anticipated that this engagement will occur by way of posting project-related information online, hosting a public open house and statutory public meeting, establishing a technical advisory committee and having an assigned Town Planner to receive feedback and comments.

#### **Project Webpage**

The project details will be available for public review via the Town's website. Visitors will be able to view and download the background studies and other project related materials and information.

#### **Public Open House**

A public open house will be held prior to the statutory public meeting, at a time determined by the Town Planner in consultation with the landowners and their consulting team. An additional public open house may be scheduled at the discretion of Town staff or the Ward/Regional Councillor.

### **Statutory Public Meeting**

The primary method of public consultation will be the Statutory Public Meeting required by the *Planning Act*. Notice of the proposed OPA (for the secondary plan area) will be given in accordance with the *Planning Act*.

### **Technical Advisory Committee**

A stakeholder committee will be chaired by the assigned Town Planner and will have senior representation from the following:

- Town (various departments)
- Town's Consultants
- Toronto and Region Conservation Authority
- Region of Peel
- Peel District School Board
- Dufferin-Peel Catholic District School Board
- Landowners
- Landowners' Consultants

Stakeholder committee members will serve as the liaison between their respective agency/organization and the committee. Members are responsible for coordinating and representing their agency's position.

The stakeholder committee will provide advice to the Town and its consulting teams on the overall secondary planning process. The purpose of this committee is to ensure that all of the major stakeholders in the study area have a forum and opportunity to make their interests known. It is also to keep parties up-to-date on the status of the planning process and timelines for achieving key milestones, as well as to highlight issues and progress that is made on any related studies.

Two technical advisory committee meetings will be required and will generally correspond with the timing of the public open house and statutory public meeting.

### **Town Planner**

The Town Planner assigned to the project will be listed on all aforementioned notices and will be available for communication with interested parties. Outside of the scheduled consultation events, stakeholders may address comments and questions about the project to the assigned Town Planner.

The Town Planner will also share all comments from the public with the landowners and their consultant team.

### **Other Meetings**

Any other meetings that may be required will be scheduled on an as-needed basis (e.g., with Ward/Regional Councillors or department/agency staff).

## **Transparency**

Feedback from stakeholders will be addressed through the secondary planning process and any necessary updates will be made to the background studies, land use concept and draft OPA. Town staff will provide responses to comments and questions raised by stakeholders through the consultation process. Any changes to the proposed secondary plan will be summarized at each public consultation meeting and/or in the recommendation report.



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